



FORMER TEAGASC LANDS, KINSEALY

Architectural Design Statement

Proposed Development on behalf of The Land Development Agency.

February 2025



CONROY CROWE KELLY
ARCHITECTS & URBAN DESIGNERS

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INTRODUCTION

This Architectural Design Statement has been prepared by Conroy Crowe Kelly Architects as part of a planning application submission for a proposed new residential development located at the former Teagasc lands, Kinsealy, Co. Dublin.

This Design Statement is prepared in accordance with the Fingal Development Plan 2023 - 2029, and provides details of the site analysis, the design concept, compliance with the four key indicators identified in the Sustainable Residential Compact Settlement Guidelines for Planning Authorities, and compliance with relevant national and local design criteria and development standards. The design also has regard to Kinsealy LAP May 2019. The scheme has been designed by a multi disciplinary team and consideration has been given to delivering a sustainable, efficient and attractive neighbourhood to the highest standards.

Development Team

Developer:	Land Development Agency
Architect:	Conroy Crowe Kelly Architects
Planning Consultant:	Declan Brassil Planning Consultants
Environmental Consultant:	TMS Environmental Ltd.
Landscape Architect:	Ronan MacDiarmada and Associates Landscape Architects
Civil/Structural Engineer:	CS Consulting Group Engineers
M&E Engineer & Sustainability:	Delap & Waller M&E and Sustainability Consultants
Archaeology:	Courtney Deery Heritage Consultancy Ltd.
Arborist:	Arborist Associates Ltd.
Acoustic Consultant:	DKPinternational

This Architectural Design Statement has been prepared by Ciara O'Sullivan BArch MRIAI, Lea Duran BArch Prof.Dip MRIAI and Pamela Gill DipArch BArch (Sc) MRIAI

Disclaimer

The diagrams and images presented in this report are intended for illustrative purposes only. For more detailed information, please consult the accompanying drawing package and particulars.

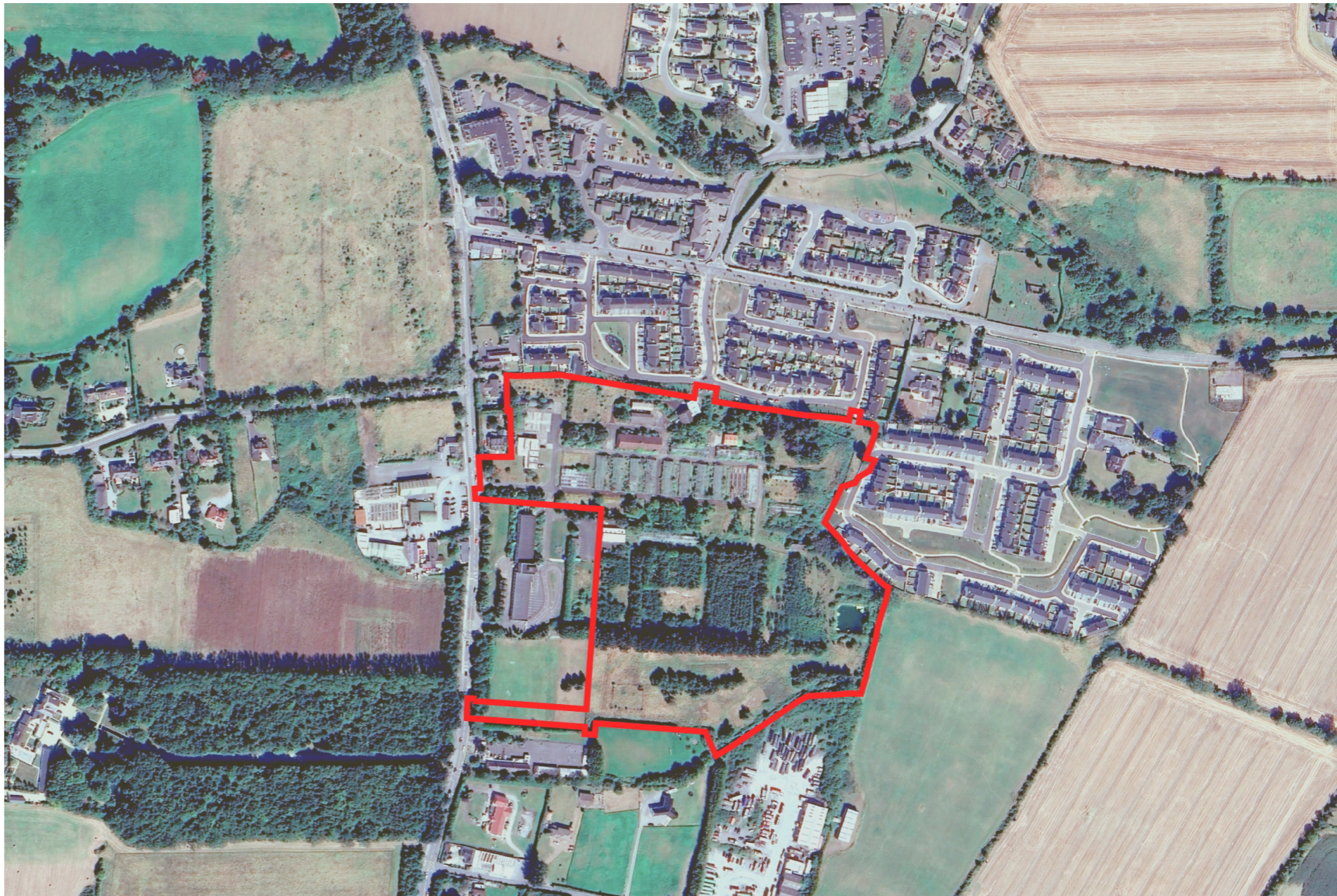


Figure 0.1 - Aerial view of the site (Image: Google Earth).

CourtneyDeery
ARCHAEOLOGY & CULTURAL HERITAGE



environment ltd



**Declan Brassil
& Company Ltd**
chartered planning consultants

CONROY CROWE KELLY
Architects & Urban Designers

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0.0 EXECUTIVE SUMMARY

The Land Development Agency propose to develop a new residential scheme of 193 dwellings for affordable sale and Part V social housing, and a creche of 283sqm, on a c.8.2 ha site, located at the former Teagasc Research Centre in Kinsealy, Co. Dublin. The development includes all associated site works and infrastructure, including landscaped open space and shared surface streets, internal roads, paths, cycle paths, public lighting and drainage.

The site includes 2.2ha of Green Belt lands (excluding road) in addition to the Class 1 and 2 open space areas required by the development. These lands, located to the south and southeast of the development area, are largely in abeyance pending the permission and construction of a strategic foul drain by Uisce Eireann as part of the Greater Dublin Drainage Strategy (GDDS) project.



Figure 0.1 - Proposed site layout

Site Data

Gross Site Area	c.8.2 ha
Net Development Area (RV Zoned)	c.4.81 ha
No. of Dwellings	193
2 Bedroom Houses	30
3 Bedroom Houses	123
2 Bedroom Own-Door Apartments	20
3 Bedroom Own-Door Duplex Units	20
Creche	283 sqm
No. of Children	50 no.
Building Heights	1 to 3 storey
No. of Parking Spaces	229
No. of Bicycle Spaces	345
(excl. spaces allocated to houses with rear access)	
No. of Bedspaces	575.5
Public Open Space	1.65 ha
Net Density (RV Zoning)	40.1 uph
Site Coverage	22.7%
Plot Ratio	0.38



Figure 0.2 - CGI of proposed greenway

0.1 PUBLIC CONSULTATION & ENGAGEMENT: YOU SAID - WE DID

The LDA Kinsealy CSES Report provides an overview of stakeholder feedback received on the LDA Kinsealy project from initial engagement and design, through to the public consultation period, which was held during November and December 2024. The consultation activities comprised a series of meetings and workshops. Submissions were also received via email.

Over 100 people were directly engaged with (in person) during the consultation period. Others submitted their views, concerns, and suggestions via email and phone. Residents and community stakeholders responded positively to the drop-in clinic. Overall, there was strong general support for homes, however, the main overarching concern is in relation to local infrastructure and the fear that it is not adequate for the cumulative impact of this development together with other planned housing schemes around Kinsealy village.

Infrastructure, Traffic, Connections & Permeability

You Said:

- Inadequate footpath and cycle paths to public transport and local services.*
- Increased population and pressure on local services.*
- Rush hour traffic on Chapel Road, Baskin Lane and Malahide Road and danger to cyclists and pedestrians.*
- The rural character of the surrounding roads in Kinsealy cannot cope with increased traffic levels.*

We Did:

The proposed development of the former Teagasc site will deliver new pedestrian and cycle paths within the site, which link into the existing paths within Kinsealy Manor, Beechwood, and Newpark. These new pathways will allow for car free and safe pedestrian/cycle movement through the new residential development, connecting surrounding areas to the two schools, new public open spaces, bus stops and the new playing pitch. This will mean that the local community can avoid walking and cycling along the busier Malahide Road when travelling to these local services.

In accordance with the Kinsealy Local Area Plan, the new residential development will deliver over 300m of the 'Kinsealy Walking & Cycling Scheme'. This will connect into the portion of the greenway that exists within Newpark and onto the forthcoming Kinsealy Walking and Cycling Scheme (the consultation for which commenced following the LDA public consultation in November 2024, and closed in January 2025).

The proposed greenway also divides the residential development site into north and south, which no vehicular traffic will be able to cross. This will ensure that the new residential development will not be used as a rat run between Chapel Road and the Malahide Road.

Overall, the proposed development will be permeable to pedestrian and cycling traffic, allowing for safer access to new public open spaces, amenities, schools and public transport. The LDA has engaged extensively with Fingal County Council on all elements of the proposal, including Traffic and Transport which is being assessed as part of the planning application submission. The LDA has also encouraged and engaged with Fingal County Council in support of the proposed Kinsealy Walking and Cycling Scheme.



Figure 1.0 Active travel routes through the proposed development

0.1 PUBLIC CONSULTATION & ENGAGEMENT: YOU SAID - WE DID

School and Childcare Issues

You Said:

- *There is not enough primary school places available in Kinsealy and local children have to commute outside of Kinsealy to schools in the wider areas.*
- *The Kinsealy Local Area Plan envisages the delivery of an all-weather soccer pitch and mixed-use games area (MUGA) to the south of the former Teagasc lands.*
- *There were concerns regarding the new proposed vehicular entrance onto the Malahide Road, and how it would impact adjacent school sites.*
- *There were queries regarding the proposed creche and its capacity.*

We Did:

The capacity of the proposed creche has been calculated as per the standard methodology to calculate childcare demand for any new residential development. The LDA also undertook an audit of local creche capacity, as part of the planning application. This information will be assessed by Fingal County Council, who have been consulted in advance.

The former Teagasc Research Building, which is now occupied by Malahide Portmarnock ET School, is owed by the Department of Education. The Kinsealy LAP includes an objective to continue educational use on this site, and to extend the existing facilities. The LDA has engaged extensively with the Department of Education throughout the pre-planning application stages to ensure that the proposed development protects and promotes the school's existing and future interests. The LDA also informed the Department of Education of the local communities' concerns regarding schools capacity and catchment area, and we understand this is being reviewed.

The proposed development also provides for a grassed soccer pitch on the green belt zoned lands, as provided for in the LAP. These lands are currently the subject of an application to An Bord Pleanála for water services infrastructure associated with the Greater Dublin Drainage Scheme (GDDS) project and the all-weather pitch will be delivered following the completion of the drainage works.

The new pedestrian and cycle links into the neighbouring estates of Kinsealy Manor, Beechwood and Newpark will accommodate safe and sustainable movement between residential homes and local services within Kinsealy village. These new spaces have been designed to be safe and accessible to all.

Community & Security

You Said:

- *There are increased incidences of anti-social behaviour.*
- *There are limited areas for children and teenagers to play.*

- *The community needs new amenities spaces and services in the Kinsealy Village.*

We Did:

The Land Development Agency has brought these concerns to the attention of Fingal County Council. Furthermore, the new residential development includes the provision of large public open spaces, pocket parks, a playground, greenway, a new creche and a playing pitch. All of the public areas, which are designed to be safe and naturally overlooked by new homes will be taken in charge and managed by Fingal County Council

The new pedestrian and cycle links into the neighbouring estates of Kinsealy Manor, Beechwood and Newpark will accommodate safe and sustainable movement between residential homes and local services within Kinsealy village. These new spaces have been designed to be safe and accessible to all.

Environment & Sustainability

You Said:

- *The proposed development was welcomed in principle, particularly the new permeable routes to the schools, and the proposed green spaces. It was recognised that this would create safer routes to school, the Malahide Road and playing pitches when completed.*
- *Local residents queried the level of parking being proposed and if there would be overspill parking into their estates.*
- *Will the proposed development include Sustainable Urban Drainage Solutions and will the Flood Risk be assessed.*
- *Some people queried the delivery of the Greater Dublin Drainage Scheme and coordination of same with Uisce Eireann.*
- *What measures will be in place to mitigate environmental impact during construction phase?*

We Did:

The Land Development Agency (LDA) is committed to the development of homes that enable healthy lives in connected, sustainable communities on State lands. Sustainable communities are measured in environmental, social and economic terms. Our Sustainable Development Strategy sets out a roadmap for the organisation to achieve its ambition of maximising the supply of affordable and social homes while mitigating environmental impacts and boosting biodiversity gains.

Each of the new homes will have one car parking space. There will also be visitor parking spaces dotted throughout the residential development. Each of the homes will also include generous provision of cycle storage/parking. The site is served by buses along the Malahide Road and DART in Portmarnock, which will become more accessible when the Kinsealy Walking and Cycling Scheme is delivered by Fingal County Council.

The proposed development incorporates Sustainable Urban Drainage Solutions. The site is located in Flood Zone C and therefore is not an area where there is a high probability of flooding. A Site Specific Flood Risk Assessment (prepared by CS Consulting Engineers in accordance with the Flood Risk Guidelines) is included with this application. The Assessment establishes that the site does not have a history of flooding; the site is not located within an area designated as vulnerable to flooding.

The application will be accompanied by a Draft Construction Environmental Management Plan which will set out how the development will be managed onsite. The CEMP will set out the measures for the monitoring and control of noise and dust, to minimise the level of impact on the surrounding properties. In addition to this, the selected contractor will prepare an updated CEMP immediately prior to the commencement of works on site.

Housing & Homes

You Said:

- *The response to the design of the homes, and development, was positive. There was also recognition of the need for new homes in the north Dublin area.*
- *The quality of the homes was praised, and the design and layout of green spaces was welcomed.*
- *A number of stakeholders expressed interest in the LDA Affordable Housing schemes, and in particular, affordable purchase.*
- *Some locals queried the visual impact of the 3-storey duplexes.*

We Did:

The three storey duplexes will accommodate a 2-bed apartment and 3-bed duplex. They present a variety of house types and visual interest, located along the greenway. They also align with the design objectives within the Local Area Plan. The visual impact of the duplexes is presented within the planning application. The new homes will be of the highest quality in terms of sustainability and accessibility. They will be set within a high-quality landscaped area, all within short walking distance of open spaces, local services and public transport.



Figure 2.0 Duplex Block

1.0 SITE CONTEXT

1.1 Strategic Location

Kinsealy is a small village located in the Metropolitan Area, between the suburbs of Dublin City (2km to Clarehall) and Malahide (4km distance). It is approximately 4.5km away from Dublin Airport and c.1.4km from Portmarnock DART station. The travel distance from Kinsealy to Portmarnock strand and the coast is 4.5km.

Kinsealy is a village settlement with a strong visual identity and landscape quality formed by the Sluice River, which runs east-west through the village, and by the stone walls and mature trees associated with the Malahide Road and the nearby Abbeville demense. The Malahide Road runs north-south along the western part of the village.



Figure 1.0 - Aerial view of site in wider context - site location identified by the red dot. (Image Google Earth)

1.2 Site Location

The village is largely located on the junctions of the Malahide Road with Chapel Road and Baskin Lane, and has grown considerably to the east and north in recent years.

The surrounding lands are predominantly agricultural and include the demesnes of large country houses such as Abbeville, Emsworth and Kinsealy House. The village comprises a parish church and hall (St Nicholas of Myra), a small retail complex at St Olave's, a small business park on Kinsealy Lane, a garden centre and café, an Applegreen filling station and convenience store, and two primary schools, one of which is temporary pending a permanent school campus in Broomfield, Malahide and which is currently occupying the former Teagasc research building.

Legend

-  Primary School
-  Childcare Facility
-  Cafe
-  Church
-  Bus Stop



Figure 1.1 - Aerial view of site - site outlined in red. (Image Google Earth)

1.0 SITE CONTEXT

1.3 Site Description

The site is largely level and has a gentle slope falling away from the southwest corner at 21.50 OD to the northeast at 18.8 OD before making a short and sudden drop to a low point on the site of 12.61 OD.

There is a similar sharp change in level between the northernmost boundary and the adjacent residential development, but not so severe it can't be dealt with in detailed design.

The relatively level and open nature of the site provides for a sunny disposition and good aspect, and there are particularly good long-distance views looking northeast towards Broomfield and the back of Malahide demesne.



Figure 1.2 - View from NE corner of subject site looking north/northeast towards Malahide



Figure 1.3 - Topographical survey of the existing site.

1.4 Site History & Features

The existing character of the site is that of an agricultural and horticultural research centre, falling into disrepair and disappearing under a blanket of abandoned shrubs, climbers and nursery plantations.

A row of steel-framed greenhouses flanks the central avenue, with several smaller greenhouses, storage sheds, administration and research buildings located to the perimeter. Open areas have been divided into smaller plots which were planted with nursery trees and shrubs. A tightly planted row of Monterey pine trees form the southern boundary of the zoned land.



1.0 SITE CONTEXT

1.5 Protected Structures

The original Teagasc administration building is recorded as a protected structure, RPS No. 914 on the Fingal Development Plan. It is a mid-twentieth century symmetrical multi-bay building in the international style. It is not currently recorded on the National Inventory of Architectural Heritage (NIAH).

It is now owned by the Department of Education and the building is partially occupied by the Malahide/ Portmarnock Educate Together National School on a temporary basis until such time as a permanent school is constructed on a site in nearby Broomfield. It has been fenced away from the rest of the Teagasc lands and is accessed from an entrance to the south of the building.

The proposed residential development does not have a material or visual impact on the protected structure or its setting on the Malahide Road. Refer to Appendix A for details.

Malahide/ Portmarnock Educate Together National School.

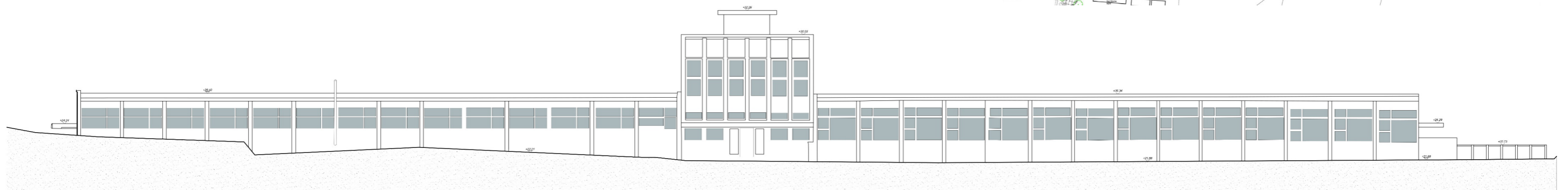
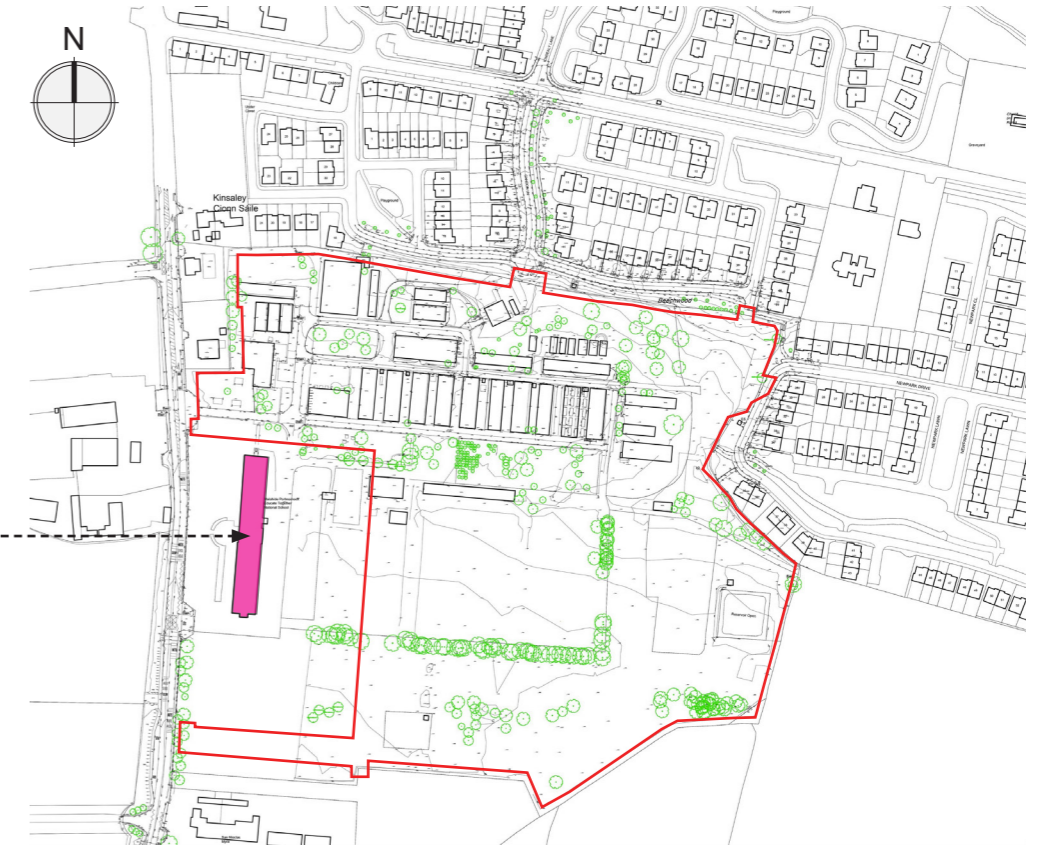


Figure 1.4 - Malahide/ Portmarnock Educate Together National School front elevation.



Figure 1.5 - Malahide/ Portmarnock Educate Together National School rear elevation.

1.6 Site Constraints

ESB & Utilities

A single sub-station on the Department of Education section of the Teagasc lands and a right-of-way to same from the Malahide Road. A ground penetrating radar survey has identified local drainage and power serving the former research facility, and a ‘stray’ fibre cable crossing the NE corner. Former 110kv lines crossing NE corner of the site have already been dropped and diverted as part of the recently completed Kinsealy Woods development.

Drainage

A 20m permanent wayleave for Uisce Eireann across the southern section of the Teagasc lands. The temporary wayleave runs to the south boundary of the residentially zoned lands and may require construction co-ordination if both projects commence concurrently.

Boundaries

Existing houses backing onto the development lands will not be left exposed or vulnerable. Proposed development abutting the private rear gardens of existing houses will comprise similar private areas and not public realm spaces. Robust boundary treatments are proposed.

Asbestos

A number of the semi-derelict sheds and outbuildings appear to have asbestos roofs. These are not a risk if left untouched, but demolition and disposal requires a specialist and certified contractor.





Retained Trees/Hedgerows

The Kinsale Local Area Plan map identified certain areas of trees and vegetation which may have amenity value. Refer to Arborist Associates Ltd’s Tree Removal Plan, “TKS002,” which outlines trees retained and removed.

Ecology

Bat activity observed and recorded. No other rare or protected species of fauna has been noted. Refer to Wildlife Surveys Ireland Ltd’s Bat Assessment “A bat assessment of the Teagasc Kinsealy site 2023 and 2024” which outlines bat activity and species present on site.

Legend

-  Wayleave
-  Temporary Wayleave
-  GB zoned lands
-  Sensitive boundary & level change
-  ESB Sub-Station

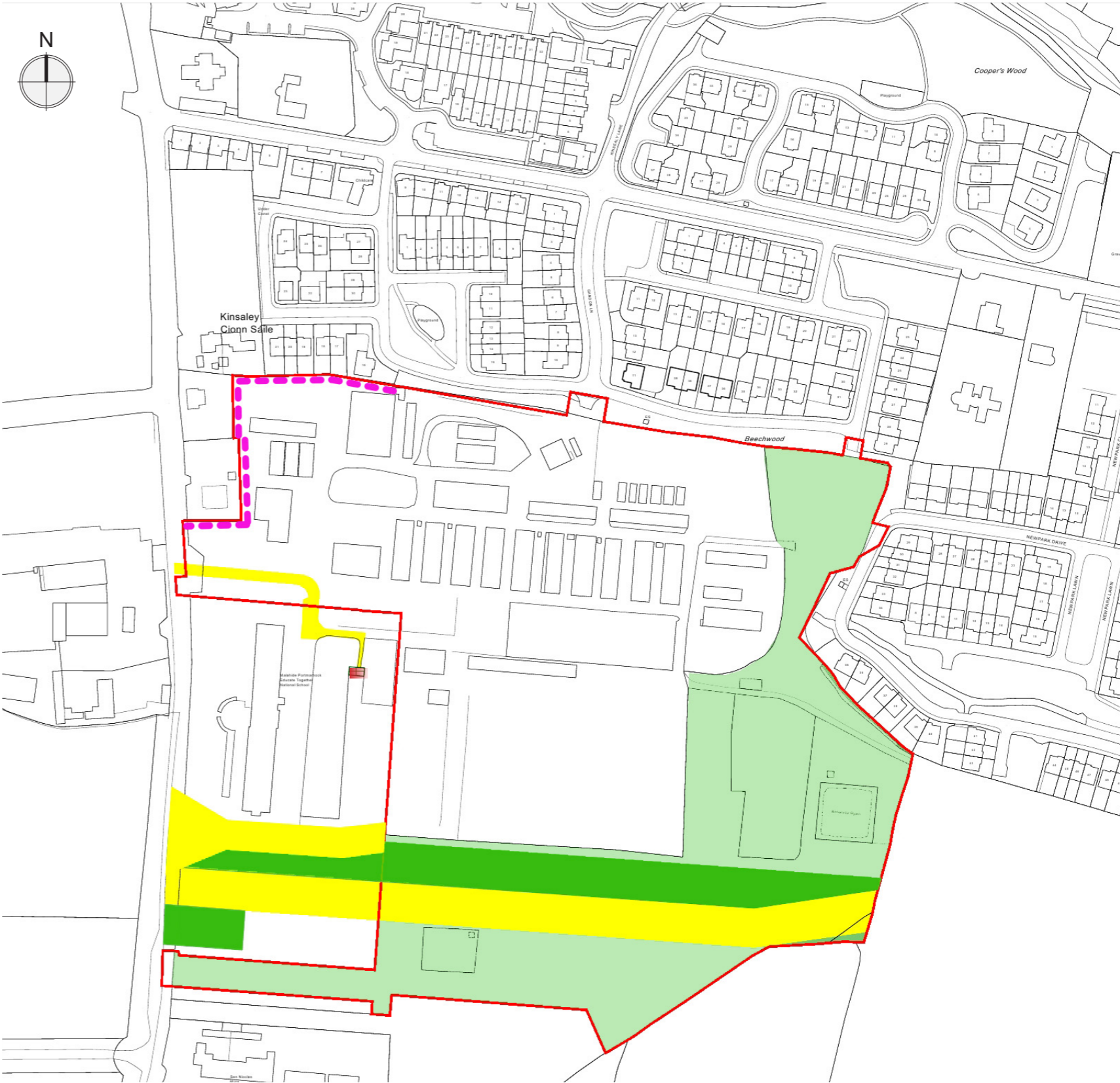


Figure 1.6: Site Constraints

2.0 PLANNING CONTEXT

2.1 Zoning

The Fingal Development Plan 2023-2029 was adopted in February 2023 and the subject lands retained their original Rural Village RV zoning. The net development area of the subject RV lands is c.4.81 Ha.

Objective

Protect and promote the character of the Rural Village and promote a vibrant community in accordance with an approved land use plan, and the availability of physical and community infrastructure.




Vision

Protect and promote established villages within the rural landscape where people can settle and have access to community services, including remote work hubs. The villages are settlements within the rural landscape where housing needs can be satisfied with minimal harm to the countryside and surrounding environment.

The villages will serve their rural catchment, provide local services and smaller scale rural enterprises. Levels of growth will be managed through approved land use plans to ensure that a critical mass for local services is encouraged without providing for growth beyond local needs and unsustainable commuting patterns.

There are objectives for indicative walking and cycle routes running east-west and north-south through the subject lands.

Legend

-  RV Zoning
-  GB Zoning
-  Indicative LAP Walking/ Cycle Routes

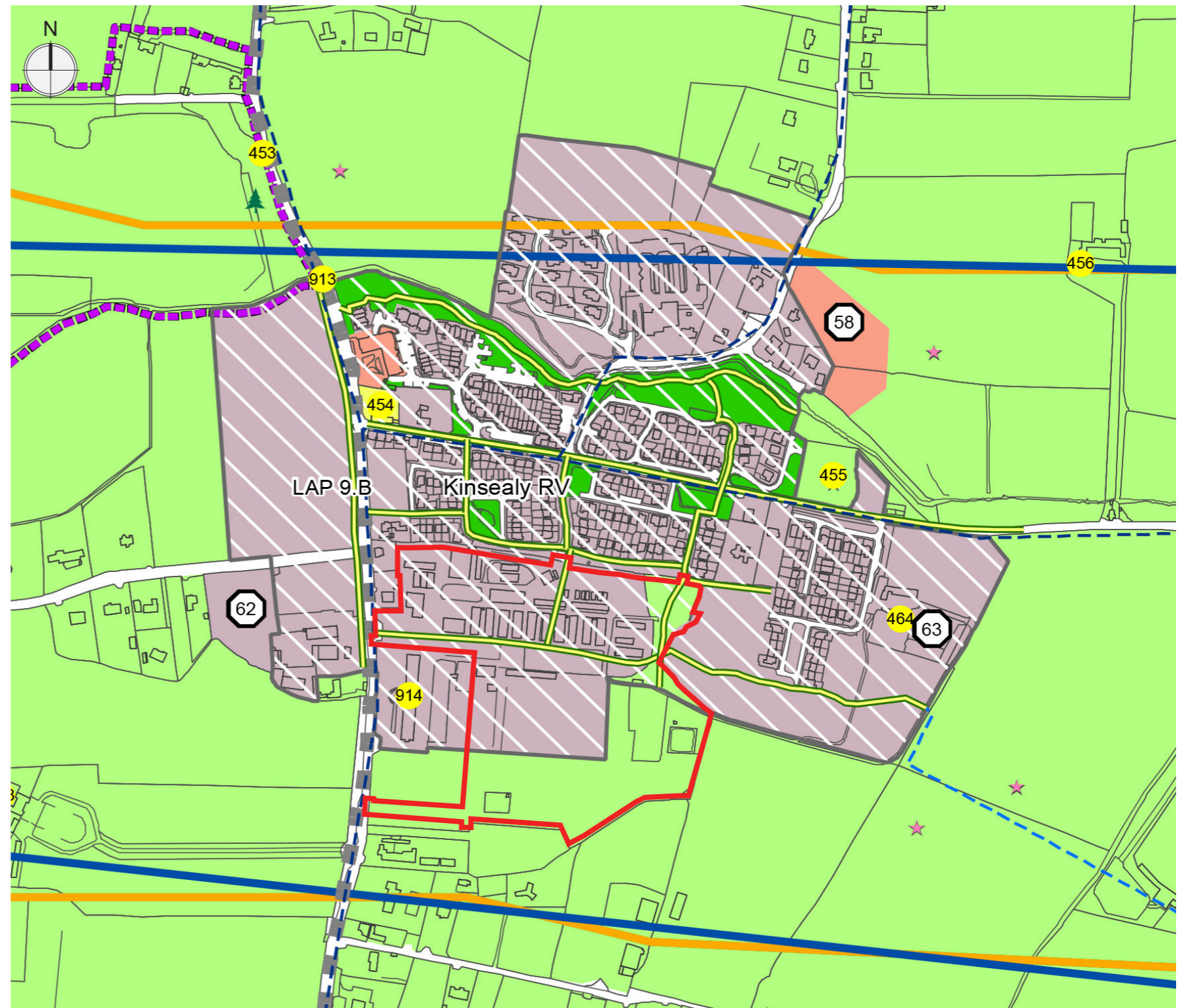


Figure 2.0: Kinsealy zoning map (Extract from Fingal Development Plan 2023-2029). - Site outlined in red.

2.2 Local Area Plan

The Teagasc site is subject to the Kinsale Local Area Plan (May 2019).

The LAP anticipates a development of approximately 185-200 dwellings of 2 to 4-storey on the Teagasc site, with an approximate net density of 30-35 units per hectare (including the school site). The proposed new residential scheme consists of 193 no. of 2-3 storey dwellings on a Net Development Area (RV Zoned) of c. 4.81 hectares, resulting in a Net Density (RV Zoning) of 40.1 units per hectare. This complies with the net density requirements set out in the LAP.

The LAP states that the planning authority will consider an increase on these lands up to a total of c.200 units subject to meeting key objectives and design requirements.

LAP Legend

LAP Boundary

LAP Extended Area

Development Area (1-6)

Sports_Parking Facilities

National School

Local Centre

Community Infrastructure

Open Space

Rural Village

Road

Vegetation & Trees of amenity value

Existing Public Open Space

Proposed Civic Space

Flood Risk Areas 100yrs

Flood Risk Areas 1000yrs

Outer Public Safety Zone

Inner Airport Noise Zone

Pedestrian Connection

Vehicular Access

Pedestrian Controlled Crossing

Zebra Crossing

Protected Structures

Junction to be upgraded

Pinch Points (road narrowing to 5m)

Signalised Junction to be upgraded

Village Gateways

Permitted Irish Water Pumping Station

Recorded Monuments

Woodland (Objective)

Local Objective

Village Centre Pavement Material Upgr

Indicative corridor for R107 Malahide Rt Realignment Balgriffin Bypass

Road Narrowing (6.5m) & New / Improv Footpaths

Primary Route: 1-way Cycleway

Primary Route: Green Route

Secondary Route: Pedestrian / Cyclist

Regional Road

Local Road

Access Street / Residential Street

Sluice River

The figure is a detailed map of the Kinsale Local Area Plan (LAP) from May 2019. It shows the geographical layout of the area, including roads, water bodies, and various planning zones. The 'Subject Site' is clearly marked with a dashed purple line. The map includes a legend with symbols for different types of infrastructure and planning objectives. Key locations labeled on the map include Malahide Road, Kinsealy Lane, Chapel Road, St. Olave's Church, St. Nicholas of Myra NS, and the Sluice River. An inset map in the top right corner provides a broader context, showing the location of Kinsale within Fingal County and its proximity to other areas like Fingal, Ballybrannigan, and Maynooth. The map also shows various planning zones such as Development Area (1-6), Sports_Parking Facilities, National School, Local Centre, Community Infrastructure, Open Space, Rural Village, Road, Vegetation & Trees of amenity value, Existing Public Open Space, Proposed Civic Space, Flood Risk Areas 100yrs, Flood Risk Areas 1000yrs, Outer Public Safety Zone, and Inner Airport Noise Zone. The map is oriented with North at the top, as indicated by the compass rose.

Figure 2.1: Kinsale LAP Map (Extract from Kinsale Local Area Plan May 2019).

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FORMER TEAGASC LANDS, KINSEALY - Architectural Design Statement

2.0 PLANNING CONTEXT

2.2 Local Area Plan (cntd.)

The Teagasc lands are identified as Development Area 3, which is one of 6 Development Areas within the LAP. Development Characteristics relating to gross and net density, and the approximate number of units are described in a summary table.

A modest increase on the overall number of dwellings, up to 200, will be considered by the Planning Authority.

Development Characteristics*	
Site Area	6.6 hectares (including proposed school site)
Approximate density range (gross)	30-35 units/hectare
Approximate density range (net)	65-70 units/hectare
Approximate units	185-200

Extract from Section 10.3.1 of the LAP

Protected Structures

The site includes a protected structure, RPS No. 914, which is the original mid-twentieth-century research building. The LAP requires an appropriate long-term use for this building to ensure its preservation. It is currently in use as a temporary school, which the LAP considers to be the most appropriate use.

Education Requirements

It is an objective of the LAP to reserve a site of 4 acres (1.6 ha) for the provision of a new school in Development Area 3 which may or may not include the existing building. Since the adoption of the LAP, the Department of Education has acquired the original building and lands to its south, a combined landholding of 2.24 ha within Development Area 3, which it deemed to be sufficient for its future needs.

Open Space and Recreation

Development Area 3 is seen as an opportunity to provide a recreational/open space hub serving the village, in the form of a greenway providing onward pedestrian and cycle connectivity as well as passive open space amenity. It requires a junior sized playground proximate to the proposed school, a soccer pitch and MUGA to serve the village. These active amenities may be provided on the GB zoned lands south of the school.

Greater Dublin Drainage Scheme (GDDS)

The GDDS proposes to run a strategic trunk drain across lands to the south of Development Area 3. This will limit potential land uses within its wayleave, e.g. permanent structures, buildings, trees, but would not preclude access roads, car parking or certain open space amenities.

Approach to Development Area

An innovative residential development integrated into a high-quality landscaped setting that makes the most of the site's history and natural features to make a strong sense of place and identity. The site's striking feature of the avenues of glasshouses creating a long uninterrupted vista shall be incorporated into the development and used to aid pedestrians and cyclists around and to adjacent sites.

Key Objectives

The LAP describes 26 key objectives for Development Area 3. These have been scheduled and responded to in Chapter 2.2.4 "Compliance with Key Objectives".

Design Requirements

Table 10.3.8 of the LAP sets out the design requirements for this Development Area. These have been scheduled and responded to in Chapter 2.2.4 "Compliance with Design Requirements".

The following pages demonstrate design responses to the LAP Objectives and Design Requirements where an alternative approach to the indicative site layout and concepts is proposed. These items are:

- Malahide Road Access
- Building Typology
- Site Layout

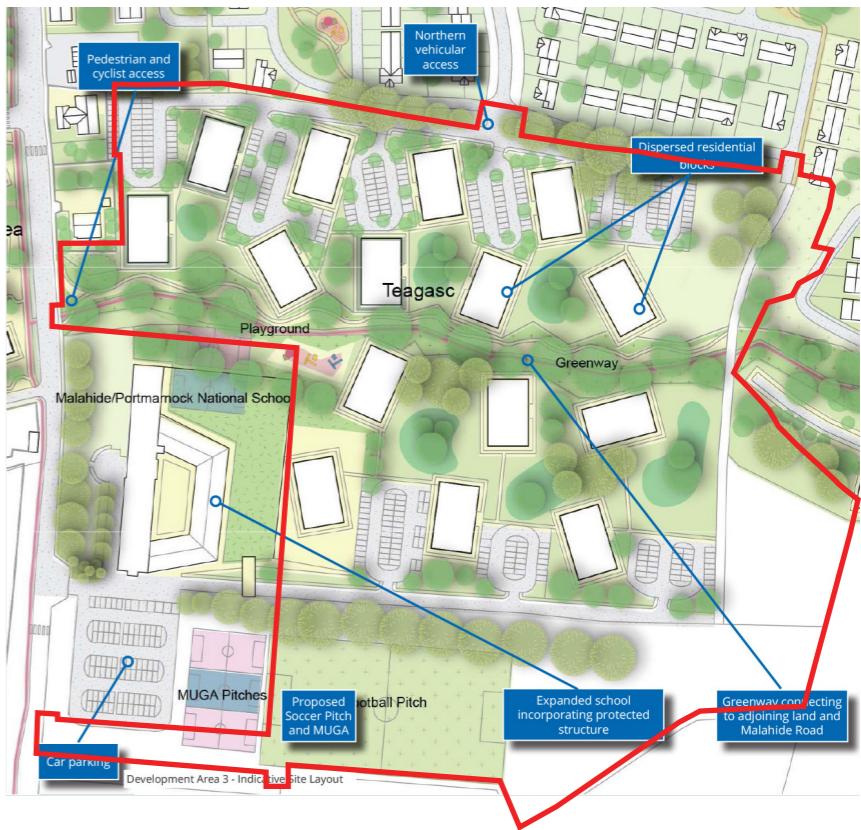


Figure 2.2: LAP Masterplan (Extract from Kinsaley Local Area Plan May 2019).

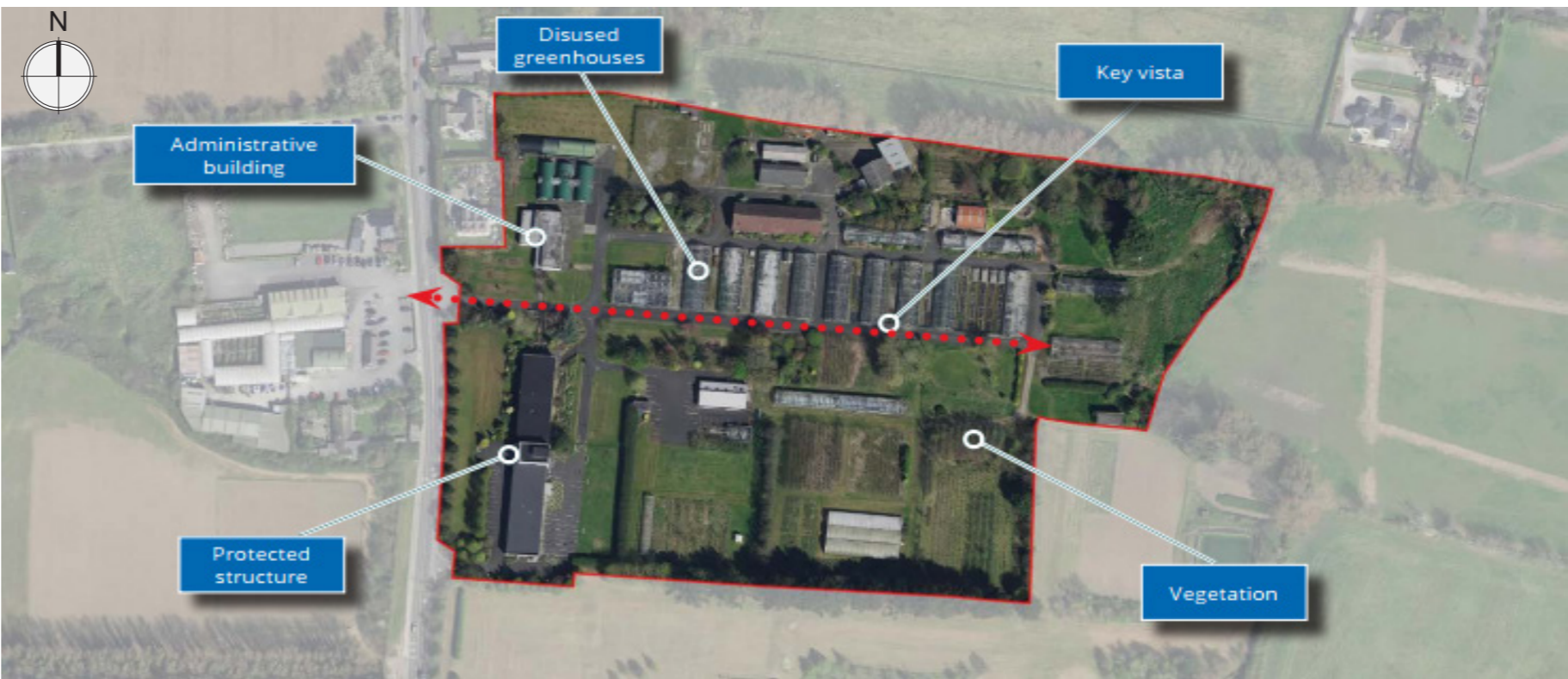


Figure 2.3: Aerial image of the site (Extract from Kinsaley Local Area Plan May 2019).

2.2.1 Malahide Road Access

Section 5.6.2 of the LAP requires the southern residential units of the Teagasc site and the school to be accessed from a new road in the approximate location shown as the current access to the Malahide/Portmarnock Educate Together NS. This is reiterated in Section 10.3.7 of the LAP as a Key Objective for Development Area 3 and the subject lands. Furthermore, the existing Teagasc entrance, which is north of the Malahide/Portmarnock Educate Together NS is to be closed to vehicular traffic and incorporated into the green link.

When the LAP was drafted in 2019, the Teagasc site was under a single ownership. It has since been sub-divided between two separate bodies: the **Department of Education** and **The Land Development Agency**. A third stakeholder on the site is **Uisce Eireann**, who has reserved both a significant permanent and a temporary construction wayleave across the southern section of the lands for a strategic trunk foul drain as part of the Greater Dublin Drainage Scheme (GDDS) project.

Having three 'new' stakeholders within Development Area 3 creates an issue for the timing and delivery of access from the Malahide Road in the indicative position described by the LAP.

The DoE are using the site as an interim primary school until the completion of their permanent school facility in Broomfield, at best September 2026. A decision has not been made on the longer-term use of the property, but it is envisaged to continue as a school facility. No masterplan for the wider development, including the access road and the associated infrastructure has been progressed by the DoE as they have yet to determine their own future needs. The delivery of the GDDS by Uisce Eireann on the school lands has also impacted on their decision making and commitment to capital investment on the school lands.

The GDDS project is currently with An Bord Pleanála but there is no certainty regarding a decision date at the time of writing. The construction of the southern access road and the development of any high-value amenity works in advance of Uisce Eireann's project would be abortive and costly.

The Applicant has investigated alternative access arrangements from the Malahide Road and has engaged with the Department of Education to find a mutually acceptable design solution that can be implemented with minimum impact on Uisce Éireann's drainage project and vice versa.

The route of the Access Road is now proposed to be south of current school access, and will be completely clear of the UÉ wayleave.

There are advantages to this alternative proposed route insofar as:

- Impact and construction conflict with the UÉ wayleave can be minimised;
- School parking, drop-off and collection will be north of the residential road and on the same side as the school campus, i.e. there is no need for children to cross the residential road to reach the school grounds;

- The Access Road is located away from the existing Teagasc building which is a Protected Structure and would be compromised by the proximity of a road so close to its curtilage;
- The existing Teagasc entrance can be closed, as per LAP objectives and the Greenway can be provided as envisaged.

It is considered that the re-location of the Access Road to a new position south of the UÉ wayleave is not a material change from the Objective as envisaged by the Local Area Plan (LAP) and is compliant with the Plan's objectives. The adjustment allows for improved alignment with site constraints, such as the protection of the Teagasc building's curtilage, while maintaining safe and efficient access to the site. Additionally, the proposed new route does not compromise pedestrian or cyclist connectivity and adheres to the overall access strategy outlined in the LAP.

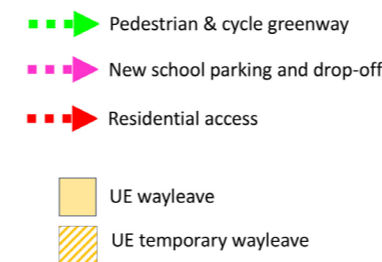


Fig 2.4: LAP Access Strategy

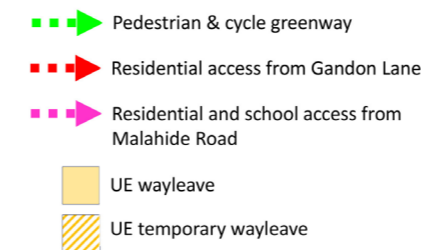
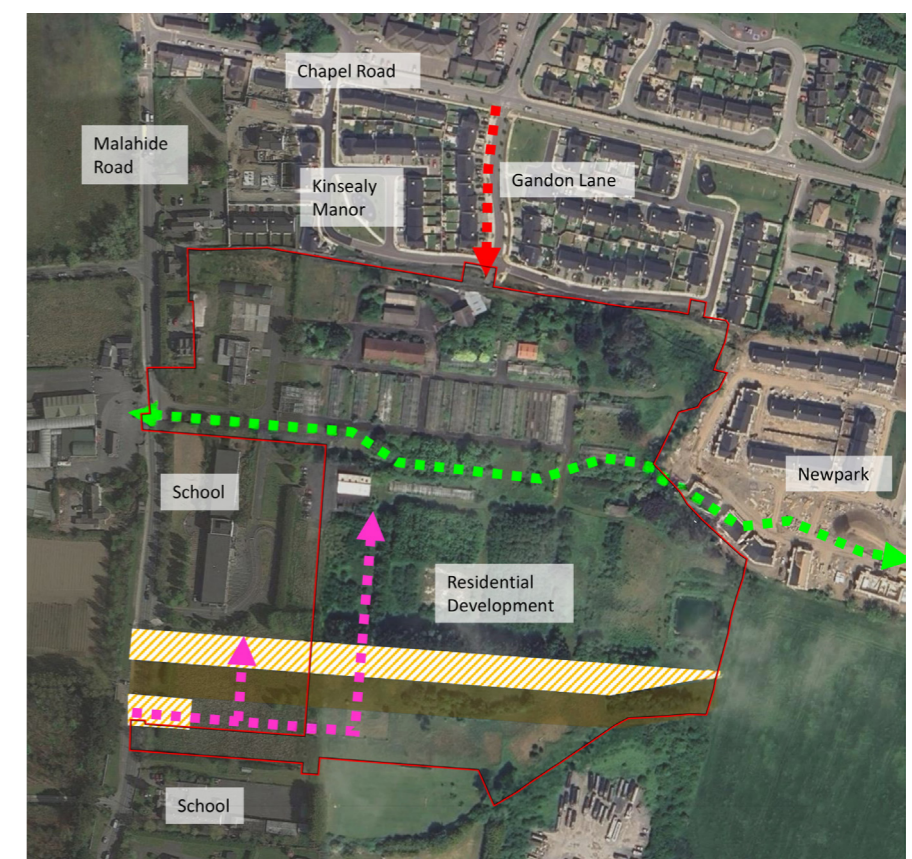


Fig 2.5: Proposed Access Strategy



2.0 PLANNING CONTEXT

2.2.2 Building Typology

Section 10 of the Local Area Plan is a Village Development Framework Plan (VDFP) that provides detailed development guidance for 6 identified areas within Kinsealy, and of which the Teagasc site is listed as **Development Area 3**. The VDFP includes an *indicative* site layout for each Development Area, demonstrating one approach as to how objectives could be achieved.

Development Area 3 is subject to 26 key objectives and these have largely been complied with in the scheme design but there are some instances where the objective is burdened by conflicting design issues, policies or guidelines and a tailored design solution is necessary. It is noted that LAP Objectives 10.1 and 10.3 do not expressly seek particular or defined building typologies and instead look for distinctiveness with a village or rural character.

Key Objectives for building typologies in Development Area 3 require:

- Distinctiveness with a village or rural character;
- Building typologies to be informed by detailed topographical and visual impact assessment; and
- Innovative form of housing as dispersed blocks in a landscaped setting.

The Design Requirements for Development Area 3 call for:

- Building heights of 2-4 storeys in height;
- Pitched roofs as a key design feature;
- Buildings to be contemporary pitched roof apartment blocks with balconies;
- Architectural design of high quality, respecting local distinctiveness, enriching the receiving environment, and
- Imaginative contemporary architecture that references the rural tradition.

The Design Requirements reference height, pitched roofs, local distinctiveness and a contemporary rendering of the rural tradition. 'Apartments' are only noted in this section of the LAP, and not as a Key or Local Objective.

It is considered that the appropriate building typology is one that meets the thematic design requirements, that this can be interpreted as a mix of houses and own-door apartments and duplex apartment units and that this is compliant with the Key and Design Objectives of the LAP.

LAP Indicative Building Typology

- Two-four storeys high
- Contemporary architecture
- Pitched roofs as a key design feature
- Apartment buildings with balconies
- Rural design cues
- Respectful of local distinctiveness



Figure 2.6: Indicative building typology (Extract from Kinsale Local Area Plan May 2019).

Sketch Image of Proposed Building Typology

- Two-three storeys high
- Contemporary architecture
- Pitched roofs & gable elevations as key design feature
- Own-door duplex units over own-door ground floor apartments
- Rural design cues: solid to void ratio, materiality, the thematic concept of the agricultural 'wall' wrapping a semi-private courtyard garden and its openings provide framed views into the garden spaces
- Respectful of local distinctiveness, especially the proportion of rural end-gable walls and the long terraces of Teagasc glasshouses



Figure 2.7: Early sketch design for the proposed building typologies.

2.2.3 Site Layout

The Village Development Framework Plan (VDFP) (Section 10 of the LAP) sets out the approach for each Development Area with a series of objectives for its development. An *indicative* layout plan is provided for each, demonstrating *one* approach as to how the stated objectives could be achieved.

Section 10.1 of the VDFP further states ‘*While each of the stated objectives must be incorporated into future development proposals in the interests of promoting the proper planning and sustainable development of the village, the layouts presented herein are not intended to be highly prescriptive. There are a range of possible designs/layouts that could satisfy the stated objectives and it is not the purpose of the VDFP to preclude the possibility of high quality, innovative design proposals being brought forward through the development management process.*

Planning applications in each Development Area must include a statement demonstrating how design proposals incorporate the relevant objectives set out in the VDFP and how the proposals will result in a high quality development which responds to its context and setting.’

Precedent

Development Areas 6 (Kinsaley House) and 4 (Malahide Road West) both have the benefit of a grant of planning permission (F20A/0303 and F21A/0647 respectively). In each instance, the approved and final site layout is an interpretation of the key objectives for that site, and not a literal execution of the indicative site layout provided in the VDFP. This sets a clear planning precedent for urban designers to satisfy the objectives by alternative design proposals.

Indicative Site Layout

The indicative site layout for Development Area 3 shows a concept sketch for dispersed pavilion apartment blocks surrounded by trees and amenities, and served by a greenway running through the centre of the scheme (see Fig 2.2). Access and parking are positioned at the site perimeter, essentially making this a car-free enclave.

The implementation of this type of dispersed scheme is complex, and there are many issues that the architect and urban designer must address in the detailed design to deliver quality, accessible, secure and affordable homes and a public realm that is not reliant on private management. The key issues associated with a dispersed and car-free scheme are permeability, definition of private/public boundaries, parking and accessibility, taking-in-charge, commercial viability, and building typology.

Design Proposal

The proposed design solution addresses all of the stated Key Objectives and the Design Requirements for Development Area 3. These have been scheduled in Tables in Chapter 2.2.4, with commentary where required.

The resulting scheme will be attractive, efficient, affordable and a benchmark scheme for high-density own-door development. It will sit comfortably into the village fabric and neatly ‘knit’ the recently completed adjacent developments into the strategic elements of the LAP. All of the streets and spaces within the proposed development have been designed for taking-in-charge by the Local Authority and will make a positive contribution to the public realm and amenities of Kinsealy Village.

The proposed development will comply with all statutory and policy guidance for high quality urban design, the objectives of the Fingal Development Plan 2023-2029, and the policies and guidelines of the Sustainable Residential Development and Compact Settlements: Guidelines for Planning Authorities.

It is considered that the interpretation of the indicative layout of the LAP and the Design Requirements is not a material change to the vision for Development Area 3. The proposed layout maintains the core elements of the LAP’s indicative plan, including the greenway running through the site as public open space, the focus on a pedestrian friendly environment, and the inclusion of high-quality landscaped areas. Enhancing permeability, connectivity, and accessibility within the development while adhering to the LAP’s design principles.

LAP Indicative Layout

- Greenway across the site as public open space.
- Dispersed blocks in landscaped setting.
- Landscaped setting between blocks is semi-private and not accessible to the public.



Figure 2.8: LAP Indicative Layout.

Proposed Layout

- Greenway across the site as public open space.
- Blocks are arranged as courtyards, rather than pavilions.
- Semi-private/private open space is secured and overlooked within the ‘courtyard’ of a residential block.
- Realm between blocks is public and accessible to all.
- Greater permeability and connectivity within and beyond the development.
- Streetscape is high quality and a key characteristic.



Figure 2.9: Proposed Layout.

2.0 PLANNING CONTEXT

2.2.4 Compliance with Key Objectives

Extract from LAP: 10.3.7 Development Area 3 Key Objectives

	Objective	Compliance
1	Dedicated green route connecting the Malahide Road to the eastern site boundary providing for high quality open space incorporating cycle & footpaths.	Yes
2	Passive surveillance of the green route.	Yes
3	Road and footpath layouts for the site.	Yes
4	Building typologies informed by detailed topographical survey and visual impact assessment.	Yes
5	A suitably designed playground not less than 400 sqm which shall be suitably fenced and located an appropriate distance from residential units.	Yes
6	A Multi-Use Games Area (MUGA) in proximity to the proposed National School.	Yes, within DoE lands but delivery pending UÉ works.
7	A full-sized all weather soccer pitch with associated parking and boundary treatment. Favourable consideration may be given to the siting of this facility on lands immediately south of and adjoining Development Area 3 where such facilities are developed and delivered as part of Development Area 3.	Yes, but delivery premature pending UÉ works.
8	Proposals for both passive and active open space (playground, soccer pitch, MUGA).	Yes
9	While development may be phased, the piecemeal development of the area will not be supported.	Yes
10	Reserve sufficient land (1.6 hectares) to incorporate a new (or enlarged) school capable of accommodating 12-16 classrooms and a multi-use games area.	Yes. DoE has acquired 2.2 ha of land from Teagasc.
11	Encourage the re-use of the protected structure by identifying an appropriate on-going use.	Yes. DoE considering long term use of the building for education.
12	Investigate the feasibility of incorporating the protected structure into an enlarged school site.	Yes. DoE considering how they can expand.
13	Provide parking and drop-off facilities for the new/ enlarged school.	Yes, but delivery premature pending UÉ works.
14	Incorporate the key vista running through the centre of the site and terminating at the Malahide Road into future development proposals on Development Area 2.	Yes
15	Continue the green link incorporated into the permitted development on the adjacent Kinsealy House site to connect pedestrians and cyclists to the Malahide Road.	Yes
16	Incorporate a strong landscape theme into future proposals for the site.	Yes
17	To provide an innovative form of housing, in the form of dispersed blocks within a landscaped setting.	Yes, a design solution compliant with the SRDCS Guidelines
18	Minimise land take from the internal road layout by including two access points to the north and south of the Development Area and preventing vehicular movements through the site.	Yes
19	Incorporate existing mature vegetation into new development proposals where practical and feasible.	Yes
20	Incorporate active open space facilities alongside residential blocks.	Yes
21	Facilitate access to the northern portion of the site from the adjacent lands to the north.	Yes
22	Facilitate vehicular access to the southern portion of the site from a new entrance on the Malahide Road.	Yes
23	Provide footpath along the Malahide Road boundary of the site before new residential units are occupied	Yes, for those lands within the Applicant's control
24	Close the existing entrance to vehicular traffic and incorporate into the green link.	Yes
25	Facilitate pedestrian and cycle access from the adjoining lands to the north and to the east connecting to the proposed green route.	Yes
26	The design requirements set out in Table 10.3.8 shall be complied with in the future development of this area.	Yes

2.2.4 Compliance with Design Requirements

Extract from LAP: Section 10.3.8 Development Area 3 Design Requirements

	Objective	Response	Compliance
Thematic Design Manual	A thematic design manual shall be prepared and shall accompany the first planning application lodged within the development area. Any subsequent planning applications shall comply with the approved Thematic Design Manual. The thematic design manual shall incorporate the following elements which are to be applied throughout the entire development area: <ul style="list-style-type: none"> Proposed palette of materials. Proposed landscape theme including species selection. Proposed architectural features including fenestration and roof profile. Proposed approach to open space areas. 	A thematic design guide has been prepared and will be submitted with the planning documentation.	Yes
Height	New residential buildings shall range from 2-4 storey in height, with lower building heights in proximity to the Malahide Road and heights increasing within the Development Area.	New buildings range from 2-3 storey, with the taller buildings in the centre of the development.	Yes
Mix of Units	Development shall comprise a suitable mix of 1, 2, 3 & 4 bedroom units, unless otherwise agreed with the planning authority.	Development comprises 2 and 3-bed units. The 3—bed houses can accommodate attic conversions for a 4th bedroom (subject to PP and B Regs).	Yes
Layout	<ul style="list-style-type: none"> The layouts of buildings and spaces shall be designed to ensure that the Development Area is permeable and legible. Buildings shall be arranged to overlook the proposed green route. Buildings shall be arranged to maximise visual interest and views through the site. Open spaces shall be incorporated into the spaces between buildings and shall be designed to maximise usability. Car parking shall be provided to the north and south of the development area and shall not impact on the proposed green route. 	<p>The development is permeable and legible.</p> <p>Buildings overlook green spaces.</p> <p>The urban plan maximises interest & views through the site.</p> <p>Open spaces between buildings in the form of shared surface streets and usable pocket parks.</p> <p>Car parking does not impact on the green route.</p>	Yes
Landscaping	<ul style="list-style-type: none"> A common landscaping theme shall be applied throughout the development area. Planting shall be selected to foster biodiversity. A landscape design and maintenance plan shall be submitted. Existing trees and vegetation should be retained where possible. Green roofs, walls and permeable surfaces shall be encouraged. A tree survey shall be carried out and shall inform the development/ layout. Adequate space, both above and below ground, shall be provided to allow new tree planting to be incorporated successfully. Constructed tree pits shall also be provided. 	<p>A common landscaping theme has been applied throughout.</p> <p>The planting specification is pollinator-friendly and fosters biodiversity.</p> <p>A landscape design and masterplan has been prepared and will accompany the planning documentation.</p> <p>Existing trees and vegetation are retained where feasible, especially native trees.</p> <p>Permeable paving has been specified to curtilage and parking bays. Green roofs are not possible on pitched roofs.</p> <p>A tree survey has been carried out by Arborist Associates Ltd.</p> <p>Sustainable tree planting and tree pits have been specified.</p>	Yes
Interfaces	Development shall incorporate measures to ensure a clear distinction between public and private spaces through the use of an appropriate boundary treatment and/or a privacy strip.	The site layout clearly distinguishes between public and private space.	Yes
Access	<ul style="list-style-type: none"> Access shall be provided from the Chapel Road to the north of the Development Area via the Kinsealy Woods residential scheme and from the Malahide Road to the west of the Development Area. No through access shall be provided from the Chapel Road to the Malahide Road. Development shall be designed to provide high-quality new streets and open spaces linking to the adjoining street pattern to maximise accessibility. Pedestrian and cyclist access through the site shall be the priority. Priority shall be given to pedestrian and cyclist movements through the site. Vehicular movements shall not impact on the proposed green route. 	<p>Access will be provided from Chapel Road once the link street (Gandon Lane) is Taken-In-Charge.</p> <p>The development does not provide a through route.</p> <p>Streets and open spaces are high-quality and maximise accessibility within the scheme.</p> <p>Pedestrian and cycle access through the site is prioritised; by the greenway and by the shared surface streets.</p> <p>The green route is not crossed or impacted on by vehicular movements.</p>	Yes
Building Design	A common palette of materials shall be applied throughout the development area. Materials shall be appropriate, durable and of good quality, the texture and colour of which should be sympathetic to the locality. Pitched roofs shall be considered as a key design feature.	<p>A common palette of materials has been applied.</p> <p>These are durable and sympathetic, being a typical vernacular palette.</p> <p>All buildings have pitched roofs, with gable or 'saw tooth' roofs as features in key locations.</p>	Yes

2.0 PLANNING CONTEXT

2.2.4 Compliance with Design Requirements (cntd.)

Extract from LAP: Section 10.3.8 Development Area 3 Design Requirements

	Objective	Response	Compliance
Public Realm	<ul style="list-style-type: none"> Development shall incorporate design measures to ensure there is a clear distinction between public and private spaces. Public space shall be designed to incorporate inclusive design that does not create barriers to access for users. Development shall be designed to promote safety, visibility and to facilitate natural surveillance of adjoining connections and spaces. Public spaces shall be designed to prioritise the needs of children by ensuring safe play areas, clear visibility for supervision, and the incorporation of child-friendly features such as age-appropriate equipment and secure boundaries to enhance their safety and well-being. Where dwellings incorporate modest or no front gardens, defensible space should be created behind access routes/ open space/ car parking by, for example, a planting strip. Clear delineation between public and private domain with regard to open space/green route provision. Appropriate separation distances provided between MUGA's and residential units. 	<p>The proposed site layout has very clear and distinct public and private boundaries. Public space is universally accessible without physical or visual barriers. All public spaces (green route, pocket parks, shared surface streets and connections) are overlooked by active frontages (habitable rooms and front doors). Public spaces are overlooked and passively surveyed. All dwellings have a defensible strip to their building edge, designed as soft landscaping with estate railings where additional 'defence' is required. The green route and all pocket parks and public spaces are designed to be accessible and clearly for public use. There are no ambiguous semi-private spaces in the public realm. All active play/playgrounds are >25m from dwellings.</p>	Yes
Development Setbacks	<ul style="list-style-type: none"> Min. 2m buffer gardens surround each block The majority of the blocks shall be set back from the Malahide Road, fronting the green route or private gardens. 	<p>All residential buildings have a 2m landscape curtilage around their edges. Residential buildings and blocks front the green route and public open space. A short terrace of houses is set back from the Malahide Road and located in a position to overlook the start of the green way.</p>	Yes
Permeability	<ul style="list-style-type: none"> The layouts of buildings and spaces shall be designed to ensure that areas are permeable and legible. Pedestrian & cyclist permeability shall be incorporated into the design both from the north & east. Permeability incorporated into scheme ensuring ease of access between areas of public open space, paths and recreational facilities. 	<p>The site layout is highly permeable and legible. Pedestrian and cyclist permeability from the north and east has been incorporated. The layout is easy to access and navigate between areas of open space, paths and amenities.</p>	Yes
Characteristics	<ul style="list-style-type: none"> The character of the development area shall be defined by its landscape setting. This development area's key feature is the green route that runs on an east west axis through the site. The route shall contain a cycle route and nature walks through landscaped areas and mature trees. The buildings are contemporary pitched roof apartment blocks with balconies overlooking the green landscape. Each building has private gardens but can also make use of the public park on their doorstep. A new/ extended school shall be provided in this area, with a full size all-weather soccer pitch and MUGAs which can also be used by the public outside of school hours. A playground of minimum 400 sq.m shall be provided within the site. 	<p>The landscape setting is a key driver for the character of the development. Every internal street is heavily landscaped with trees and some with pocket parks. Trees suitable for retention have been retained and incorporated into the scheme design. The east-west green route is a key feature and contains a cycle path and walks through the park and the mature retained trees in the centre of it. Buildings fronting the northern edge of the green route are contemporary pitched roof duplex blocks overlooking the landscape. All other buildings are contemporary with pitched roofs. Every building has a private garden (houses) or semi-private and secure communal garden (apartment/duplex). All dwellings are within c.50m (max) of public open space which is a 95 second walk. Provision is made for the school extension, MUGA and pitch on the southern lands, as per the LAP. Playground(s) have been located >25m from residential buildings in a series of smaller grounds, connected by the nature walk. Approx 726sqm of 'formal' equipment plus a 434sqm junior sand pit enclosure are proposed.</p>	Yes
Sustainable Design	<ul style="list-style-type: none"> Development proposals shall incorporate design measures to minimise energy use and emissions during the life cycle of the development. All proposals for development shall seek to meet the highest standards of sustainable design and construction including, for example, with regard to passive solar and green building materials. 	<p>The energy strategy is passive whereby heating, cooling and energy demands are minimised through a fabric-first approach, which reduces over-reliance on technology. The scheme is designed to achieve HPI certification & exceed minimum requirements.</p>	Yes
Architectural Quality	<p>Architectural design shall be of high quality and shall respect local distinctiveness and enrich the receiving environment. Imaginative contemporary architecture that references the rural tradition is encouraged.</p>	<p>Architectural design (pattern language, form, materiality, compactness) is distinct and different to the new recent adjacent developments. The buildings reference rural vernacular form and mass with contemporary detailing. This is addressed in the Thematic Design Manual.</p>	Yes

2.3 Compact Guidelines

The newly published Sustainable Residential Development and Compact Settlements: Guidelines for Planning Authorities (Jan 2024) (SRDCS) sets out policies and development standards for sustainable and compact settlements recognising the need to provide affordable housing, the need to reduce CO₂ emissions, and a trend towards smaller households.

These Guidelines were prepared in order to address the high cost/low viability of apartment blocks outside metropolitan areas, and the desire for affordable own-door units at comparative densities of 40 uph.

Compact own-door housing solutions were precluded by previous development standards, including those of Fingal County Council, and these new standards open the way for a medium density 'own-door' scheme that meets affordable housing needs in a way that small low-rise apartment blocks can't.

Key Design Objectives of the Compact Guidelines include:

- Reduced plot sizes
- Shorter separation distances
- Tighter arrangements of housing compared to older suburbs
- Narrower streets
- Smaller set-backs
- Reduced parking ratios
- Reduced and re-distributed private open space
- High quality streets and public spaces
- A strong sense of place and community

Chapter 4 "Key indicators of quality Urban Design and Placemaking" of this report provides an assessment of the proposed development under each of the four key indicators identified in the Compact Settlement Guidelines.

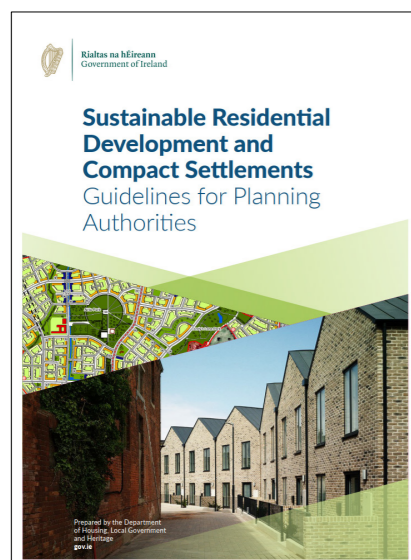


Figure 2.10: Extract from SRDCS of a typical 'compact' plan (Alison Brooks Architects, Accordia, Cambridge)



Figure 2.11: Proposed site layout for Teagasc which has a similar compact pattern language as the example provided by the SRDCS

3.0 URBAN DESIGN RATIONALE

3.1 Site Layout

The site is divided north and south by a new green link, also referred to as a Greenway, which establishes the underlying geometry and orientation for the urban form. This green link widens out towards the east into a large public open space that ties into the new Newpark development.

The urban pattern takes its cue from the repetitive, orthogonal arrangement of narrow gabled glasshouses that are a defining characteristic of the existing site. This is a very strong design theme, especially when coupled with the language and materiality of vernacular agricultural buildings and is a distinctly different pattern from the recent residential developments to the north and east.

The 'twist' of one urban block breaks the geometric order to create new and interesting shared spaces between buildings. These wedge-shaped spaces allow for substantial soft landscaping within the streets, giving each its own distinct identity, and reflecting the LAP's key objective to *"Incorporate a strong landscape theme into future proposals for the site"*. No single street is identical to the other; each of the 6 two-sided streets is different.



Figure 3.0: Site layout and key features.

3.1 Site Layout (cntd.)

Residential blocks reference the vernacular form and massing of a rural, agricultural courtyard; the corner is anchored by a taller landmark structure (traditionally a barn or farmhouse) and lower, simpler fine-grain structures flank the edges (traditionally outbuildings and stables). The 3-storey landmark corner buildings are arranged along the northern edge of the greenway, overlooking the park and paths. They are grouped in two pairs, joined by semi-private courtyard that is walled and gated to the greenway. These short but strong stretches of garden wall take their cue from rural farmyards. The entrance is an open-grill gate, allowing glimpses into the garden behind. The wall is finished in white painted dash, which will bounce light back across the greenway.

Much consideration was given to the importance of the shared spaces between the courtyard blocks. These spaces are of equal or greater importance than a dwelling's private garden as they encourage greater social interaction than the suburban model of front driveways and minimal exchanges in the public realm. Parking is a mix of on-curtilage and on-street, again very deliberately designed to encourage interaction and active travel; the further cars are removed from front doors, the more active and busy a pavement will become, and busy pavements mean vibrant neighbourhoods.

The 'de-cluttering' of the shared spaces required design solutions for both car and bicycle storage. Whereas cars can be dispersed and concealed in the landscape, bike storage for terraced houses needs to be immediately adjacent in order for it to be convenient and practical. Alternating on-threshold bike stores with rear access houses on either side of a street frees that street from a visual overload of individual bike stores. The rear access lanes each serve only one side of an urban block, whereby all of the units served have a front door onto the same street and occupants will know each other. This avoids the potential for conflict where people from different streets who do not know each other share the same rear access lane.



Figure 3.2: Traditional 2/3 storey agricultural buildings with pitched roofs & short flights of external steps.



Figure 3.1: CGI of the 'paired' duplex blocks overlooking the greenway.



Figure 3.3: CGI aerial view of a shared surface street with alternating bike stores & rear access to 'de-clutter

3.0 URBAN DESIGN RATIONALE

3.1 Site Layout (cntd.)

Architectural characteristics, materials, features and the proposed palette of materials have been described in detail in the accompanying Thematic Design Manual.

The proposed development is distinctly different from the recent adjacent developments in terms of form, pattern language, public realm and materiality. It is a denser and compact development which places great emphasis on the spaces between buildings.

Significant trees have been retained and integrated into the landscape plan where feasible and viable for their long-term survival. For example, a mature oak in the northwest sector that was previously buried by overgrown shrubs has been given a new lease of life as a feature tree within a small pocket park, and a line of trees including beech, lime, alder and cedar will be retained and protected along the boundary with the Newpark development in the east.

Summary of Site Layout and Scheme Design Characteristics

The proposed site layout complies with the Key Objectives and Design Requirements of the Local Area Plan, and aligns with the policies and objectives of the Sustainable Residential Development and Compact Settlements: Guidelines for Planning Authorities.

- Medium density scheme appropriate to village setting.
- Permeable, connected and accessible public realm.
- Designed to taking-in-charge standards.
- Innovative housing and site layout, compliant with the Compact Settlement Guidelines.
- Simple, vernacular building forms with good solid to void ratio.
- ‘Clean’ palette of robust materials: painted dash, light-coloured brick, contemporary detailing, flush eaves.
- Consideration given to storage of bins, bikes and cars.
- Promotion of active travel within and around the scheme.
- Variety and character within each streetscape: no two streets are alike.
- Variety in nature and use of public open space.
- Facilitating continuous north-south pedestrian and cycle connectivity from Beechwood to St Nicholas of Myra National School.
- Future pedestrian and cycle links to the Green Belt lands in the south.
- 100% own-door dwellings, fine-grained and active edges on all faces.



Figure 3.4: CGI looking east along the greenway



Figure 3.5: CGI looking south towards the retained oak tree.

3.2 Movement & Connectivity

The east-west Greenway is a key objective of the Local Area Plan and forms the defining element of the proposed urban plan. This green route is augmented by LAP objectives for north-south pedestrian and cycle links along the eastern boundary, and another from Chapel Road/Kinsealy Manor to the north. These routes will need to be overlooked and active to feel secure and safe to use.

The proposed Greenway aligns with the emerging preferred route of Fingal Co Co’s proposed “Kinsealy Walking & Cycling Scheme”, which aims to “develop high quality walking and cycling facilities from Kinsealy to Portmarnock by constructing a new section greenway and significantly upgrading Station Road to provide safer walking and cycling facilities.” The scheme is currently at public consultation stage. This development will deliver c.420m of the planned greenway, and connect Kinsealy Manor and adjoining developments to the GB zoned lands and primary schools to the south of the site.

Shared-surface streets hang at right angles to the east-west Greenway, served from north and south by access roads, and there is no vehicular connection across the Greenway, only pedestrian and cycle connections. Pedestrian and cycle priority is given on the internal shared-surface streets and the central green spine is a completely car-free-zone.

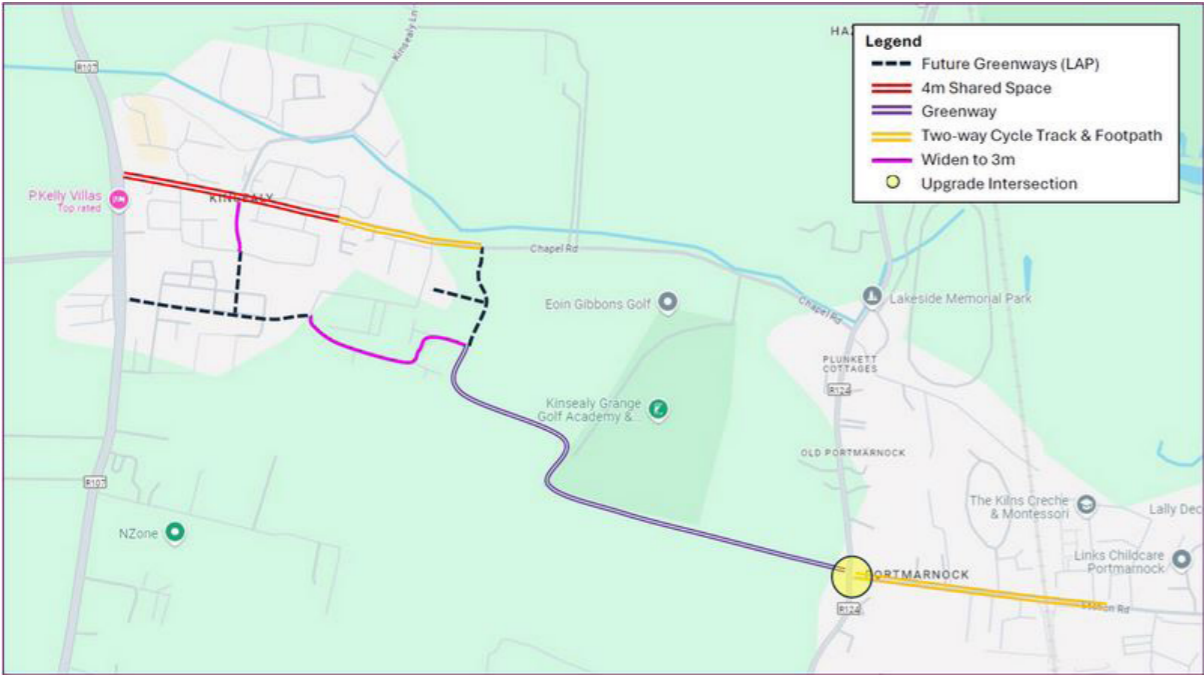


Figure 3.6: Kinsealy Walking & Cycling Scheme

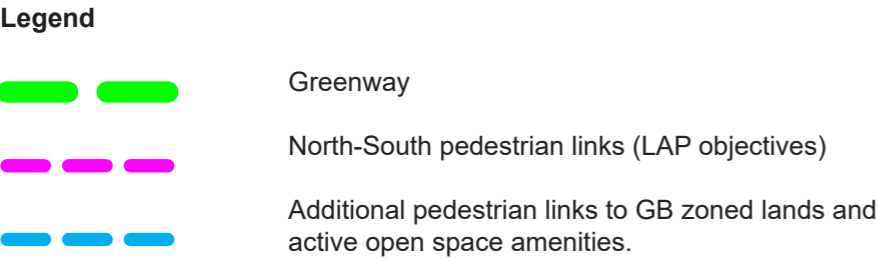


Figure 3.7: Movement & Connection Diagram

3.0 URBAN DESIGN RATIONALE

3.3 Active Travel

A key goal of the LAP is the reduction of reliance on private cars and one positive action to encourage this is the provision of new and better pedestrian and cycle infrastructure, i.e. active travel, using your own energy to get around by foot, scooter or bike.

Figure 5.6 of the LAP identifies proposed primary and secondary ‘green’ routes and enhancements for existing footpaths in and around the village. The goal is to facilitate movement without recourse to using the main roads insofar as this is possible. Dedicated school drop off and parking are one of the measures to facilitate safe movement, especially on the Malahide Road. FCC’s new Kinsealy Walking & Cycling Scheme proposes to complete the active travel network in line with the Kinsealy Local Area Plan (LAP).

The proposed development for the Teagasc site provides for the pedestrian and cycle routes identified within the LAP as well as additional links from the existing residential neighbourhood in the north and east to the GB amenity lands and school campus in the south.

A site designed with active travel at the forefront will contribute to long-term behavioural changes on the reliance and habit of using private cars for short trips.



Figure 3.8:
Left: Active travel Houton, Netherlands (source Steenhuls stedenbouw)
Right: Shared-surface street Vauban, Freiburg, Germany (source Dr. Peter Schick)

- Legend**
- Primary pedestrian/cycling routes
 - Secondary pedestrian/cycle routes
 - New/improved footpaths

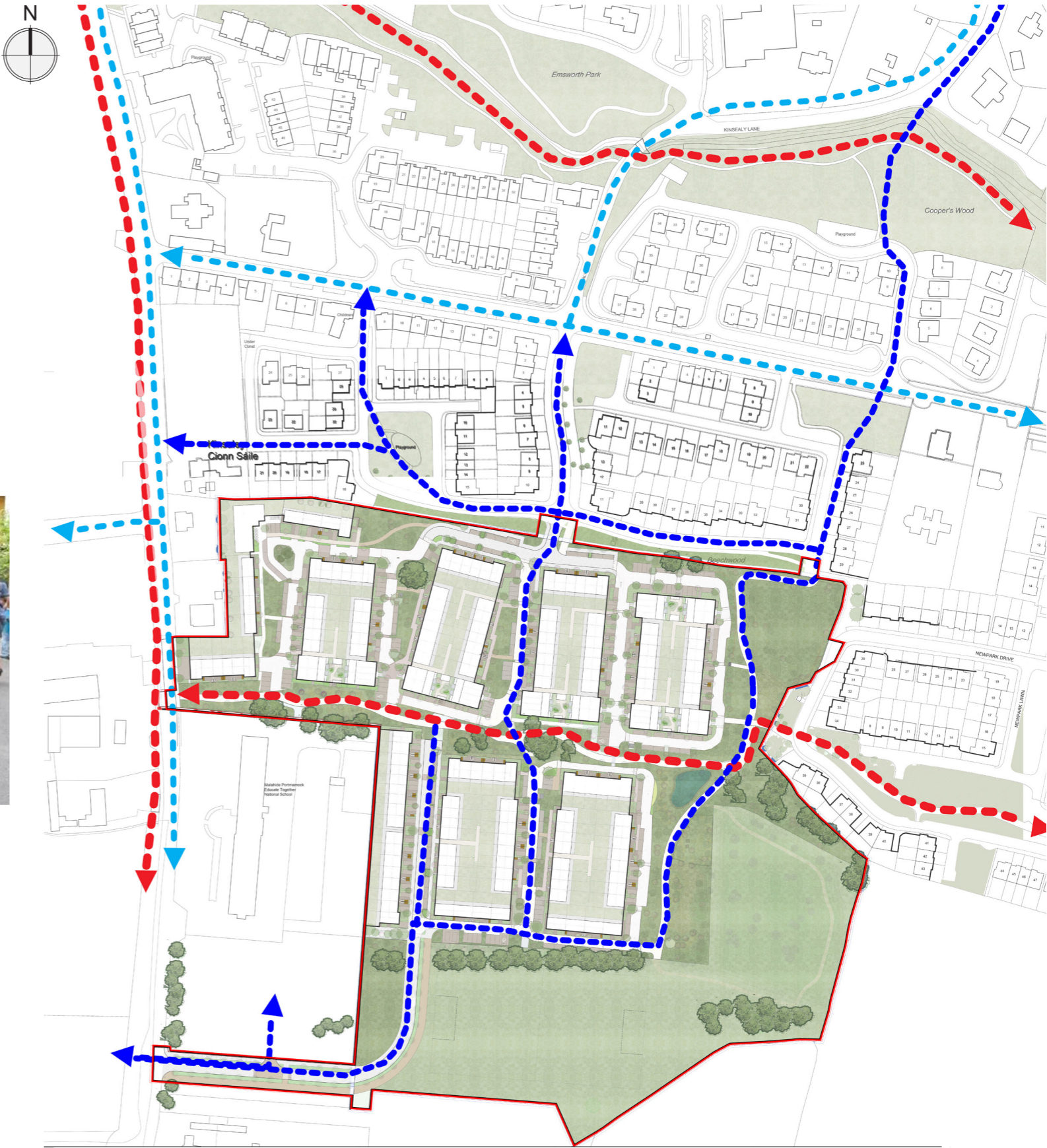


Figure 3.9: Active travel diagram.

3.4 Street Hierarchy

Vehicular access is from (i) Chapel Road in the north via Gandon Lane and (ii) from the Malahide Road. The Malahide Road entrance is proposed in a position south of the indicative location noted in the Local Area Plan. The LAP access route is overlaid on a 20m wide wayleave for Uisce Éireann which places a considerable constraint on the development of the Teagasc lands. It is considered that re-locating the Malahide Road access clear of the UE wayleave is a reasonable solution to enable both the future development of the residential lands and UE's drainage project.

Following the principles of DMURS, the internal street network is hierarchal from the outside in and 'standard' 5/6m carriageways with footpaths quickly transform into shared surface streets with pedestrian and cycle priority.

These landscaped shared surface streets are an integral part of the public realm and make a positive contribution to the overall amenity of the development. Specification of different surface materials, care in locating street trees, soft landscaping and discrete parking bays will make these attractive and usable spaces for residents to enjoy.

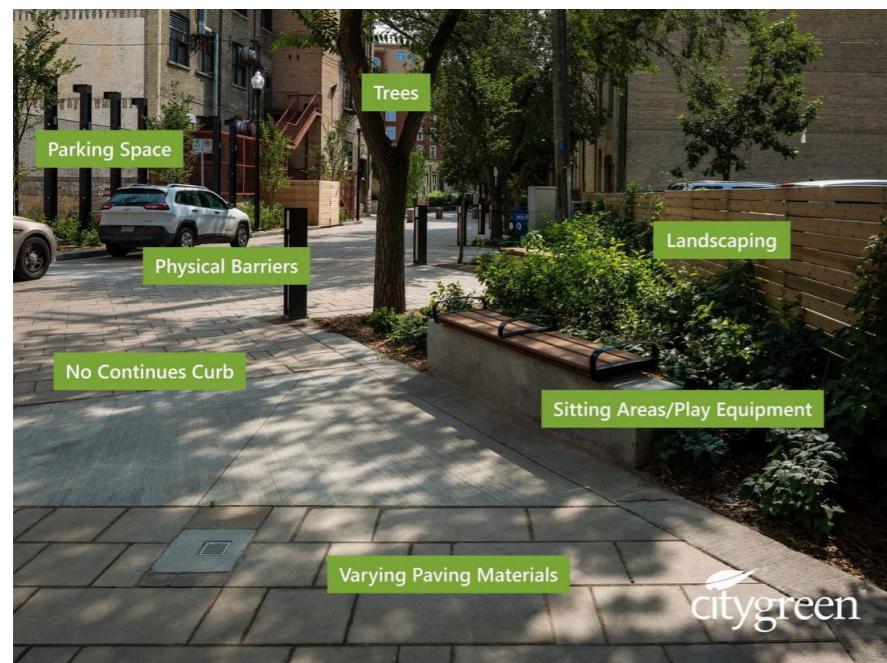


Figure 3.10: Example of a high-quality shared-surface street (source Citygreen)

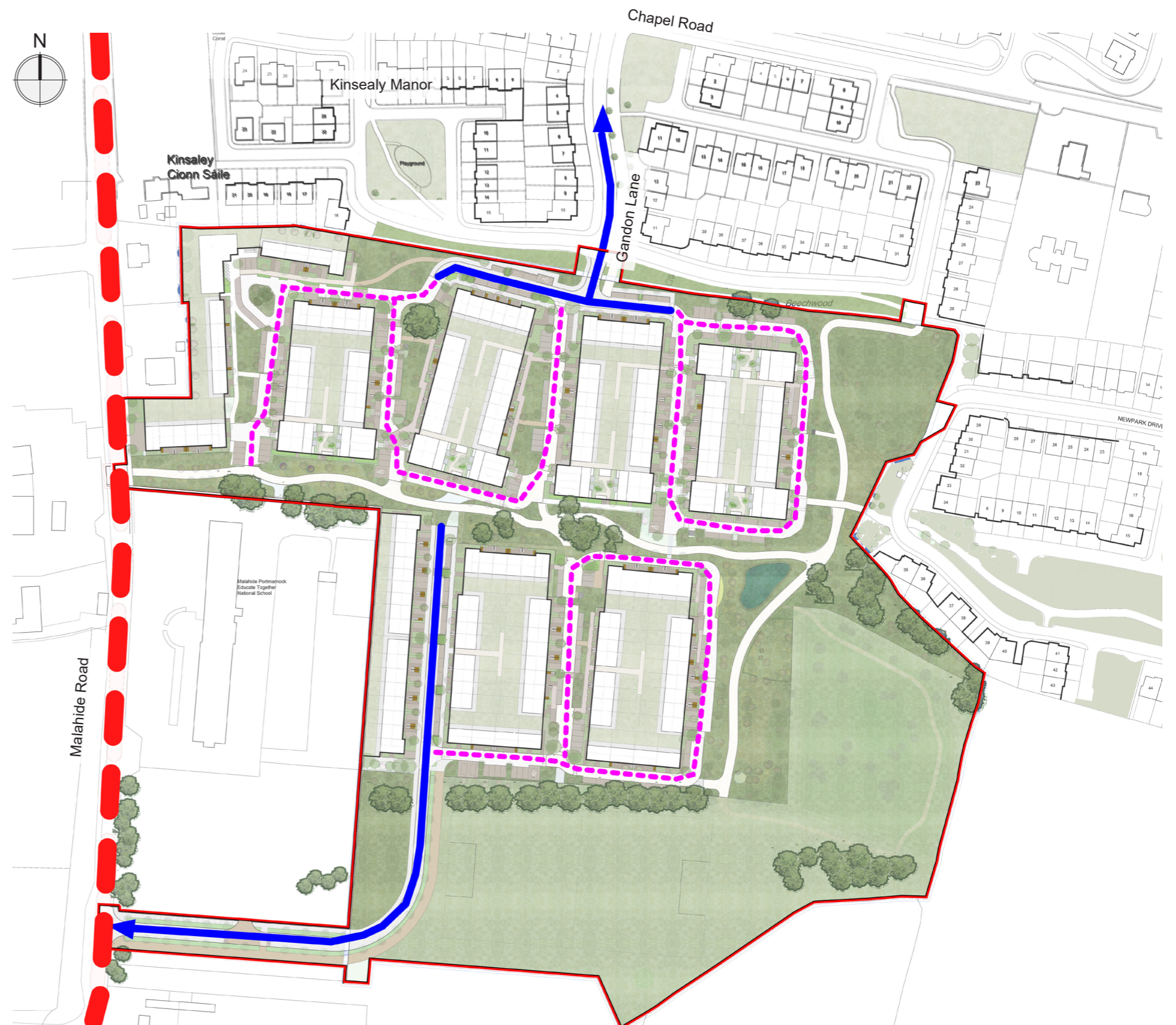
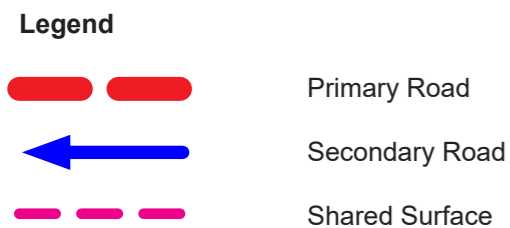


Figure 3.11: Street Hierarchy Diagram

3.0 URBAN DESIGN RATIONALE

3.5 Building Height

The proposed development comprises simple residential building forms of 2 to 3 storey with clean rooflines, narrow gables and steep pitches, in keeping with the Design Requirements outlined for Development Area 3 of the LAP.

Taller buildings frame and overlook the north edge of the Greenway and the large pocket park in the north-east, where the three separate developments of Beechwood, Newpark and the proposed Teagasc scheme intersect. These 3-storey duplex buildings also serve to ‘anchor’ the corners of urban blocks.

The proposed building heights comply with LAP objectives which prescribes building heights in a range of 2-4 storey, with lower heights proximate to the Malahide Road.

The scheme is compliant with SPPR4 of Urban Development and Building Heights: Guidelines for Planning Authorities (2018) which requires a greater mix of heights and typologies and avoidance of mono-type buildings in a development of >100 units.

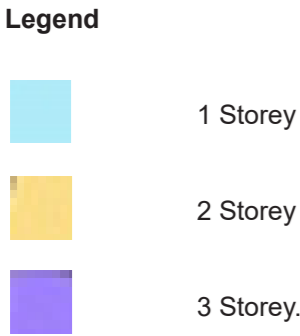


Figure 3.12: Building Heights Diagram

3.6 Sensitive Boundaries

There are a number of existing houses backing to the north and west boundaries for which a sensitive design solution is required. Houses backing onto these boundaries will be double-fronted typologies that do not have first-floor habitable rooms looking back and any bathroom or stair windows will have obscured glass, thus protecting the privacy of the existing dwelling. All of the bedrooms will face the public street.

The creche in the corner of the site is designed as a single-storey structure to further minimise impact on the existing properties.

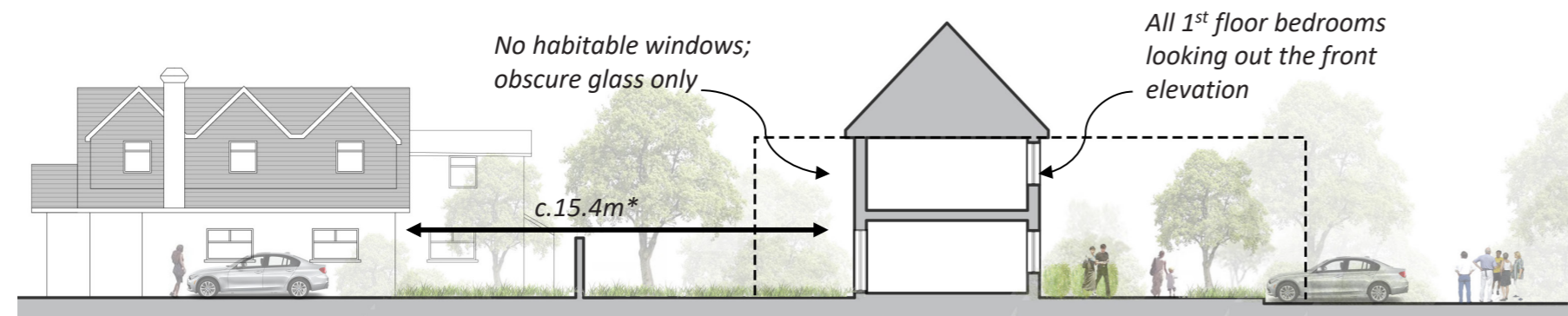


Figure 3.13: Section A-A

*Distance between existing house and existing Teagasc admin building is c. 12.3m

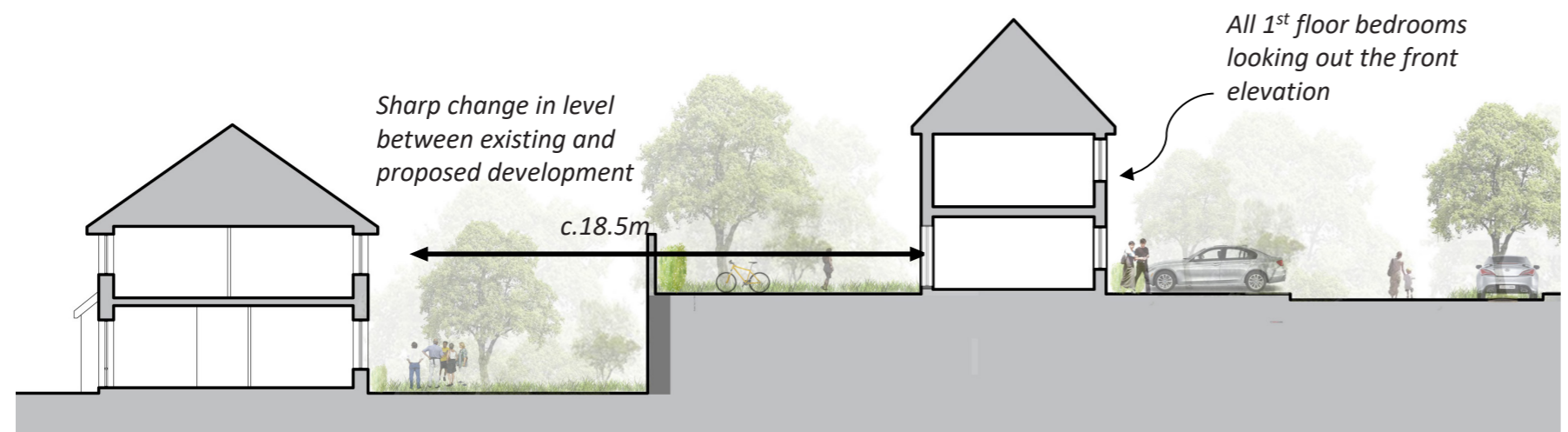


Figure 3.14: Section B-B

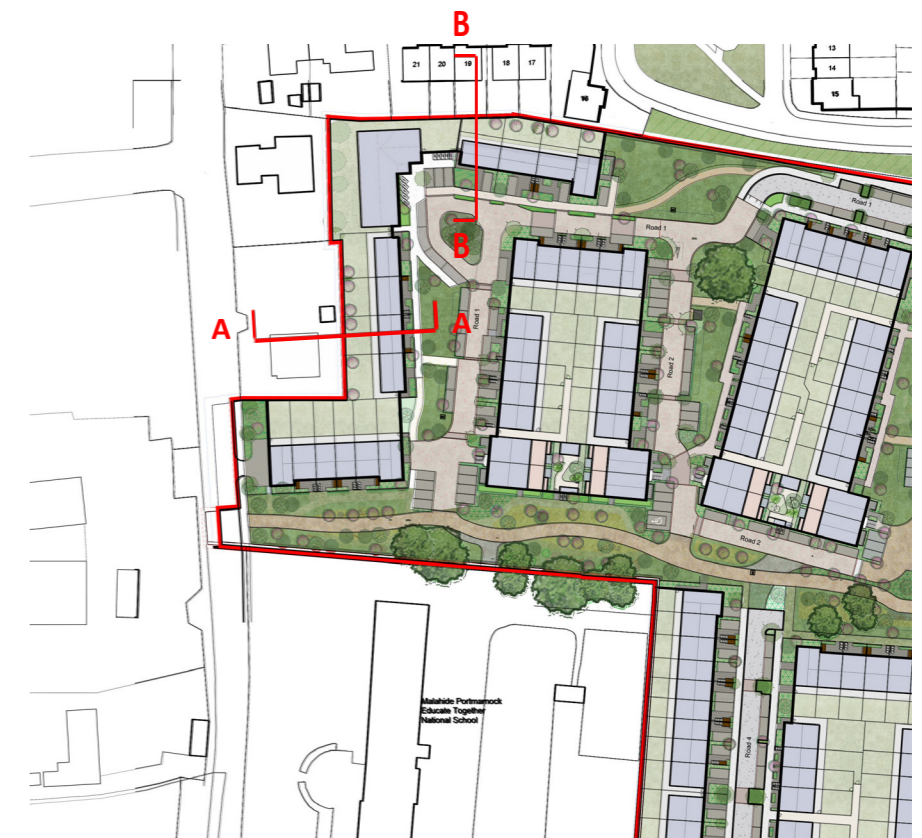


Figure 3.15: Extract from site layout (NE corner)



Figure 3.16: Existing boundary in northwest corner (paladin fence on a retaining wall). The proposed development will provide for privacy with a concrete post & timber panel fence inside this boundary

3.0 URBAN DESIGN RATIONALE

3.7 Unit Mix

There are 4 principal houses types, of which there are variations for mid and end-of terrace instances, and the predominant house type is a 3-bedroom 2-storey mid-terrace dwelling.

Variety in unit typology is provided in the form of own-door 3-bedroom duplex units over own-door 2-bedroom ground floor apartments.

All of the 20 no. ground floor apartments are designed as Universal Design or Age-Friendly dwellings, thereby complying with Objective DMSO37 of the Fingal Development Plan 2023-2029 and exceeding the minimum requirements for 20% of the overall development to be Age-Friendly, which equates to 19 dwellings.







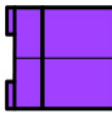
	House Type A - 2 bed mid-terrace	30 no.
	House Type B - 3 bed mid-terrace	63 no.
	House Type B1 - 3 bed end-terrace	30 no.
	House Type C - 3 bed mid-terrace	15 no.
	House Type D - 3 bed wide-fronted mid-terrace	8 no.
	House Type D1 - 3 bed wide-fronted end-terrace	7 no.
	Duplex Blocks	
	Apt Type A - 2 bed GF mid-terrace	10 no.
	Apt Type A1 - 2 bed GF end-terrace/corner	10 no.
	Duplex Type B - 3 bed mid-terrace	10 no.
	Duplex Type B1 - 3 bed end-terrace/corner	10 no.
Total no. of Dwellings =		193 no.



Figure 3.17: Site layout showing unit mix.

3.8 Part V Proposal

Under Part V of the Planning and Development Act 2000 (as amended), developers are required to enter into an agreement with the Local Authority to allocate 20% of their housing development for social and/or affordable housing. At least half of this allocation must be dedicated to social housing, while the remainder can be allocated to affordable housing options, such as affordable purchase or cost rental.

In this development, a total of 193 homes are proposed, of these, 79.3% are proposed to be Cost-Rental Homes with 40 units (20.7%) designated as Part V Social Housing. These 40 units exceed the minimum requirement by 2 units. The proposed units consist of 20 no. two-bedroom, age-friendly ground floor apartments and 20 no. three-bedroom duplex units. These own-door homes are pepper-potted across the development.

Overall No. of Homes: 193 Units
Part V requirement @ 20%: 38 Units
Part V Units provided: 40 Units

20 no. Own-door ground floor 2-Bed Apartments.
20 no. Own-door 3-Bed Duplex Units.

The own-door ground floor apartments and own-door 3-bedroom duplex units above the apartments share common external curtilage, communal open space and bin and bicycle stores which require a management company for their upkeep.


	Duplex Blocks	
	Apt Type A - 2 bed GF mid-terrace	10 no.
	Apt Type A1 - 2 bed GF end-terrace/corner	10 no.
	Duplex Type B - 3 bed mid-terrace	10 no.
	Duplex Type B1 - 3 bed end-terrace/corner	10 no.
Total no. of Apts/Duplex Units =		40 no.



Figure 3.18: Location of the Part V units highlighted in pink.

3.0 URBAN DESIGN RATIONALE

3.9 Taking In Charge

It is intended that all the roads, paths, cycle paths, street trees, SuDs features and landscaped public open space will be taken in charge by the Local Authority.

Off-street parking bays are not proposed to be taken-in-charge and will be sold as freehold with individual house plots.

On-street parking bays will not be taken in charge and will be privately managed. These comprise residential parking bays, visitor bays, disabled/accessible bays and EV charging bays. There are no on-street parking bays proposed to be taken in charge by the Local Authority.



Figure 3.19: Taking-In-Charge Diagram

3.10 Building Typologies

There are three building typologies proposed within the development: ‘traditional’ houses, own-door ground floor apartments, and own-door 2-storey duplex units.

The characteristics, materials and features for each are described in detail in the accompanying Thematic Design Manual.

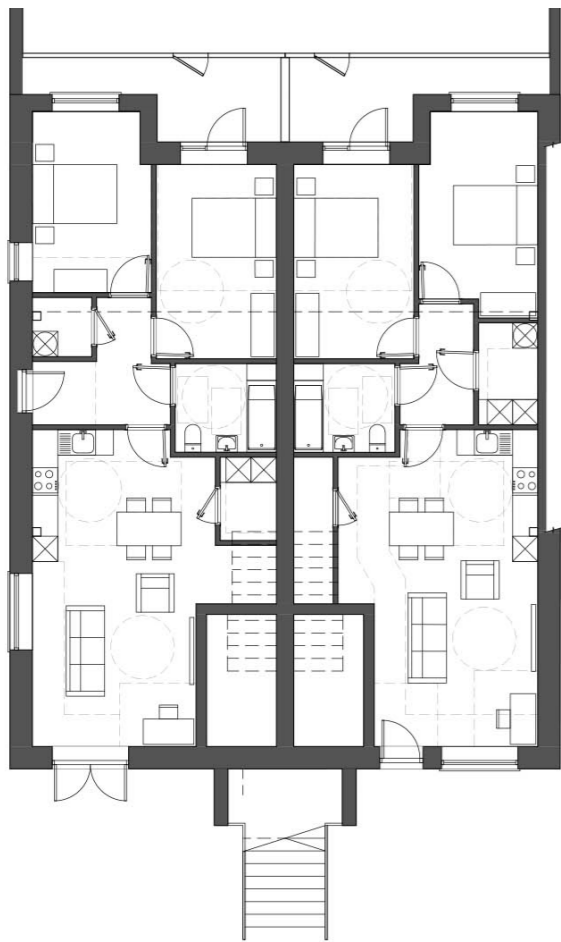
Houses



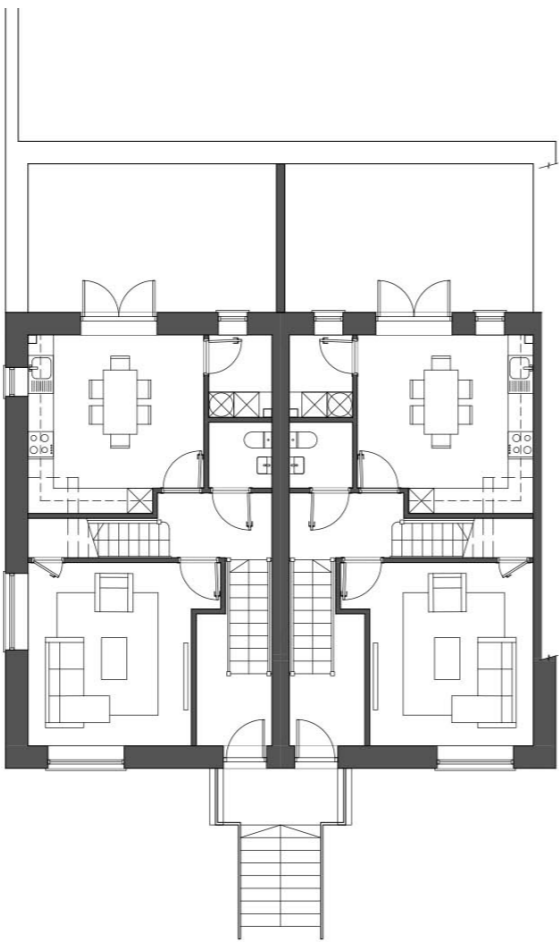
Fig 3.20: Composite elevation indicating the different typologies with the development

3.0 URBAN DESIGN RATIONALE

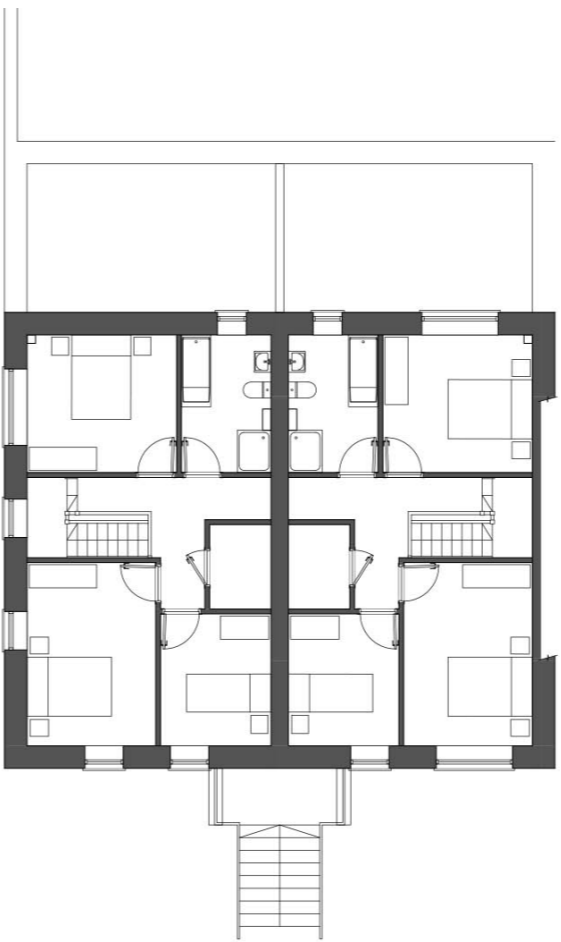
Apartments & Duplex Units



Ground Floor Plan



First Floor Plan



Second Floor Plan



Fig 3.21: Duplex Block gable elevation

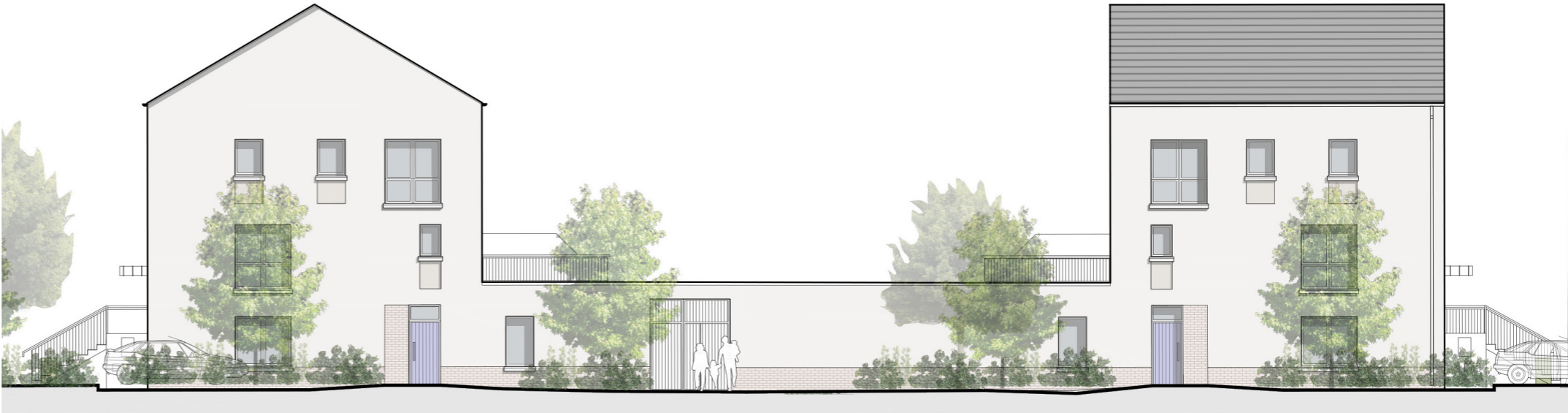


Fig 3.22: Duplex elevations to the Greenway illustrating (i) variation in roofscape and (ii) the unifying element that is the garden wall

3.11 Age-Friendly Dwellings

Twenty no. ground floor own-door two-bedroom apartments are proposed as age-friendly homes. These units are designed to comply with Ten Universal Design Features, published by Age Friendly Ireland, which sets out the spatial requirements for dwellings suitable for older people.

These 20 dwellings have own-door access directly from the public footpath and will have secure rear private open space overlooking a shared garden. Communal facilities such as bicycle and bin storage and semi-private open space are shared by 8 separate dwellings which will contribute to social interaction with neighbours and help avoid isolation.

The three-bedroom duplex units occupying the upper floors will offer variety in household size and life stages within the community.

The age-friendly units are designed to incorporate the Ten Universal Design Features as follows:

- The site is suitable for age-friendly accommodation, being located close to Kinsealy village and local amenities, and accessible via safe, overlooked walking routes.
- Units are situated at ground-floor level, served by level paths, ensuring ease of approach and entry.
- Each unit is an own-door apartment with direct access to the outdoors, featuring private terraces at both the front and rear.
- Most age-friendly units are located adjacent to the landscaped pedestrian and cycle greenway, promoting access to open spaces and fostering community interaction.
- Internal layouts are simple, intuitive, and designed to facilitate easy navigation and movement throughout the home.
- Bathrooms are adjacent to the main bedrooms, fully accessible, and adaptable for future needs, with provisions such as soft spots in walls for door.
- Units include a second double bedroom, providing flexibility for various needs, including hosting an overnight carer.
- Fittings and fixtures are carefully chosen to be user-friendly, ensuring ease of operation for occupants of all abilities.
- The units are energy-efficient, featuring cost-effective designs and environmentally friendly technologies such as heat pumps, reducing reliance on fossil fuels.
- Storage solutions and space management are integrated into the design, ensuring ample, accessible storage for daily living and assistive devices if needed.

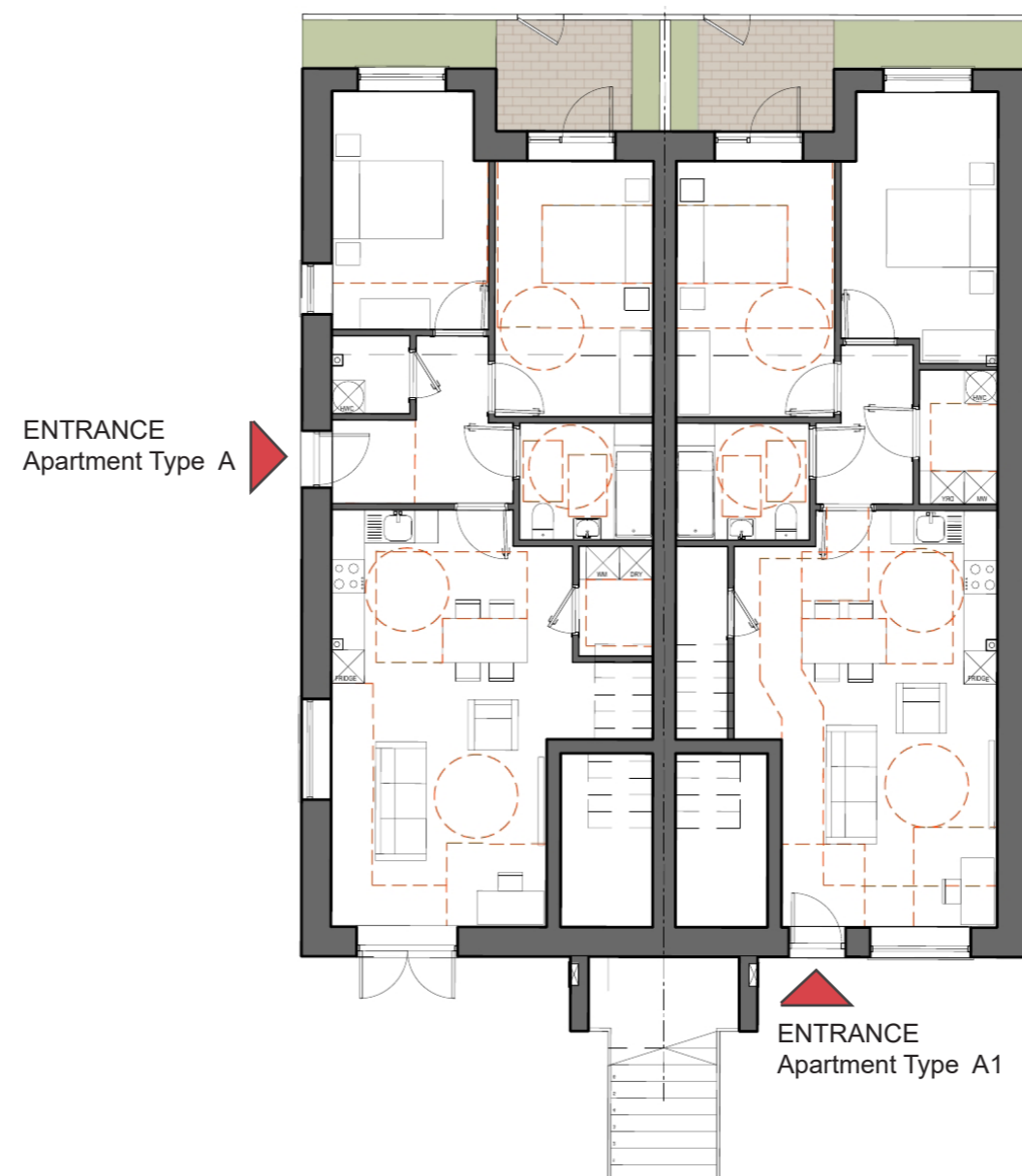


Fig 3.23: Ground floor plan of the duplex units, designated as age-friendly apartments.



4.0 KEY INDICATORS OF QUALITY URBAN DESIGN AND PLACEMAKING

4.1 Sustainable and Efficient Movement

1. The proposed scheme creates a highly permeable and legible network of streets and spaces that optimises movement for sustainable modes of transport. Walking and cycling are prioritised throughout the site, on the car-free east-west central green route and north-south pedestrian/cycle route through the GB zoned lands in the east. Permeability is achieved through the street grid, with all streets and spaces linking directly to the central green route. A central north-south pedestrian/cycle route runs from Gandon Lane in the north to the south greenbelt lands via shared surface streets and across the green route. Road finishes distinguish this route from other shared streets, while varied landscaping and architectural detail and finishes provides identity to individual streets and legibility across the scheme.
2. Opportunities to improve connections with and between established communities have been identified, with routes provided for optimum efficiency. The east-west central green route connects the existing development of Kinsealy Woods via Newpark Drive to the Malahide Road and bus routes 42 and 43, while the proposed internal street network facilitates future connections from Kinsealy Manor, Beechwood and Kinsealy Woods to the Malahide Portmarnock Educate Together NS and St Nicholas of Myra primary school, as well as future sports facilities in the south-west.
3. The development throughout is designed to incorporate the principles of DMURS to calm traffic and enable the safe and comfortable movement of vulnerable road users. Shared surface finishes with landscaping and parking arranged to create horizontal deflection and restrict forward visibility help to create slow traffic zones with pedestrian priority.
4. Residential parking is provided at a rate of 1 space per dwelling, incorporated into the landscaping and arranged to alternate between perpendicular and parallel parking spaces to avoid visible car dominance in the public realm. A minority of on-curtilage spaces are provided in favour of shared on-street parking.

Legend




-  Car-free pedestrian/cycling routes
-  Street permeability
-  North-South pedestrian/cycling routes



Fig 4.0 Proposed site layout

4.0 KEY INDICATORS OF QUALITY URBAN DESIGN AND PLACEMAKING

4.2 Mix of Land Uses (Vibrant Centres and Communities)

1. The proposed development comprises residential and supporting childcare use at a density of c.40 dwellings per ha. This is appropriate to the site's location adjacent to Kinsealy village, where the future population of this development will enhance the viability and vibrancy of surrounding amenities and local services, including the two primary schools that bound the site. The proposed childcare facility will complement existing local services to serve the surrounding community and is readily accessible via walking, cycling and vehicular routes proposed.
2. A diverse and varied range of housing types and tenures is proposed, with own-door ground floor age-friendly apartments and upper-level duplex units for Part V provision, alongside 2 and 3-bed terraced and wide-fronted houses for affordable sale. These varying typologies support greater housing affordability and choice.
3. The proposed development will support the regeneration and revitalisation of the existing neighbourhood by bringing the Teagasc site back into use, increasing the local population and contributing to the community and reinforcing Kinsealy village as a vibrant centre.
4. The regeneration of the Teagasc site as a residential neighbourhood will include the enhancement of the public realm by creating more connections between neighbourhoods through the site and thus a more liveable environment, which will in turn attract investment and encourage visitors. The proposed green route will extend further west a development plan objective for a greenway and GDA Cycle Network Plan from Baldoy, to the Malahide Road, and aligns with the proposed Kinsealy Walking & Cycling Scheme, currently at public consultation stage.

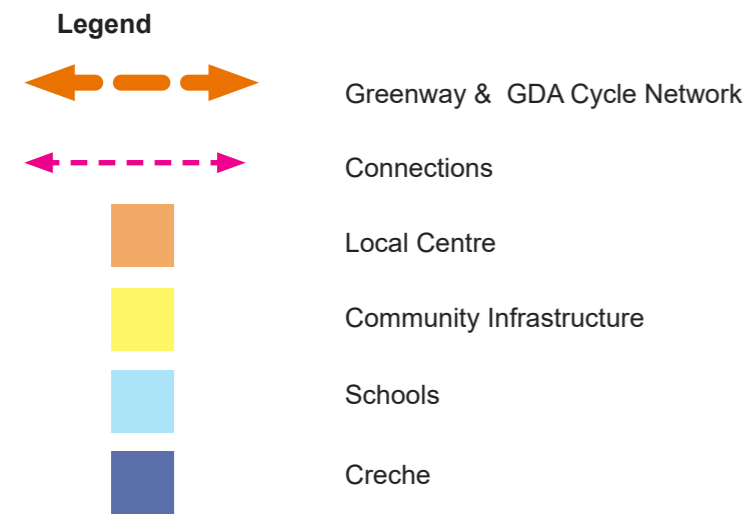


Figure 4.1 Site Layout with existing context

4.0 KEY INDICATORS OF QUALITY URBAN DESIGN AND PLACEMAKING

4.3 Green and Blue Infrastructure

(Open Space, Landscape and Heritage)

1. The scheme positively responds to the landscape character of the site by providing a broad central green route across the site that includes some retained existing trees as features and retains an existing vista looking east. An existing oak tree is retained as a focal point within one area with the street designed around it.
2. A variety of open spaces are proposed, separating the urban blocks and linking directly to the central greenway, which in turn leads to a park that runs north to south along the east boundary, connecting adjacent developments to the future sports facilities within the green belt lands at the south. Ecological links, active travel and healthier lifestyles are all facilitated by the proposed network of varying green spaces.
3. The proposed areas of public open space are designed to be universally accessible, catering to a range of active and passive recreational uses. Proposed paths through the green spaces are broad to facilitate both pedestrian and cyclists, with dished kerbs connecting to the shared surface streets. Play spaces for different age groups are dispersed though the park area in the east, while exercise equipment for adults' use is proposed along the green route. Smaller green spaces will have seating for passive enjoyment, while kick-about space is proposed in some areas.
4. Surface water drainage is facilitated with the use of swales throughout the site, a small pond that facilitates biodiversity and a dry detention basin at the lower part of the site in the north-east corner which will integrate into the landscaping scheme. Biodiversity routes for wildlife are accommodated within the continuous park connecting green spaces in surrounding neighbourhoods with the greenbelt lands to the south and along the east-west green route.



Figure 4.2: Existing oak tree retained within streetscape.



Figure 4.3 Biodiversity routes for wildlife.

4.4 Responsive Built Form

1. The layout, orientation and scale of the proposed development will form a coherent and legible urban structure. Two storey terraces line the west and north-west boundaries and provide edges to the urban spaces. Three storey duplex blocks overlook the broad central green route and open space to the north-east. This step in scale aids in defining the street hierarchy and principal car-free routes.
2. Urban blocks are generally similar to each-other in structure while the streets and spaces generated between them vary in character, form and finishes. Each street has its own distinct identity, with public and private areas clearly defined with landscaping, paving and curtilage zones. All dwellings have front doors directly addressing the public realm, ensuring an animated and attractive interface. Having these own-door dwellings throughout, with corner houses having front doors positioned on the gable end ensure passive surveillance of all areas, with no blank gables or dead-end streets.
3. The proposed scheme responds to the LAP in presenting a rural village aesthetic in simple elevations, appropriate finishes and a granular rhythm of front doors and windows along the housing terraces maintaining a village scale. Duplex blocks on corners with large barn like gables and flush garden walls to shared leafy spaces are reminiscent of farmyard architecture. The scheme layout integrates into the site by addressing the boundaries appropriately. Buildings face out to the south, east and north addressing the adjacent developments across landscaped green spaces and overlooking the greenbelt lands to the south. Meanwhile, the sensitive boundaries along the west and north-west are secured with private gardens abutting them and no overlooking from first floor rear windows.
4. The regeneration of the Teagasc site as a residential neighbourhood presents a coherent architectural and urban design strategy, ensuring a new neighbourhood for future residents that is sustainable and complements the village of Kinsealy. Architectural features and the choice of material finishes will create a distinct place within the wider area, promoting a strong sense of identity for residents.
5. The upper units within the duplex blocks are served by a single half flight external stairs shared between the two units, presenting the optimum efficiency in both their internal plans and the provision of access to these upper units from the street. The height of the steps from ground level is max. 1.5m with a short flight that sits within the landscaped front curtilage of the building and gives definition to the private curtilage zones of the ground floor units. The duplex blocks are positioned at the end of streets only, on the corners, and the single set of external steps is reminiscent of traditional agricultural farm buildings where access to the upper levels is often by external steps.



Figure 4.4: Examples of external steps in traditional farm and rural buildings.

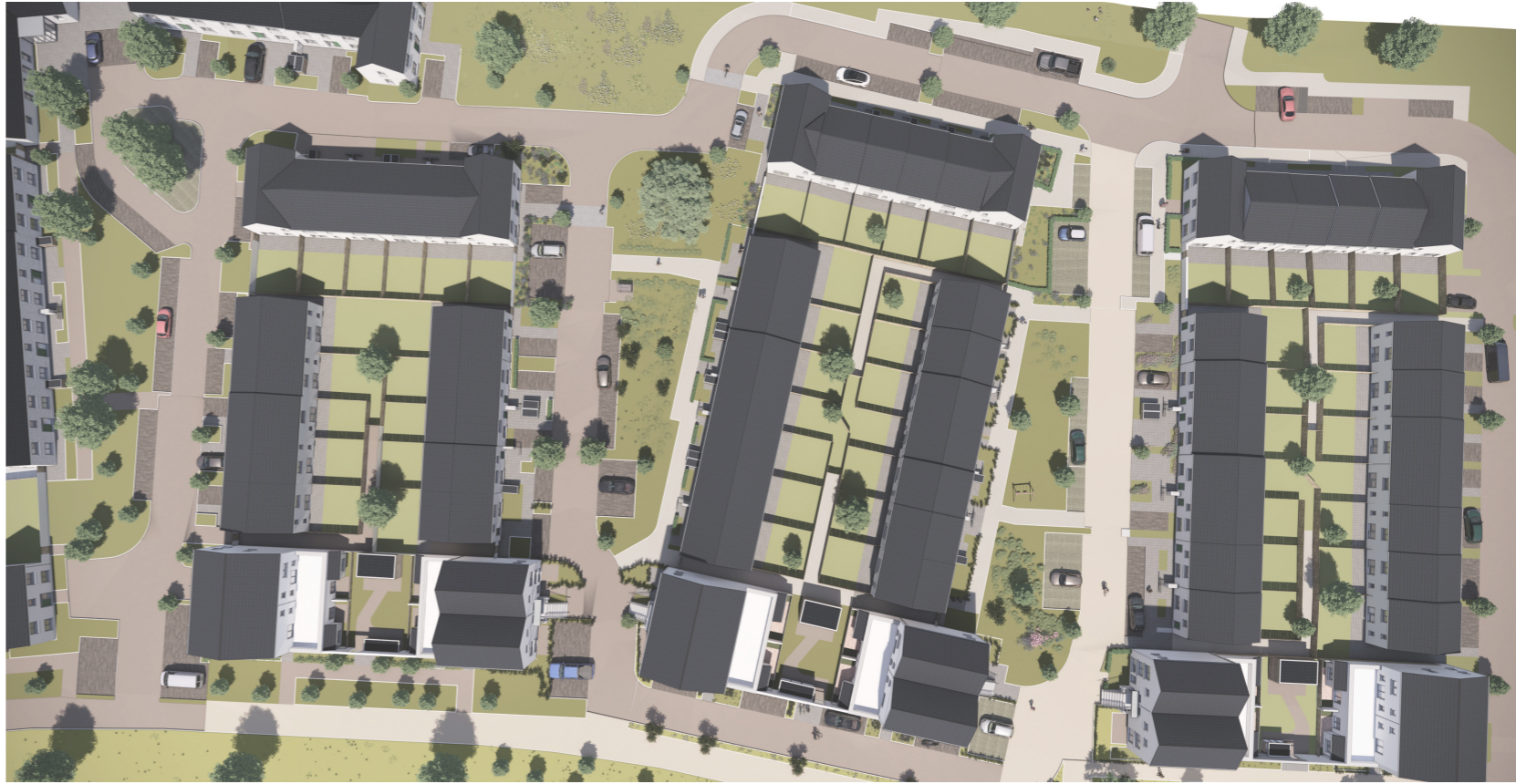


Figure 4.5 Three different and distinct landscaped urban spaces between residential blocks



Figure 4.6 Barn-like gable and flush garden wall reminiscent of farmyard architecture.

5.0 DEVELOPMENT STANDARDS

5.1 Public Open Space

Dwelling Type	No. Bedrooms	No. of Units	Bedspaces (BS) per Unit	Total Bedspaces (BS)	Open Space @ 25sqm/BS
GF Apt.	2	20	1.5	30	750 sqm
Duplex Unit	3	20	3.5	70	1750 sqm
Houses	2	30	1.5	45	1125 sqm
	3	123	3.5	430.5	10762.5 sqm
Total		193		676.5	14387.5 sqm

Table 5.0- Public Open Space requirement calculation.

Public Open Space	Class Type	Area	Description
POS 01	CLASS 2	531sqm	Pocket park on shared surface street
POS 02	CLASS 2	698 sqm	Pocket park contiguous with adjacent open space
POS 03	CLASS 2	694 sqm	Pocket park on shared surface street
POS 04	CLASS 2	560 sqm	Pocket park on shared surface street
POS 05	CLASS 1 & 2	5510 sqm	Greenway and primary central open space
POS 06	CLASS 1	8491 sqm	'Class 1' contiguous open space with play-ground and kickabout
Total		16484 sqm	

Table 5.1 - Public Open Space Provision

Overall Open Space provision

Public Open Space Provision	16484 sqm
Greenbelt Lands (GB1)	22498 sqm
TOTAL	38974sqm







	Gross site area:	8.2ha
	Net development area:	4.81ha
	Communal OS area:	357m² (requirement: 240m²)
	RV zoned POS area:	0.80ha (16.6% of net dev area)
	GB zoned POS area:	0.85ha
Total POS area:		1.65ha
	GB zoned residual OS:	2.25ha
Overall OS area:		3.9ha (49% of landholding)



Figure 5.0 Public Open Space provision.

5.2 Private & Semi-Private Open Space

Private open space is provided to individual houses as private rear gardens, overlooked and accessed directly from kitchen-dining areas. Garden size and orientation varies throughout the site with north facing gardens larger than average and provided only where necessary to secure site boundaries with adjacent houses in the north-west, and to provide passive supervision to the southern greenbelt lands. Garden areas for 3-bed houses range from 40m² to 108m², while those for 2-bed houses range from 34.6m² to 55.8m².

For the duplex units, private open space is provided as individual terraces at ground and first floor levels, overlooking shared semi-private open space. Ground floor units have additional private terraces to the front of the buildings shielded from the public realm by planting. Between each pair of duplex buildings is a shared landscaped garden, which can be accessed directly from the ground floor terraces or via a gate from the public footpath. A high wall separates the garden from the public realm, with the tall gate allowing glimpses through to the leafy garden from outside.

The quantum of Communal OS required for the duplex units is:
20 no. 2-bed units @ 5m² pu = 100m²
20 no. 3-bed units @ 7m² pu = 140m²
Total 240m²

The total area provided as Communal OS serving the duplex units is **357m²**, 40% greater than the requirement.




	Gross site area:	8.2 ha
	Net development	4.81 ha
	Communal OS area	357sqm (requirement 240sqm)



Figure 5.1 Examples of walled garden gates

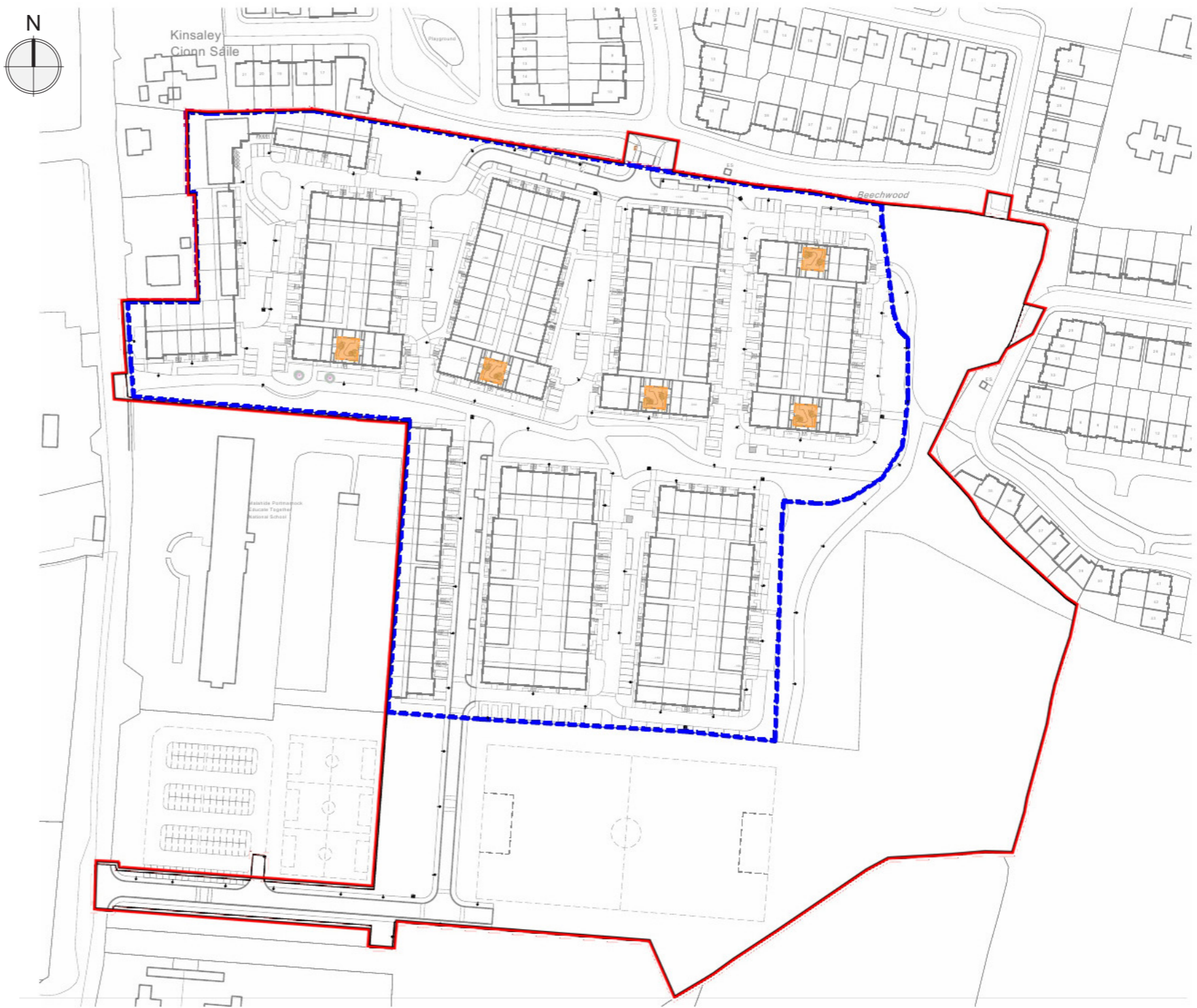


Figure 5.2 Communal OS provision highlighted in orange

5.0 DEVELOPMENT STANDARDS

5.3 Bicycle Storage & Parking

Bicycle Parking

SPPR 4 - Cycle Parking and Storage, of the SRDCS Guidelines recommends storage provision of 1 cycle space per bedroom for dwellings that do not have access to a ground level open space. Provision for mid-terraced houses and duplex units is proposed in accordance with the Guidelines

Duplex Units

Communal bicycle stores are proposed to be located within the shared garden. Additional visitor cycle spaces in the form of Sheffield stands are proposed within the public realm and at a ratio of 1 space per 2 dwellings. Each communal bike store is an overlooked and secure shelter with space for 20 bikes, made from a robust steel frame with timber cladding and steel mesh gates. Double-stacked gas-assisted racks are proposed for efficiency and space-saving.

Houses

There are 72 no. mid-terraced houses which won't have direct access to their rear gardens and each will have its own private store on the curtilage of its private threshold. These stores are proposed to be made of timber and will be locked securely.

A number of mid-terrace houses are proposed to have access to their rear gardens via a semi-private shared and gated lane. These lanes each serve terraced houses on only one side of an urban block where familiarity with neighbours makes for better ownership and care of the shared lane. Providing lanes to some terraces reduces the need for on-curtilage bicycle stores, which means less visual 'clutter' on the street.

Residents cycle parking	No. of Spaces
House - On-curtilage(Mid-terrace)	201
Duplex/GF apartments	100
Visitor cycle Spaces	20
Total	321*

Creche cycle parking	No. of Spaces
Staff	4
Drop-off	20
Total	24
Overall total cycle spaces	345*

*Long-term bike parking spaces will be available in the rear gardens for houses with access to them, such as end-terrace houses or those with a semi-private shared lanes.

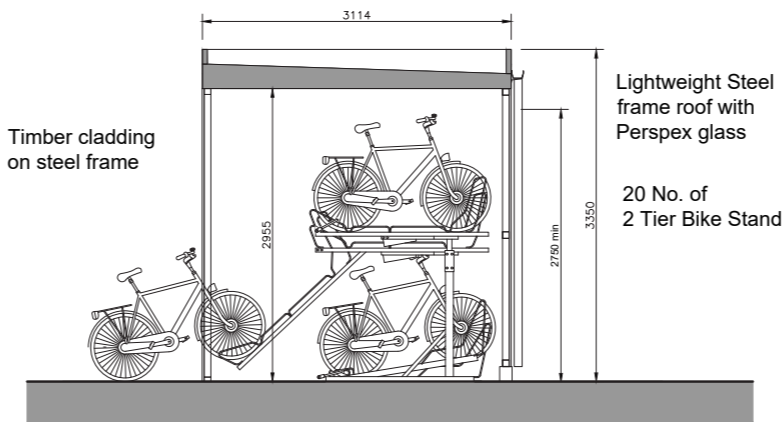


Figure 5.3: Double-stacked secure bicycle storage units for duplex blocks situated in a communal garden area



Figure 5.4: Pedalbase bike storage unit.

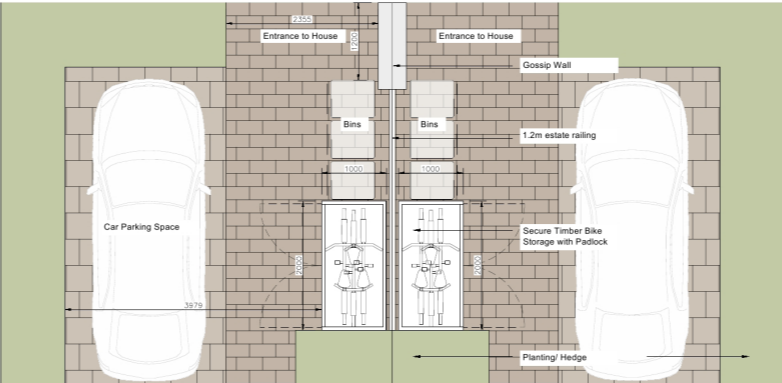


Figure 5.5 Typical curtilage plan with car parking (showing the location of bike storage unit).

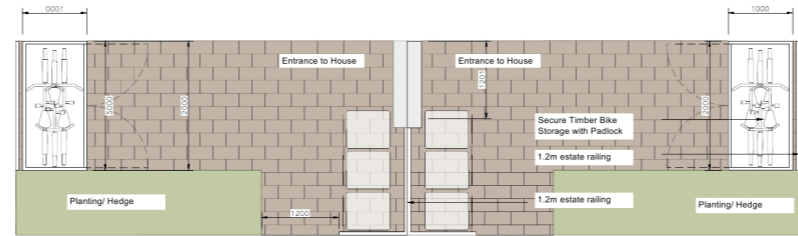


Figure 5.6 Typical curtilage plan (showing the location of bike storage unit).

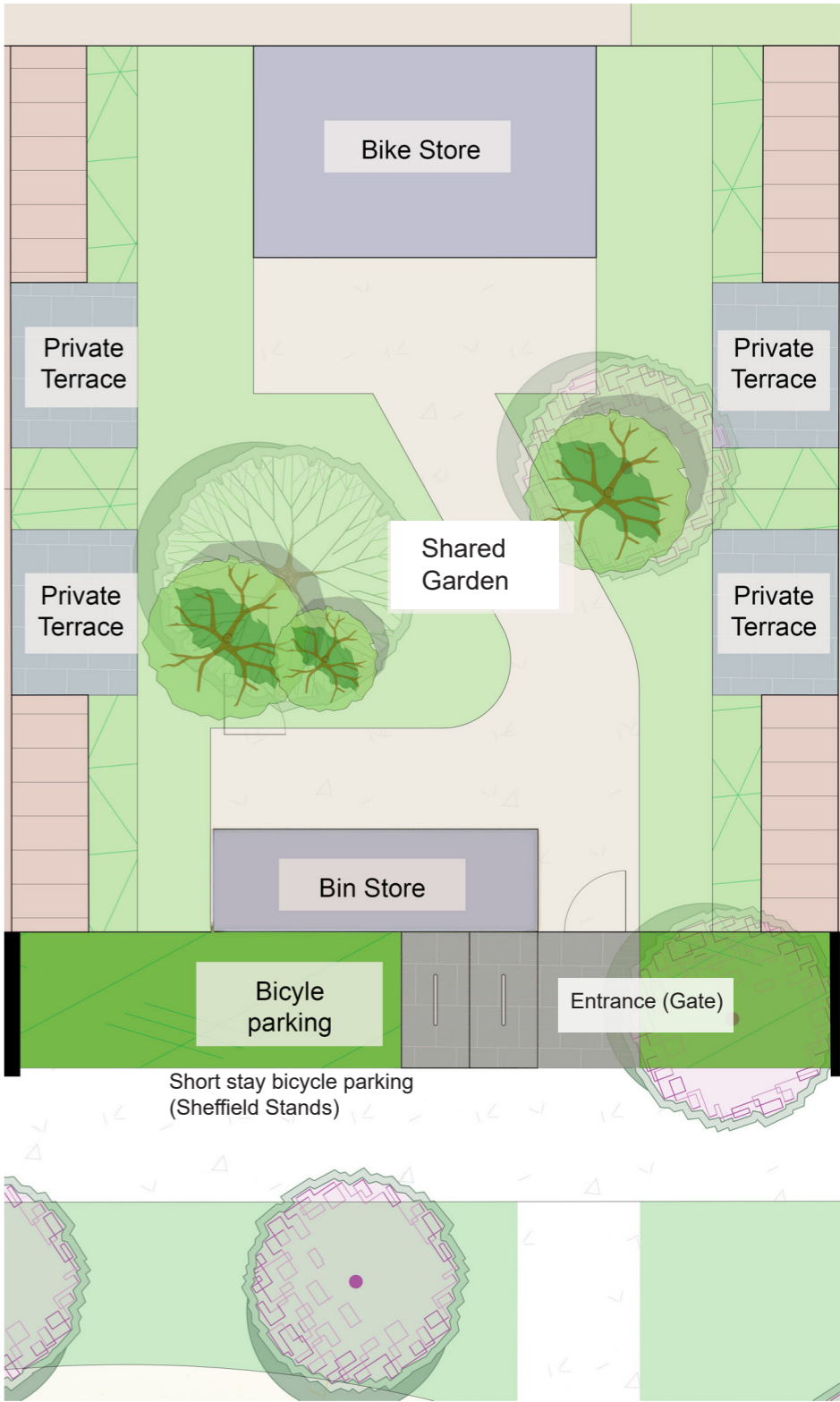


Figure 5.7 Shared garden layout for duplex blocks incl. secure bicycle storage

5.4 Car Parking

Residents' car parking is provided at a ratio of 1 space per dwelling, either on-curtilage or as shared parking on-street, and as parallel spaces or in banks of perpendicular parking. Parking within a street is varied to minimise large stretches of unrelenting hard surfaces, to enhance the urban environment with landscaping to provide identity and character to individual streets.

The proposed development includes a visitor car parking provision of 29 no. spaces, equivalent to 1no. space per 6.6 no. residential units. There 4 no. drop-off spaces and 3 no. staff spaces proposed to serve the creche. The drop-off spaces are parallel bays located on a small landscaped turning circle and avoid reverse parking movements.

Of the residential parking spaces, 77 no. are on-curtilage, and these houses can facilitate the installation of EV charging points. The remaining 116 no. residential spaces are shared on-street parking spaces, of which 24 no. (20.6%) will have EV charging facilities. All other residential spaces shall be future-proofed by the provision of ducting to allow the rapid future installation of additional charging points. In addition to the residential spaces, 6 no. (20.6%) of the visitor spaces will also have EV charging facilities.

6 no. accessible parking spaces are proposed, 3% of the total residential provision. These are dispersed throughout the site, with 2 no. provided as part of the residential allocation, adjacent to GF apartments that are suitable for age-friendly housing. 4 no. accessible spaces are within the visitor parking allocation. All but one accessible space have EV charging facilities.

Car Parking Provision	Spaces Provided
Houses - On-Curtilage	77
House - On-Street	76
Duplex units - On-Street	40
Visitor	29
Creche - Drop-off	4
Creche - Staff	3
TOTAL CAR PARKING SPACES	229*

** including 6 no. wheelchair accessible spaces and 30 no. EV charging spaces*



Figure 5.8 Parking alternates between parallel and perpendicular spaces to avoid visual dominance of cars.

5.0 DEVELOPMENT STANDARDS

5.5 Childcare Facilities

A childcare capacity assessment was undertaken to inform the requirements of the proposed development. A survey of childcare providers in the Kinsealy area was carried out in September 2023; there are four local providers with a maximum capacity of 249 childcare spaces. At the time of the survey, there was no spare capacity in the existing facilities.

The Childcare Facilities Guidelines for Planning Authorities (2001) recommends that one childcare facility for approximately 20 children be provided for every 75 no. dwellings. The proposed development includes 30% two bedroom units. Reducing the total number of 2 bed units that would be expected to generate childcare demand by 30% the total number of units in the scheme for the purpose of estimating childcare demand can be reduced to 182.

Demographic data shows that 11% of the 2016 Kinsealy population and 10% of the Balgriffin population are in the 0-4 age range, higher than the state (7%) and Fingal (7.4%) averages. Based on these figures, the childcare demand for the development ranges from 35 to 61 spaces, with Kinsealy's higher 0-4 cohort suggesting demand at the upper end. Using the Childcare Guidelines recommendation of 20 spaces per 75 units, the childcare demand based the reduced 182 units is c. 48 spaces.

It is proposed to provide a single creche within the development. This is a single storey-L-shaped building discreetly located in the northwest corner of the site and backing on to existing development. It has an internal floor area of c.283 sqm and capacity for up to 50 children at any one time. The layout has been designed to the standards required by TúsIa, and comprises 4 playrooms for children aged 0 to 6 years old. Ancillary accommodation includes separate sleep room, staff room, kitchen, nappy room and sanitary accommodation. All four playrooms open directly to secure garden and play area of 234 sqm.



Figure 5.9 Single storey creche with a capacity for c.50 Children.



Figure 5.11 Extract from site layout showing the creche in context

Drop-off and collection is to the front of the building, where 4 no. on-street parallel parking bays, arranged on a small loop around a landscaped island, and avoiding reverse movements. Three no. off-street staff parking bays are provided, as are secure staff bicycle parking. Sheffield stands around the curtilage of the building will be provided for visitors.

The creche's location on the site makes it easily accessible to residents by foot and by bicycle but less accessible by car, as vehicular access is from Chapel Road only and there are no through routes across the greenway. A continuous segregated pedestrian route is provided to the creche, from both the Gandon Lane entrance on the north boundary and the greenway in the south. It is visible from the greenway and less than 80m away, and it is hoped that the provision of such high-quality pedestrian and cycle infrastructure will encourage active travel habits over private car use.



Figure 5.10 Composite elevation of creche in context.

5.6 Refuse Storage

The site layout has been designed to accommodate the movements of a typical refuse vehicle, with reversing movements avoided where possible. Apart from one turning head on Road 1 beside House no. 4, all other routes include loops, ensuring refuse vehicles are forward moving at all times. Several bin holding areas are provided around the site to facilitate collection.

Houses
For mid-terrace houses, storage space for three bins side by side is provided on the front curtilage and is screened and enclosed by railings and planting. For end-of-terrace houses, bins can be stored in rear gardens with independent access. A number of mid-terrace houses also have shared lane-way access to rear gardens and therefore have the option to store bins in the garden if desired.

Duplex and Apartments
Secure bin storage is provided within the shared garden between each pair of duplex blocks. The bin store is adjacent to the garden gate allowing easy transfer of bins out to the public realm for collection.

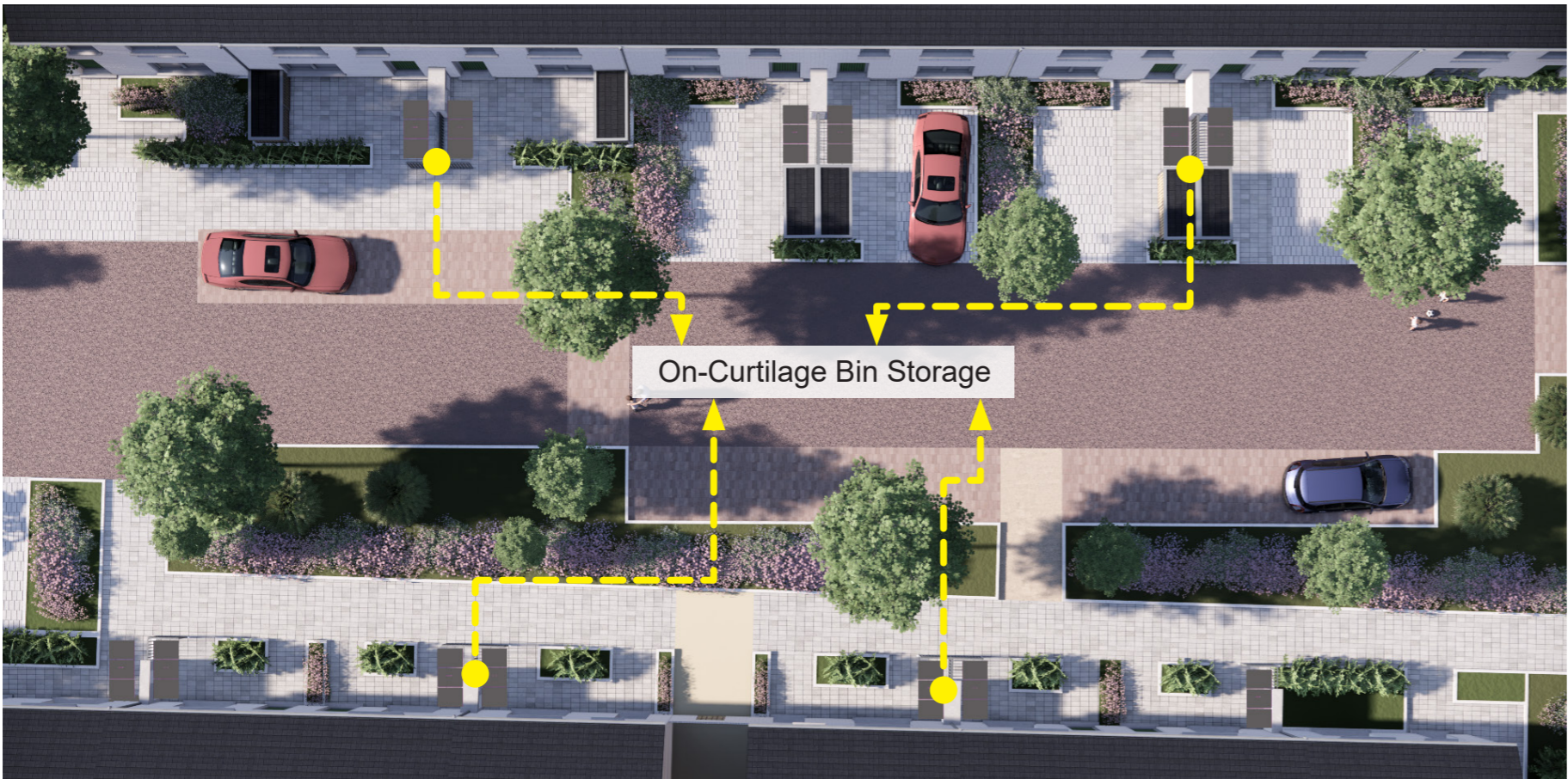
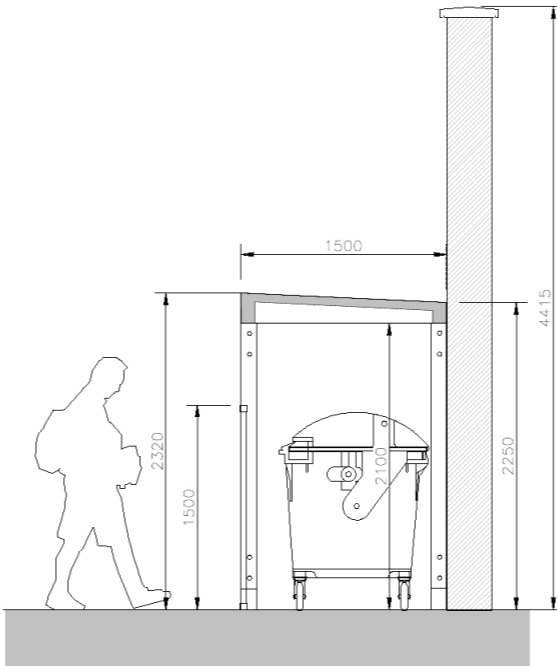


Figure 5.12 Typical curtilage layouts for terraced houses.

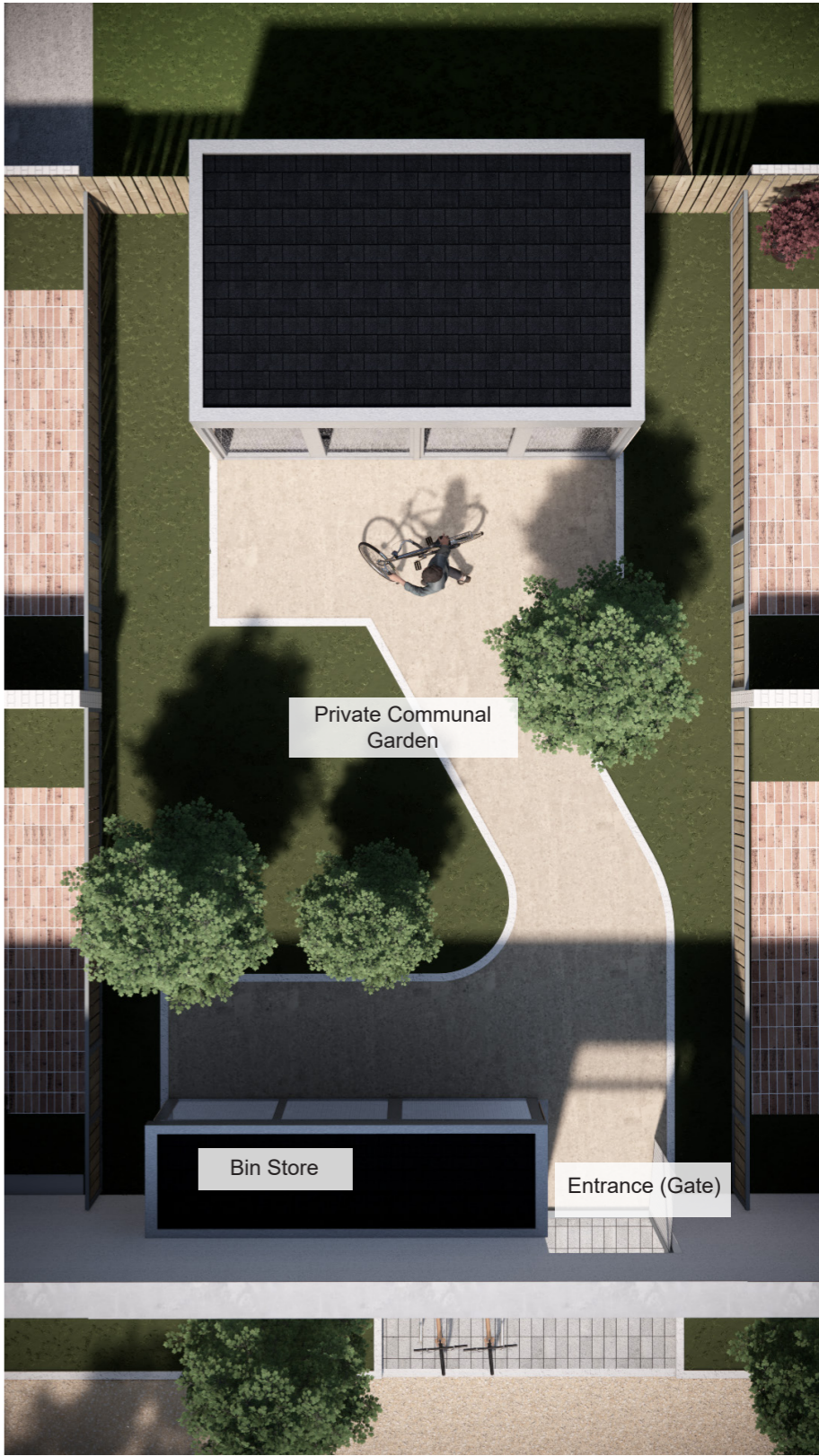


Figure 5.13 Shared garden for Duplex blocks

6.0 SCHEDULE OF ACCOMMODATION

SUMMARY SCHEDULE OF ACCOMODATION (SEE HOUSING QUALITY ASSESSMENT FOR FULL DETAILS)						
	Unit Type	Description	No. of Bedrooms	No. of Storey	Floor Area (m²)	No. Units
HOUSES	A	Mid Terrace	2	2	81	30
	B/B1	Mid Terrace/ End Terrace	3	2	96.4	93
	C	End Terrace	3	2	106.4	15
	D/D1	Mid Terrace/ End Terrace (wide fronted)	3	2	107.4	15
TOTAL HOUSES						153
	Unit Type	Description	No. of Bedrooms	No. of Storey	Floor Area (m²)	No. Units
Duplex/ Apartments	A	Ground floor apartment	2	1	73.2	10
	A1	Ground floor apartment	2	1	73.2	10
	B	First floor Duplex unit	3	2	112.4	10
	B1	First floor Duplex unit	3	2	112.4	10
TOTAL DUPLEX & APARTMENTS						40
OVERALL TOTAL RESIDENTIAL UNITS						193
Childcare Facility			283 sqm with a capacity for c. 50 children			



Figure 6.0 Proposed site layout in the wider context

This scheme design was informed by all relevant national, regional and local planning and development policies, as well as over-arching urban design policy and best-practice guidance documents.

Fingal Development Plan 2023 - 2029
(Fingal County Council 2023)

Kinsale Local Area Plan May 2019
(Fingal County Council 2019)

National Planning Framework: Project Ireland 2040
(Dept of Housing, Local Government and Heritage 2018)

Climate Action Plan 2023: Changing Ireland for the Better
(Dept of the Environment, Climate and Communications 2023)

National Sustainable Mobility Policy (Dept of Transport 2022)

Design Manual for Urban Roads and Streets (Dept of Transport, Tourism and Sport 2013)

Sustainable Residential Development and Compact Settlements, Guidelines for Planning Authorities
(Dept of Environment, Local Government and Heritage 2024)

Sustainable Urban Housing: Design Standards for New Apartments
(Dept of Housing, Local Government and Heritage, July 2023)

Urban Development and Building Heights (Dept of Housing, Planning and Local Government 2018)

Urban Design Manual: A Best Practice Guide
(Dept of Housing, Local Government and Heritage 2009)

Greater Dublin Area Transport Strategy 2022 - 2042 (National Transport Authority 2022)

Cycle Design Manual (National Transport Authority 2023)

Ten Universal Design Features to include in a Lifetime Adaptable and Age Friendly Home.
(Age Friendly Ireland, June 2021)

Quality Apartments and Urban Housing (Housing Agency and Urban Agency 2018)

Safe Routes to School (SRTS) Programme 2021
(National Transport Authority and Green Schools 2020)



Protected Structure

The proposed development is situated to the north and east of Protected Structure RPS No. 914, a mid-20th century building which previously housed the Teagasc research centre, and which is currently in temporary use as Malahide Portmarnock Educate Together National School. The development layout has been designed to minimise any potential visual impact on the protected structure and views to and from it. Houses that back on to the east boundary of the school site are low rise two-storey terraces set back at least 8m from the boundary and c. 65.9m from the building. Along the north boundary, a two storey terrace is located at a c.31.3m distance from the building, while to the north-east the nearest three storey duplex building is at a 34.6m diagonal distance from the north-east corner of the protected structure. Photomontages have been prepared to demonstrate that there is minimal visual impact on the protected structure when viewed from the public road. Refer to Views 1-3 in the following pages, prepared by Digital Dimensions.



CCK Kinsealy

Verified Photomontages



Methodology

The methodology applied when preparing the views is explained on the right.

NOTES AND METHODOLOGY

CCK Kinsealy

Prepared by Digital Dimensions

Issue Date	31/01/25	05/02/25				
Revision	-	A				

PROFILE

Digital Dimensions are specialists in computer generated visualisations for all forms of planning applications. The company was established in 2000 by John Healy and Jim Manning in Dublin, Ireland. Digital Dimensions is one of Ireland's leading architectural visualisation companies with 20+ years of experience covering a wide range of solutions in the areas of architectural visualisation, environmental design and digital media.

Method Statement - Photomontage production using guidance in The Landscape Institute TGN-06-19 Visual Representation of Development Proposals.

1. Photographs are taken from locations as advised by the planning consultant with a full frame SLR digital camera and prime lens. Photographs are taken using the most appropriate combination of lens focal lengths to ensure that the field of view covers the proposed scheme environment or landscape context. The photographs are taken horizontally with a survey level attached to the camera. The photographic positions are marked (for later surveying), the height of the camera and the focal length of the image recorded.
2. In each photograph, a minimum of 3no. visible fixed points are marked for surveying. These are control points for model alignment within the photograph. All surveying is carried out by a qualified topographical surveyor using Total Station / GPS devices.
3. The photographic positions and the control points are geographically surveyed and this survey is tied in to the site topographical survey supplied by the Architect / client.
4. The buildings are accurately modelled in 3D cad software from cad drawings or BIM model supplied by the Architect. Material finishes are applied to the 3D model and scene element are place like trees and planting to represent the proposed landscaping.
5. Virtual 3D cameras are positioned according to the survey co-ordinates and the focal length is set to match the photograph. Pitch and rotation are adjusted using the survey control points to align the virtual camera to the photograph. Lighting is set to match the time of day the photograph is taken.
6. The proposed development is output from the 3D software using this camera and the image is then blended with the original photograph to give an accurate image of what the proposed development will look like in its proposed setting.
7. In the event of the permitted development not being visible, the massing of the proposed will be outlined in red. Where there are other developments in the proximity of the proposed development with permission and the cumulative effect needs to be considered, then an additional view will be included with the massing of the adjacent permitted developments shown. Where the adjacent developments are within the field of view but not visible, they will be outlined with a different colour and a legend provided with a reference for each development..
8. The document contains:
 - a. Site location map with view locations plotted.
 - b. Photomontage sheets with existing or proposed conditions.
 - c. Reference information including field of view/focal length, range to site / development, date of photograph.
 - d. The existing view with the date the photograph was taken.
 - e. The proposed photomontage (or scheme outline as appropriate)



APPENDIX A - HERITAGE IMPACT ON PROTECTED STRUCTURE

Selected Viewpoints

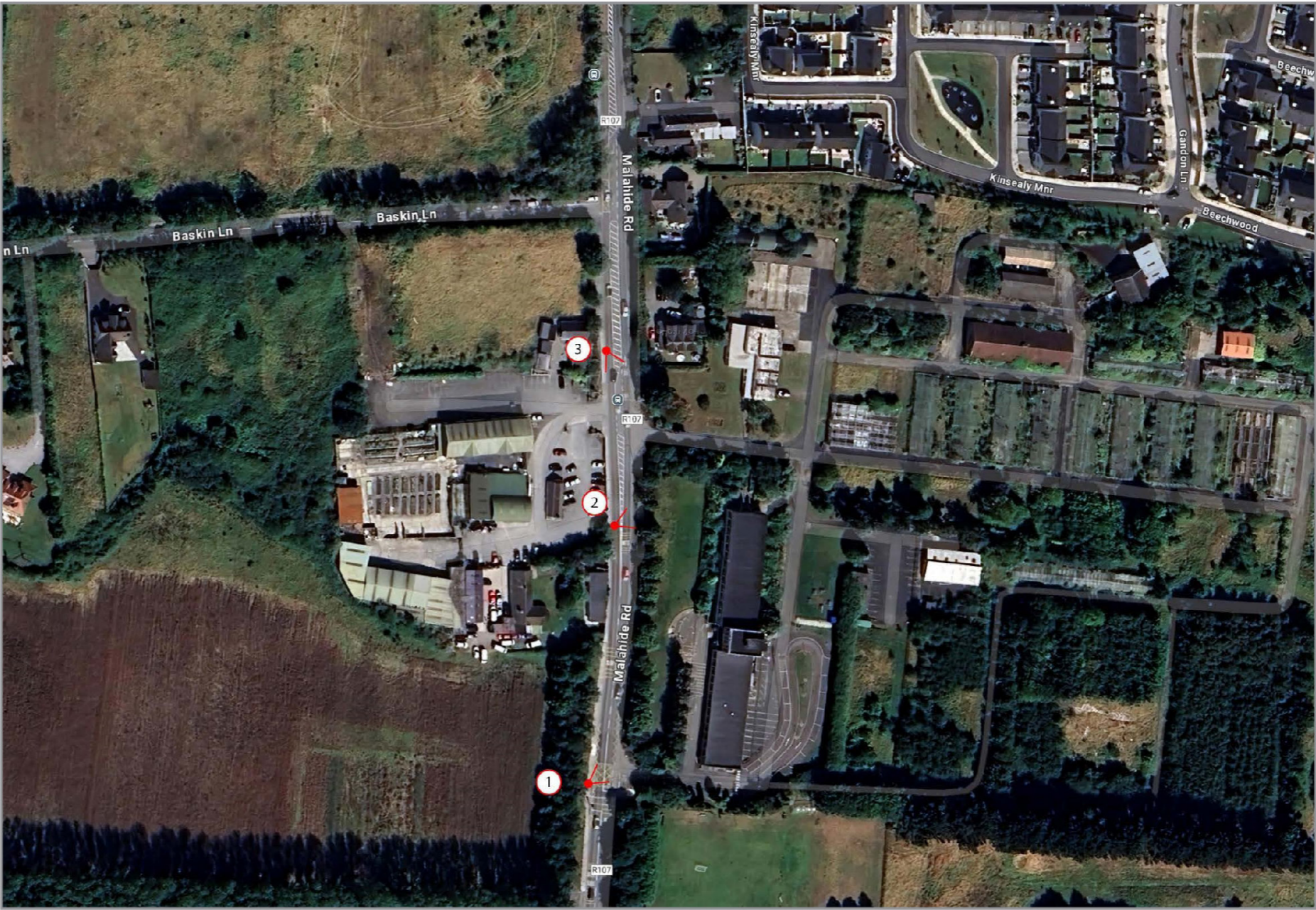
The viewpoints were carefully selected to ensure that the protected structure is visible from each viewpoint, and not obscured by the existing trees and planting on the school site.

The photographs were taken in December 2024, and present the optimum winter view when trees are not in leaf.

Viewpoint 1 is situated across the Malahide Road from the site, and opposite the entrance to the school site. This view faces northeast towards the protected structure and beyond.

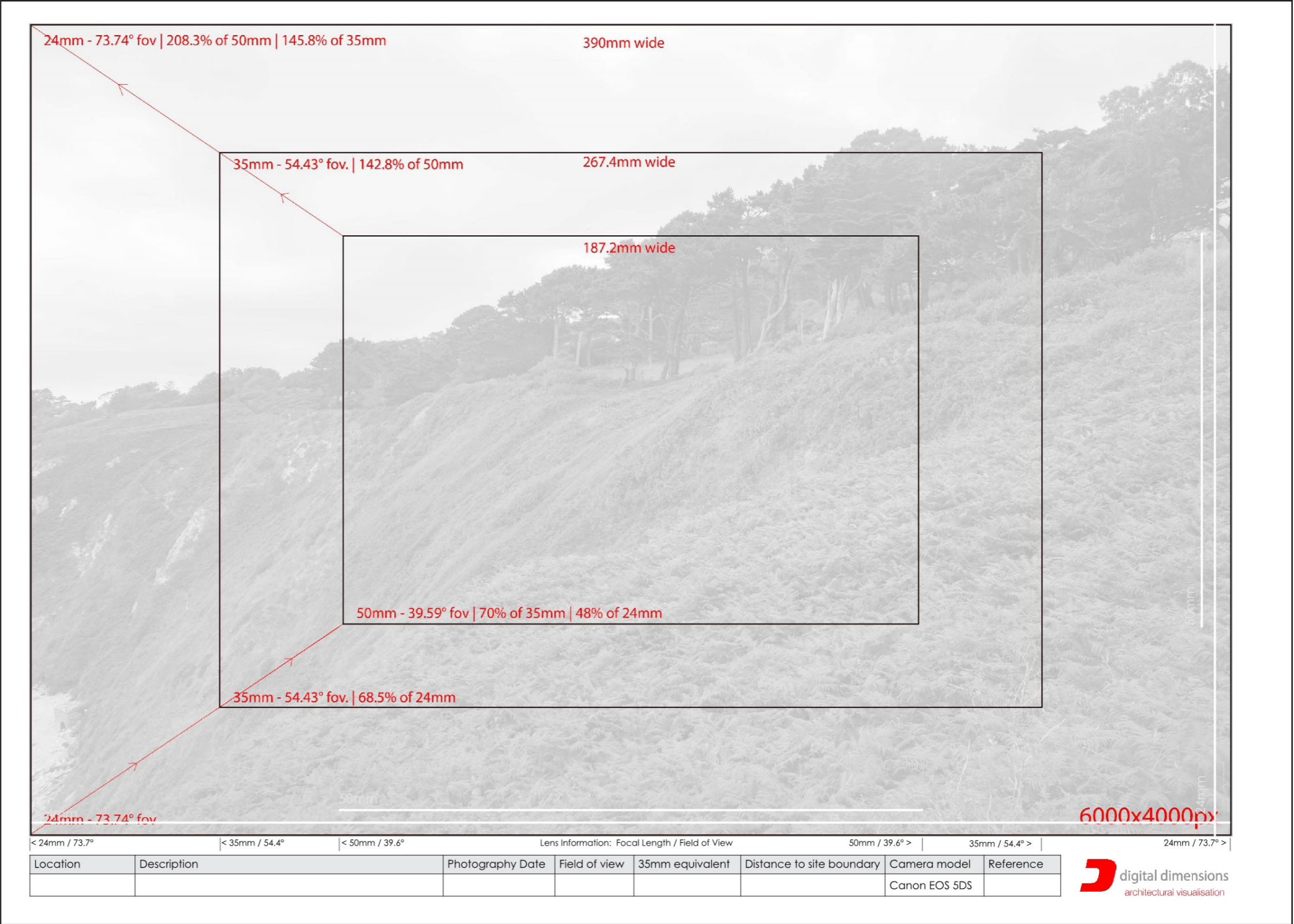
Viewpoint 2 is located in a position that is approximately opposite the north end of the protected structure and southwest of the existing Teagasc entrance, facing northeast towards the entrance.

Viewpoint 3 is located north of the Teagasc entrance and faces southeast, presenting the view on approach from the north.



View Location Map

This map is for view location purposes only. Please refer to Architects drawings for site layout and redline boundary.



APPENDIX A - HERITAGE IMPACT ON PROTECTED STRUCTURE

View 1 Existing

This view is taken from the west side of the Malahide Road, opposite the current entrance to Malahide Portmarnock ETNS. The south end of the protected structure is visible through the entrance gateway, with glimpses of the building through the existing landscaping.



< 24mm / 73.7° < 35mm / 54.4° < 50mm / 39.6° Lens Information: Focal Length / Field of View 50mm / 39.6° > 35mm / 54.4° > 24mm / 73.7° >

Location	Description	Photography Date	Field of view	35mm equivalent	Distance to site boundary	Camera model	Reference
View 1 Existing		19/12/24	73.7°	24mm	58.3m	Canon EOS 5DS	0676



View 1 Proposed

In the proposed view, a red outline indicates the position and building outline of the proposed development, which is not visible beyond the school and landscaping. The red line is consistently below the roof level of the protected structure, therefore the visual impact on the protected structure from this viewpoint is non-existent.



The photograph shows a road junction with a white car in the foreground. A red line is drawn across the image, indicating the proposed development's outline. The background features trees and a building. The image is framed by a black border.

< 24mm / 73.7°

< 35mm / 54.4°

< 50mm / 39.6°

Lens Information: Focal Length / Field of View

50mm / 39.6° >

35mm / 54.4° >

24mm / 73.7° >

Location	Description	Photography Date	Field of view	35mm equivalent	Distance to site boundary	Camera model	Reference
View 1 Existing		19/12/24	73.7°	24mm	58.3m	Canon EOS 5DS	0676



View 2 Existing

This view is taken from the west side of the Malahide Road, south of the existing Teagasc entrance. The north end of the protected structure is visible.



< 24mm / 73.7° < 35mm / 54.4° < 50mm / 39.6° Lens Information: Focal Length / Field of View 50mm / 39.6° > 35mm / 54.4° > 24mm / 73.7° >

Location	Description	Photography Date	Field of view	35mm equivalent	Distance to site boundary	Camera model	Reference
View 2 Existing		19/12/24	73.7°	24mm	19.4m	Canon EOS 5DS	0691

View 2 Proposed

In the proposed view, the proposed greenway entrance is shown with House No. 1 to its north. Duplex blocks within the site are visible in the distance beyond the protected structure. The visual impact on the protected structure is minimal.



View 3 Existing

This view is taken from the west side of the Malahide Road, north of the existing Teagasc entrance. The north end of the protected structure is visible in the distance.



< 24mm / 73.7° < 35mm / 54.4° < 50mm / 39.6° Lens Information: Focal Length / Field of View 50mm / 39.6° > 35mm / 54.4° > 24mm / 73.7° >

Location	Description	Photography Date	Field of view	35mm equivalent	Distance to site boundary	Camera model	Reference
View 3 Existing		19/12/24	73.7°	24mm	12.6m	Canon EOS 5DS	0696



View 3 Proposed

In the proposed view, the proposed greenway entrance is shown with House No. 1 in the foreground. The protected structure is obscured by proposed trees. The visual impact on the protected structure is minimal.

