

Planning Report & Statement of Consistency

To accompany a

Large Scale Residential Development Application

At

(Part of) The Former Teagasc Research Centre
Kinsealy
Dublin 17

Submitted on Behalf of

The Land Development Agency

February 2025

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1 INTRODUCTION

This Report accompanies an application made on behalf of the Land Development Agency (LDA) in respect of a Large-Scale Residential Development (LRD) at a site comprising part of the former Teagasc Research Centre, Malahide Road, Kinsealy, Dublin 17.

The application site comprises part of the former Teagasc Research Centre site that was transferred to the LDA for the development of affordable housing in accordance with the LDA's statutory mandate to accelerate the delivery of affordable new homes throughout Ireland. The remaining part of the Research Centre site, accommodating Malahide/Portmarnock Educate Together National School and lands identified for a new or enlarged school and associated play areas and car parking, was transferred to the Department of Education.

The proposed development of 193 units comes within the definition of a Large-Scale Residential Development (LRD) under section 2 of the Planning and Development (Amendment) (Large Scale Residential Development) Act, 2021 (LRD Act 2021).

The LRD Act 2021 amends the Planning and Development Act 2000, as amended (the Act of 2000). The LRD Act 2021 requires prospective applicants to have:

- a. Had an initial consultation meeting with the Planning Authority pursuant to section 247 of the Act of 2000.
- b. Had a subsequent consultation meeting (LRD meeting) with the Planning Authority pursuant to sections 32B and 32C of the Act of 2000.
- c. Obtained an opinion (LRD opinion) from the Planning Authority in relation to the proposed large scale residential development pursuant to section 32D of the amended Act of 2000.

An initial section 247 consultation meeting between Fingal County Council (FCC), the Applicant and the Design Team was held on the 12 December 2023 (Pre-Application Ref. LRD0046/S1). An LRD Opinion meeting was held between FCC, the Applicant and the Design Team on 1 October 2024.

FCC's Notification of Pre-Application Consultation Opinion (LRD0024/S2) states that following consideration of the information submitted with the consultation request, the Planning Authority is of the opinion that the documentation submitted constitutes a reasonable basis on which to make an application for permission for the proposed LRD.

The LRD Opinion states that pursuant to Article 16A(7) of the Planning and Development Regulations, as amended, that specific information, in addition to the mandatory information that must be submitted, is required to be submitted with the application. The application is accompanied by a Statement of Response to LRD Opinion Report setting out where the specified information, documents and drawings are included in the application.

This Report provides a Statement of Consistency with the relevant policies, objectives and development management standards of relevant national and regional planning policy and guidance, the Fingal County Development Plan and the Kinsaley¹ Local Area Plan. This Report should be read in conjunction

¹ It is noted that there are two alternative spellings, with both 'Kinsaley' and 'Kinsealy' commonly used. Generally, this document uses 'Kinsealy'. However, where referring to the LAP and Kinsaley House, the alternative spelling is used, consistent with the spelling used in the LAP document and the Record of Protected Structures.

with the Statement of Response to LRD Opinion Report, along with the full suite of supporting application drawings and documents.

1.1 Brief Description of Proposed Development

The proposed development consists of the demolition of existing buildings and structures on part of the site of the former Teagasc Research Centre, and the construction of 193 no. residential dwellings comprising 153 no. two storey houses (consisting of 30 no. two-bed; and 123 no. three-bed terraced houses) and 40 no. duplex units (comprising 20 no. two-bed ground floor apartments with 20 no. three-bed duplexes above) arranged in three storey blocks.

The proposed development includes a single storey childcare facility (approx. 283 sqm gross floor area) with the capacity for approximately 50 children.

The application site comprises two distinct residential development areas located to the north and south of a proposed green link traversing the site from east to west and located centrally on the site. The green link provides a dedicated cycle and pedestrian route from the Malahide Road on the western boundary of the site to the Newpark development to the east, and a central open space. A second cycle and pedestrian access link is proposed connecting with Gandon Lane and Beechwood to the north, facilitating connections to existing and future residential development and the village centre.

The proposed development incorporates approximately 1.65 ha of dedicated public open space comprising a series of open spaces, a central east-west green route linear park and parklands along the east boundary. In addition, 2.2 ha of green belt lands are included to the south and southeast of the residential development area to accommodate a playing pitch.

Two vehicular accesses are proposed. The northern part of the site, to the north of the green link, will be serviced via a new vehicular entrance at Gandon Lane to the north. The southern part of the site, to the south of the green link, will be serviced by a new vehicular access from the Malahide Road, located to the south of the existing Malahide Portmarnock Educate Together National School.

The proposed development includes 229 no. car parking spaces (comprising 193 no. residential spaces, 4 no. childcare drop off spaces, 3 no. childcare staff spaces, and 29 no. visitor spaces), and 345 no. bicycle parking spaces (201 no. private secure on-curtilage spaces for houses without independent garden access, 100 no. private secure spaces and 20 no. visitor spaces for duplex units, 20 no. childcare drop-off spaces, and 4 no. childcare staff spaces).

The proposed development facilitates pedestrian and cycle links to adjoining developments, including the provision of an east-west greenway connecting residential lands to the east of the site at Newpark to the Malahide Road and the provision of links from the greenway to adjoining lands to the north at Beechwood, and future links south to lands zoned green belt included within the application boundary. Part of the zoned green belt lands within the application boundary are currently the subject of an application by Uisce Éireann for a proposed trunk foul drain and associated wayleaves as part of the Greater Dublin Drainage Scheme (GDDS) (please refer to Section 2.2, below).

The proposed development includes bin storage, internal roads, boundary treatments, public lighting, 3 no. ESB unit substations, water supply, surface water drainage and foul water drainage infrastructure, and all associated and ancillary site and development works on a site of 8.2ha.

The proposed development has been set in the context of the emerging active travel network as set out in the Kinsealy Local Area Plan (LAP) 2023-2029 and currently being further progressed by FCC as part of the Kinsealy Walking & Cycling Scheme². The proposed development provides for the creation of a new pedestrian and cycle Greenway traversing the site, facilitating connections from Church Road to Malahide Road the east and to the Newpark residential development to the west. Quality pedestrian and cycle routes are also provided from the Greenway to facilitate connectivity to Beechwood to the north, and to the existing education and emerging recreational facilities to the southwest and south of the application site.

The proposed pedestrian and cycle network throughout the LRD site will support the emerging active travel network being progressed by FCC and will open new strategic routes between the established residential communities and key destinations including the Malahide Portmarnock Educate Together National School, St Nicholas of Myra National School and associated and emerging recreational facilities. The provision of alternative dedicated and safe pedestrian and cycle routes through the proposed development will remove traffic from the village core and encourage active travel for the wider Kinsealy community making local trips. The LDA is committed to working with FCC to ensure the delivery of high-quality walking and cycling facilities, on lands under its control, which will integrate seamlessly with the wider emerging Kinsealy Walking & Cycling Scheme.

1.2 Prospective Applicant and Interest in Site

The prospective applicant is the Land Development Agency (LDA), Ashford House, Tara Street, Dublin 2.

The transfer of the lands to the LDA is well advanced. However, Teagasc is currently the registered owner of the main development site. A letter of Consent from Teagasc is submitted with this application.

Part of the site to the southwest is controlled by the Department of Education and is included to facilitate access to the southern part of the site in accordance with the requirements of the Kinsealy Local Area Plan 2019-2025 ('the LAP'). A letter of consent from the Department of Education is included with this application.

A small portion of the site to the north is controlled by O'Flynn Construction (Kinsealy) Unlimited Company and is included to provide a road connection to Gandon Lane, and water services and utilities connections. A Letter of Consent from the O'Flynn Construction (Kinsealy) Unlimited Company is included with this application.

2 SITE LOCATION & CONTEXT

2.1 Site Location

The application site ('the site') is located to the south of Kinsealy Village centre, approximately 4 km south-east of Swords and 9.5 km north of Dublin City Centre. The village is located mid-way between Malahide to the north and Balgriffin to the south. The village centre, located immediately north of the

² Kinsealy Walking & Cycling Scheme Emerging Preferred Route subject to public consultation from 2 December 2024 to 10 January 2025.

subject site, is centred on the parish church, established dwellings, the recently developed lands at St. Olave's local centre and residential development.

Kinsealy is a village settlement within the Metropolitan Area³ with a strong visual identity and landscape quality formed by the Sluice River, running east-west through the village, and by the stone walls and mature trees associated with the nearby Abbeville Demesne. The Malahide Road (R107) runs north-south to the west of the village centre.

The site is approximately 8.2 hectares and is bound to the north and northeast by recently completed residential developments (Kinsealy Manor, Beechwood and Newpark), to the south east by agricultural lands, to the south by a mix of uses including St Nicholas of Myra National School, playing pitches and a commercial/logistic use, and to the west by the R107 Malahide Road and the temporary Malahide Portmarnock Educate Together National School (MPETNS) located in the former Teagasc Headquarter Building (a Protected Structure).

That part of the former Research Centre site currently occupied by the MPETNS, and adjoining lands intended to accommodate expansion of the school and related facilities, was transferred to the Department of Education.

The existing character of the site is largely defined by its former role as an agricultural research centre. The site accommodates unused agricultural and administration structures associated with the former use, including rows of greenhouses located to the north of the site, together with internal roads and other hardstanding area. The southern part of the site generally comprises of open plots associated with the former agricultural research use. The former Teagasc research structures (sheds, greenhouses) have fallen into disrepair and are becoming increasingly overgrown with abandoned shrubs and plants. The southern part of the site is more open in nature.

The site is largely level and has a gentle slope falling away from the southwest corner (21.5m AOD) to the northeast (18.75m AOD) before making a sharp drop to a low point (12.6m AOD) at the top north-east corner of the site.

The site is accessed via a vehicular entrance from the Malahide Road to the north of the National School. There is a bus stop immediately adjacent to the site access which serves Routes 42 and 43 connecting the site to Dublin City Centre, Swords and Portmarnock.

Portmarnock railway station is approximately 1.4 km to the east of the development site and is served by Dublin Area Rapid Transport (DART) trains and commuter rail services.

³ As defined in the Regional Spatial and Economic Strategy for the Eastern and Midlands Area.

Figure 2.1 Site Location & Surrounding Context

(Source: CCK, Architectural Design Statement)

2.2 Planning History

The planning history associated with the site generally relates to its former use as the Teagasc Research Centre. The planning history associated with the wider surrounding lands relate primarily to the temporary national school use, the Greater Dublin Drainage Project and residential development.

A summary of the recent, relevant planning history is summarised below.

2.2.1 Subject Site

FCC Reg Ref. F03A/1186: FCC granted permission on 27 January 2004 for development described as a change of use of existing 'Nematology Laboratory Building' to office accommodation, including alterations internally and externally and the construction of 97 no. car parking spaces. Condition 4 states that '*the proposed use of the office accommodation shall be ancillary to the use of the site as a horticultural research and taking facility*'.

FCC Reg Ref. F03A/1188: FCC granted permission on 16 December 2003 for development described as a change of use of existing 'mushroom unit' and extension of same for office accommodation/lecture rooms with 6 no. new car parking spaces.

FCC Reg Ref. F17A/0593: FCC granted retention permission on 10 January 2018 for development described as retention of use for existing classrooms and permission for conversion of existing office and laboratory space to classrooms in existing Protected Structure. Permission was granted subject to 9 no. Conditions. Condition provided that permission for the use of the former Teagasc building for a school shall be valid for a period of two years from the date of the final grant.

2.2.2 Adjoining & Surrounding Lands

FCC Reg Ref. F20A/0193: On 2 June 2021 FCC granted permission for development described as *'the provision of temporary primary school buildings by way of construction of 2 No. prefabricated buildings (c.180 sq. meters) on a defined site areas with all associated site works including hard surface areas. The proposed development will be located within the curtilage of Protected Structure RPS No. 0914. Temporary permission for a period no longer than 5 years is being sought.'*

ABP Ref. 301908-18: ABP granted permission to Uisce Éireann for the Greater Dublin Drainage Scheme (GDDS) Strategic Infrastructure Development (SID), described in summary as a proposed wastewater treatment plant, orbital sewer, outfall pipeline, sludge hub storage centre and regional biosolids storage facilities on 11 November 2019. However, the Board's Decision was quashed by Order of the High Court (Perfected on the 16th July, 2021). The application has been remitted to the Board for reconsideration on 7 December 2021. The reference number on the remitted application is **ABP-312131-21**. The application is currently before An Bord Pleanála.

This application relates to the southern portion of the application site (lands identified to accommodate a soccer pitch) and the adjoining former Teagasc lands now under the control of the Department of Education. Uisce Éireann, has reserved both a permanent and a construction wayleave across a significant portion of the southern section of the subject lands and adjoining Department of Education to facilitate the delivery of the proposed trunk foul drain as part of GDDS project.

FCC Reg Ref. F16A/0511 (ABP PL.06F.248584): ABP granted permission on 18 October 2017 for development described as demolition of 'Springfield' and construction of 82 no. residential units, childcare facility and all associated site works on a site of 3.65 ha at Chapel Road and Kinsealy Lane, immediately north of the subject site on lands now comprising the Beechwood residential development.

FCC Reg Ref. F16A/0464 (ABP Ref. PL06F.248515): ABP granted permission on 25 October 2017 for development originally described as demolition of and replacement of extension to Kinsaley House (protected structure). Demolition of buildings and construction of 100 houses and all associated works on a site of 6.5ha. (16.06 acres) at Kinsaley House on lands immediately east of the subject site on lands now comprising the Newpark residential development.

FCC Reg. Ref. F19A/0471: FCC granted permission on 14 January 2020 to vary house Nos 1-24 of permitted residential development F16/0464 and PL.06F248515 at Kinsealy House (a Protected Structure -RPS No. 464).

FCC Reg Ref. F20A/0102: FCC granted permission on 21 July 2020 to vary permitted residential development F16A/0464 and PL 06F.248515, at Kinsaley House (a Protected Structure - RPS No. 464),

by the substitution of 4 No. permitted Type 'E' houses and 1 No. permitted Type 'D' house on site Nos. 20-24 inclusive with 2 No. type '2' houses, 2 No. type '5' houses and 1 No. type '6' house.

FCC Reg Ref. F20A/0139: FCC granted permission on 13 August 2020 to vary permitted residential development F16A/0464 and PL 06F.248515 at Kinsaley House (a Protected Structure - RPS No. 464), by the substitution of 3 No. permitted type 'J' houses and 1 No. permitted type 'G' house on site Nos. 4-7 inclusive with 4 No. type '8' houses.

FCC Reg. Ref. F20A/0303: FCC granted permission 3 February 2021 for the reconfiguration and redesign of the permitted housing units (Fingal County Council Reg. Ref. F16A/0464; An Bord Pleanála Ref. PL06F.248515), to provide for an increase from 74 houses (11 no. two beds, 46 no. three beds, 17 no. four beds) to 96 no. two storey houses including 34 no. semi-detached and 62 no. terraced units (comprising 11 no. two bed, 82 no. three bed and 3 no. four bed units).

This application comprises Phase 2 of development on the lands, with Phase 1 amendments approved under Fingal County Council Reg. Ref. F19A/0471 for the construction of 24 new dwellings, the refurbishment of the existing protected structure, and the conversion of an existing stone barn into a residential unit, totalling 26 no. units. For clarity, no works are proposed to Kinsaley House, a Protected structure (RPS No. 464), under the planning application.

FCC Reg. Ref. F21A/0527: FCC granted permission on 6 January 2022 for amendments to works permitted under F16A/0464 and PL 06F.248515 at Kinsaley House (a Protected Structure - RPS No. 464) to the boundaries of Kinsaley House, the omission of the permitted extension to the rear of Kinsaley House, and the omission of the conversion of the existing stone barn to residential use which will now be retained as ancillary storage to serve the main house (Kinsaley House (RPS No. 464)).

FCC Reg. Ref. F21A/0562: FCC refused permission on 9 December 2021 for the replacement of a permitted two storey creche (unconstructed) which was approved in Fingal County Council Ref. F16A/0464; An Bord Pleanála Ref. PL06F.248515 with 3 no. residential units.

Permission was refused for two reasons relating to the current demand for childcare facilities and the visual impact of the proposed development.

FCC Reg. Ref. F22A/0047: FCC refused permission on 16 March 2022 for development described as retention of Retain variations to permitted house Nos 15 and 18 Newpark Drive (planning Reg. Nos F16A/0464 & PL06F.248515, and F20A/0303) at Kinsaley House (A Protected Structure - RPS No. 464), by the relocation of 2 No. first floor windows from the rear elevation to the side elevations.

Permission was refused for two reasons relating to detrimental impacts on residential amenities and undesirable precedent for similar development which would be harmful to residential amenities.

FCC Reg Ref. F17A/0757 (ABP Ref 301145-18): ABP refused permission on 6 November 2018 for development originally described as for 81 no. 2 storey residential houses comprising of 4 no. 2-bed units, 52 no. 3-bed-units and 25 no. 4-bed units, including private open space and 2 no. parking spaces per unit; provision of a creche within the development of 164sq.m. GFA and 2 no. staff car parking spaces and 3 no. drop off spaces; vehicular access to the development is to be provided onto the Malahide Road with a secondary emergency access to Baskin Lane on lands north of Baskin Lane, Kinsealy. This site is located west of the Malahide Road, and northwest of the subject site.

Permission was refused for a single reason relating to a failure to implement the Road Improvement Schemes listed in the then Development Plan and to reserve the corridor of proposed road improvements, associated with the Balgriffin Bypass, which runs through the site free from development.

FCC Reg Ref. F21A/0647 (ABP Ref. 312855-22): ABP granted permission on 8 April 2024 for the construction of 87 no. residential dwellings, comprising 46 no. terraced houses, 38 no. duplex units and 3 no. apartment units above 3 no. ground floor retail units (c. 261 sq. m GFA in total), a licenced convenience store (c. 2,347sqm GDA) including 94 no. undercroft spaces on lands, a civic space (c.1877sqm) together with all associated site and development works on lands to the north of Baskin Lane, Kinsealy.

3 PARTICULARS OF PROPOSED STRATEGIC HOUSING DEVELOPMENT

3.1 Overview of the Proposed Development

In summary, the proposed development will consist of:

1. Demolition of existing buildings and structures within the application site associated with the former Teagasc Research Centre use (total Gross Floor Area (GFA) of approx. 6,561sqm).
2. Construction of 193 no. residential dwellings comprising:
 - 153 no. two storey houses (30 no. two-bed; and 123 no. three-bed terraced houses) and
 - 40 no. duplex units (20 no. two-bed ground floor apartments with 20 no. three-bed duplexes above) arranged in three storey blocks.
3. Provision of a single storey childcare facility (approx. 283 sqm GFA) with the capacity for approximately 50 children.
4. Provision of a total of 229 no. car parking spaces (193 no. residential spaces, 4 no. childcare drop off spaces, 3 no. childcare staff spaces and 29 no. visitor spaces), and 345 no. bicycle parking spaces (201 no. private secure on-curtilage spaces for houses without independent garden access, 100 no. private secure spaces and 20. no. visitor spaces for duplex units, 20 no. childcare drop-off spaces, and 4 no. childcare staff spaces).
5. Approximately 1.65 ha of dedicated public open space comprising a series of open spaces and a central east-west green route linear park and parklands along the east boundary. In addition, 2.2 ha of green belt lands are included to the south and south-east of the residential development area to accommodate a playing pitch
6. Vehicular access to the site will be via a new vehicular entrance at Gandon Lane (providing access to the northern part of the site only) and a new vehicular access from the Malahide Road, located to the south of the existing Malahide Portmarnock Educate Together National School, (providing access to the southern part of the site only).
7. Pedestrian and cycle links to facilitate connectivity with adjoining residential developments including the provision of an east-west greenway and a north-south link to greenbelt lands to the south.

8. All enabling and site development works, landscaping, boundary treatments, lighting, services and connections, bin storage, 3 no. ESB unit substations and all other ancillary works above and below ground a site of approximately 8.2 ha.

Figure 3.1 Proposed Site Layout Plan



(Source: CCK, Architectural Design Statement)

3.2 Layout & Design

The proposed development will consist of 193 no. residential units comprising 153 houses, 40 duplex units together with a childcare facility.

The site is divided into two distinct parcels, north and south, separated by a new green link located on an east-west axis centrally on the site, which establishes the underlying geometry and orientation for the urban form. This green link widens to provide for a generous centralised open space that ties the new Newpark development to the east of the site with the Malahide Road to the west.

The urban pattern of the proposed development takes its cue from the repetitive, orthogonal arrangement of narrow gabled glasshouses that are a defining characteristic of the existing site. This is a strong design theme, coupled with the language of agricultural buildings, and is distinctly different

from the new residential developments to the north and east. The 'twist' of one urban block breaks the order to create new and interesting shared spaces.

The proposed residential blocks reference the vernacular form of a rural 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).

Residential blocks are arranged on either side of the green 'spine' and comprise fine-grain own-door dwellings with small landmark duplex blocks on key corners. Residential building heights range from 2 to 3 storeys, and the childcare facility is an L-shaped single-storey building. The taller buildings (3 storeys) frame and overlook the greenway and anchor the corners of urban blocks. Soft landscaping weaves in and out of the shared surface streets.

Three storey duplex blocks are arranged along the northern edge of the greenway and the large pocket park to the northeast, overlooking the park and paths. They are grouped in two pairs joined by a semi-private courtyard that is walled and gated to the greenway. These short stretches of garden wall take their cue from rural farmyards. The entrance is an open-grill gate, allowing glimpses into the garden behind.

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.

Table 3.1 Key Site Statistics

Site Statistics	Area
Total Site Area (Redline Boundary)	8.2ha
Developable Area (RV Zoned Lands)	4.81ha
Public Open Space within RV Zoned Lands	7,993sqm
Public Open Space on Objective GB lands	8,491sqm*
Net Residential Density	40.1
Plot Ratio	0.38
Site Coverage	22.7%
* Excludes Residual Open Space of 2.2ha to accommodate a playing pitch to the south and southeast of the proposed residential development	

3.3 Residential Density & Mix

The proposed residential development provides for 193 no. new residential dwellings on Objective RV zoned lands.

The proposed residential density is 40.1 units per ha, based on a net site area of 4.81 ha (the extent of the application site that is zoned Objective RV).

The proposed development provides for a range of house types including apartments, duplex units, and terraced, dwellings. A breakdown of residential units is provided in Table 3.2, below.

Table 3.2 Breakdown of Residential Unit Types

Description	Quantity	Total Per Type	Mix %
2 Bed Apartments	20	50	26%
2 Bed Houses	30		
3 Bed Duplex Units	20	143	74%
3 Bed Houses	123		
Total	193	193	100%

There are 4 principal house types, of which variations for mid and end-of terrace are provided. Further variation in unit type is provided in the form of own-door duplex units over own-door ground floor apartments. All of the ground floor apartments are designed as Universal Design or Age-Friendly dwellings.

3.4 Ancillary Services & Other Uses

The proposed development includes a purpose-built, single storey childcare facility with a gross floor area (GFA) of 283 sqm which can accommodate in the order of 50 children. The childcare facility is provided at the north-western corner of the site, proximate to the Village core and easily accessible to the wider community by foot or bicycle from both the Malahide Road and Chapel Road.

The layout is designed to the standards required by Túsla 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 228 sqm.

A drop-off/collection area is proposed to the front of the building with 4 no. on-street parallel parking bays, arranged around a small, landscaped turning circle to avoid reverse parking movements. 3 no. staff parking bays are provided, as are secure staff bicycle parking. Sheffield stands around the curtilage of the building will be provided for visitors.

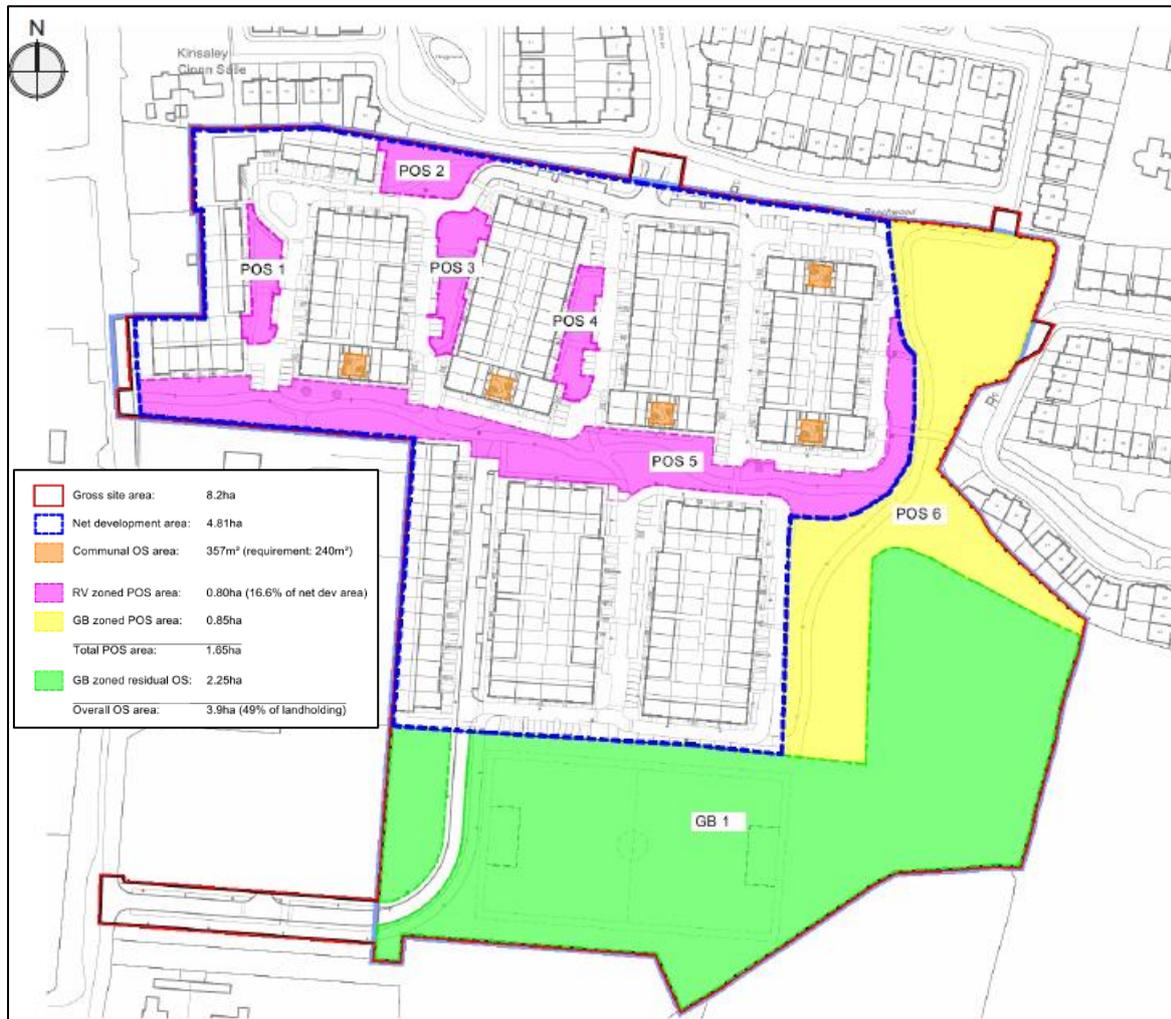
3.5 Open Space Strategy

As outlined above, the site is divided into two distinct parcels, north and south, separated by a new green link. This green route that runs on an east west axis through the site is a key feature of the landscape design. The route shall contain a cycle route and a natural setting, setting the tone for a theme applied throughout the development. The green route will act as a green buffer between residential units and frame the active open spaces along the centre of the site.

The open space between the residential blocks will continue the strong landscape theme in the form of neighbourhood streets or "woonerf" zones with an emphasis on planting and shared-surfaced streets where pedestrians are given priority over vehicles. The character of each of the "woonerf" zones are distinct from one another. SUDS, perennial planting and street trees in informal groups will be incorporated into the "woonerf" zones. These landscaped shared surface streets are an integral part of the public realm and the overall amenity of the development.

The open space to the eastern side of the proposed residential development will include a series of play spaces including a junior playground which will be fenced in. A pond will be located in the north-east corner for SUDS attenuation and to increase biodiversity.

Figure 3.2 Open Space Strategy



(Source: CCK Thematic Design Manual)

A total of 16,484 sqm (1.65 ha) of public open space is proposed serving the proposed residential development, comprising 7,993 sqm on that part of the site zoned RV, and a further 8,491 sqm on lands zoned GB (Green Belt). These areas provide a comprehensive network of open spaces that will provide a range of passive and active recreational amenities for future residents of the proposed development.

An additional 2.2 ha of green belt lands are included to the south and south-east of the residential development area to accommodate a playing pitch as provided for under the LAP. There is a current planning application on part of this area for water services infrastructure associated with the GDDS project that is currently being considered by An Bord Pleanála under Reference ABP-312131-21. Uisce Éireann has reserved both a permanent and a construction wayleave across a significant area of the zoned green belt area within the application site boundary to facilitate the construction of a proposed trunk foul drain as part of GDDS project. A grassed playing pitch will be provided at this location pending the determination of the GDDS application, and the completion of those works if permitted.

RMDA Landscape Architects have prepared a comprehensive landscape design for the site. The aims of the landscape theme are to incorporate the open space areas as integral elements of the urban form and to provide a biodiversity rich natural environment within the open spaces which enhances the health and wellbeing of new and existing residents. The landscape design aims to create a Biophilic landscape. The idea of Biophilic Design is that our built environment is critical to human health, productivity, along with emotional, intellectual and spiritual well-being. Particular emphasis will be made to reinforcing native planting and providing connection with nature through nature inclusive play areas.

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 northeast 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. A group of mature trees including a 16m high redwood have been retained within the Greenway, 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. The landscape design will renew and augment existing vegetation with planting suitable to the local and new proposed environment.

A key objective of the scheme is to reduce car dependency by providing high quality pedestrian and cycle networks. The provision of green infrastructure integrates the new development with the existing greenway. The increased permeability of the development is important to connect residents to surrounding opportunities.

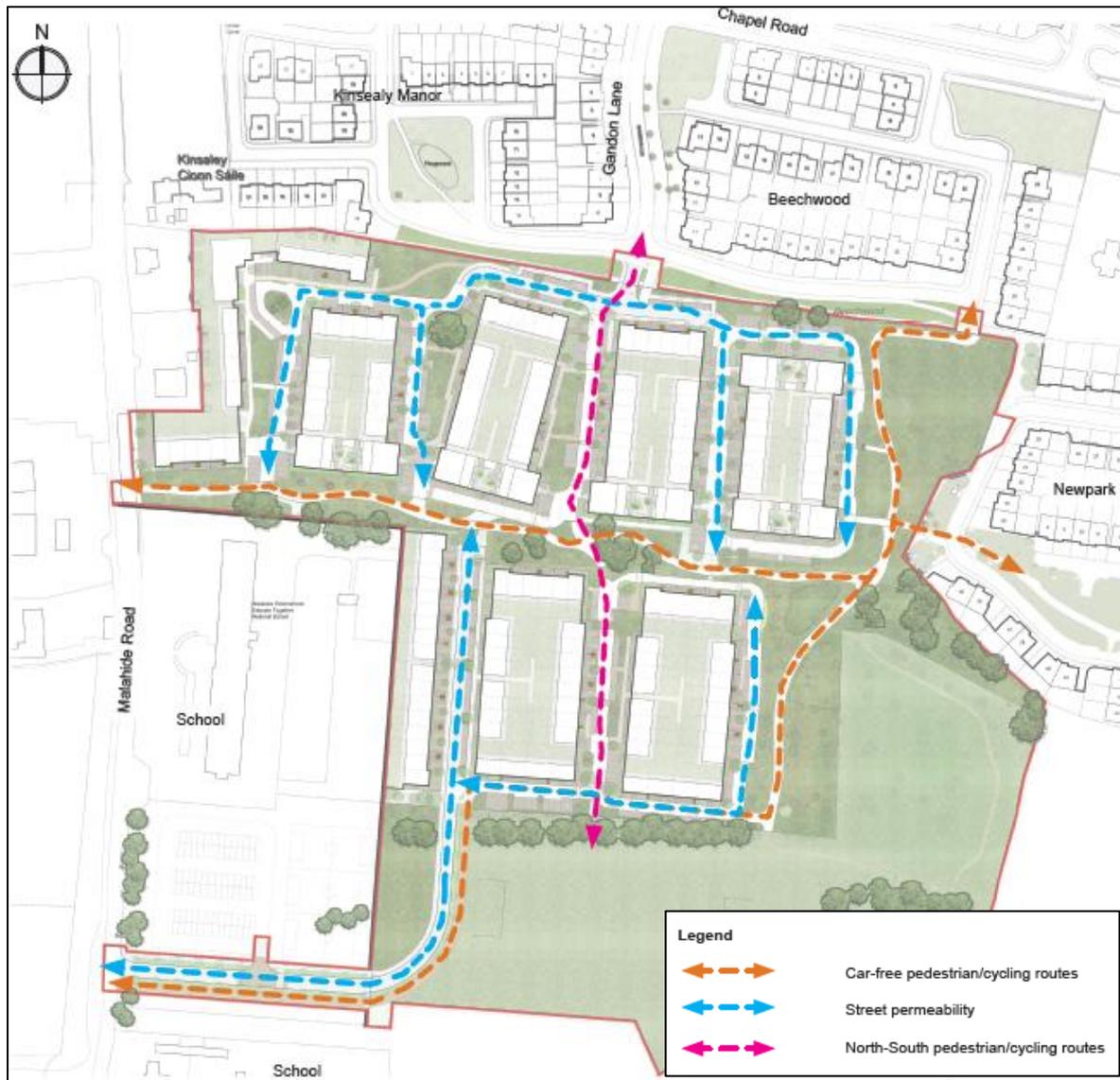
3.6 Access, Permeability & Parking

Vehicular access to the site will be via two separate new entrances. The northern part of the site (124 no. dwellings plus childcare facility), to the north of the east-west green link, will be accessed via a new vehicular entrance at Gandon Lane to the north, providing access to Chapel Lane. The southern part of the site (69 no. dwellings), to the south of the east-west green link, will be accessed via a new vehicular entrance from the Malahide Road, located to the south of the MPETNS. The proposed Malahide Road entrance will also facilitate access to a future car park, on lands controlled by the Department of Education, which will serve the MPETNS at its current location and any future use of the site by the Department.

The existing entrance from the Malahide Road to the west will be closed to vehicular traffic and will provide pedestrian and cycle access to the greenway connecting the Malahide Road to the lands east of the subject site.

The internal street network is hierarchical, with short secondary roads (with a standard 5.5m carriageway) quickly transforming into shared-surface streets. The landscaped shared surface streets form an integral part of the public realm and make a positive contribution to the overall amenity of the development. Specifying different materials, care in locating street trees, soft landscaping and discrete parking bays will make these attractive and useable spaces for residents to enjoy.

There is no vehicular connection across the site, only pedestrian and cycle connections. Pedestrian and cycle priority is given on the shared-surface streets, and the central green spine is a car-free-zone.

Figure 3.3 Access & Permeability Strategy

(Source: CCK Thematic Design Manual)

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. A total of 229 no. car parking spaces are proposed, comprising 193 no. residential spaces, 4 no. childcare drop off spaces, 3 no. childcare staff spaces and 29 no. visitor spaces.

A total of 345 no. bicycle parking spaces are proposed. For all dwellings which do not benefit from independent access to rear garden spaces, bicycle parking has been provided at a ratio of 1 space per bedspace. In this respect, 201 no. private secure on-curtilage spaces for houses without independent garden access, accommodated in private bicycle stores to the front of terraced dwellings, and 100 no. private secure spaces for duplex units, accommodated in communal stores within the duplex shared area, are proposed. A further 20 no. visitor spaces are provided to serve the duplex units, 20 no. childcare drop-off spaces, and 4 no. childcare staff spaces.

3.7 Integration with Surrounding Land Uses

The proposed development facilitates pedestrian and cycle links to existing and proposed adjoining developments, including the provision of an east-west greenway connecting residential lands to the east of the site (Newpark residential development) to the Malahide Road. The site layout also includes links from the proposed greenway to adjoining lands to the north at Beechwood and Kinsealy Manor, and future links south to the greenbelt lands.

The proposed development will result in the creation of high-quality pedestrian and cycle links between the existing and future residential development, Kinsealy Village core and future emerging educational and recreational facilities to the south.

Furthermore, the proposed pedestrian and cycle network throughout the LRD site will support the emerging active travel network being progressed by FCC as set out in the Kinsealy Local Area Plan (LAP) 2023-2029 and currently being progressed by FCC as part of the Kinsealy Walking & Cycling Scheme⁴. The proposed development will open new strategic routes between the established residential communities and key destinations, removing traffic from the village core and encouraging active travel for the local community making local trips. The proposed development will ensure the delivery of high-quality walking and cycling facilities which will integrate seamlessly with the wider emerging Kinsealy Walking & Cycling Scheme.

There are existing houses to the north and west boundaries for which a sensitive design solution is required. Houses backing onto this boundary will be double-fronted typologies that do not have first-floor habitable rooms overlooking the rear, and any bathroom or stair windows will be obscure glass, thus protecting the privacy of the existing dwelling.

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

3.8 Part V

It is intended to comply with Part V of the Planning and Development Act, 2000 (as amended) by the transfer of built units on site. 20% (38 no. units) are required to fulfil Part V requirements. It is envisaged that a total of 40 no. units, comprising the duplex units which include accessible units, will be transferred to the Planning Authority in compliance with Part V requirements.

The Part V Housing Application Booklet prepared by CCK Architects, and submitted as part of the application documentation, identifies the units for intended for transfer, provides details of layout and a corresponding schedule.

This information, together with the necessary costings, has been submitted to the FCC Housing Department in advance of lodgement and a letter of validation from the Housing Department has been included at Appendix A.

Notwithstanding the information submitted herewith, all details of compliance with Part V requirements will be agreed with the Planning Authority upon the issue of any grant of planning permission.

⁴ Kinsealy Walking & Cycling Scheme Emerging Preferred Route subject to public consultation from 2 December 2024 to 10 January 2025.

3.9 Services Infrastructure

An Engineering Services Report prepared by CS Consulting accompanies this application. The proposed engineering services infrastructure is summarised as follows:

Surface Water Drainage: From a topographic survey of the surrounding area and through consultation with the consulting engineers commissioned to undertake design works for the adjacent Kinsealy Manor and Beechwood estates, it has been established that the following existing storm water drainage infrastructure is in place in the immediate vicinity of the development site comprises a 450mm diameter storm sewer in Beechwood which provides a storm water drainage connection from the development site to public storm water drainage infrastructure in Chapel Road and a 225mm diameter storm sewers in Kinsealy Manor, Gandon Lane, and Beechwood, close to the development site's northern boundary, which discharges to public storm water drainage infrastructure in Chapel Road.

The main attenuation facility for the proposed development is provided in the form of a detention basin located in the northeast corner of the development site which will cater for the 1:100 year storm plus 20% allowance for climate change. It is proposed to connect the attenuated run off from this site to the existing 450mm diameter pipe in the Beechwood development to the north of the subject site.

SuDS features incorporated into the proposed development include rain gardens, permeable paving, permeable macadam and swales together with an oil separator. The combination of these features allows for the proposed development to adhere to the principles of sustainable drainage practices while enhancing overall storm water quality and help reduce the overall volume of attenuation required.

Foul Water: Uisce Éireann records indicate an existing 225mm diameter foul drainage network to the west of the site along Malahide Road. In addition, there are existing 225mm diameter uPVC foul drainage networks to the north of the development serving the the adjacent Kinsealy Manor and Beechwood estates. There is a further 225mm diameter foul drainage network in Newpark Drive, running along the development site's eastern boundary, which forms part of the foul drainage network serving the adjacent Kinsealy Woods estate.

It is proposed to discharge a large portion of the foul effluent from the proposed development into the newly constructed 225mm diameter foul pipe at Newpark. The remaining foul effluent from the proposed development is proposed to discharge into the existing foul network serving the Gandon Lane development north of the subject site.

A Confirmation of Feasibility dated 23 April 2024 has been received from Uisce Éireann which confirms that the proposed connections are acceptable. A Statement of Design Acceptance dated 13 January 2025 has also been received from Uisce Éireann.

Water Supply: Uisce Éireann records show a 250mm diameter HPPE watermain and a 101.6" diameter asbestos watermain on Malahide Road. In addition, a 100mm diameter PE watermain is present on Kinsealy Manor and Gandon Lane to the north of the subject lands.

It is proposed to connect to the existing 250mm diameter HPPE watermain on the Malahide Road to the east of the site. A Confirmation of Feasibility dated 23 April 2024 has been received from Uisce Éireann which confirms that the proposed connection to the existing network at Malahide Road is acceptable. A Statement of Design Acceptance dated 13 January 2025 has also been received from Uisce Éireann.

3.10 Architectural and Archaeological Heritage

There are no protected structures on the site and the site is not located within an area of archaeological interest.

The closest Protected Structure is the former Teagasc administration building (RPS No. 914), which currently accommodates the MPETNS, located immediately south-west of the subject site. This building formed part of the former Teagasc landholding. It is now in separate ownership and educational use and has been severed from the balance of the site for a number of years. The building is described as a *'20th century symmetrical multi-bay former research building in the International style (main building only, excluding glasshouses and other office and research buildings on the site)'*.

Kinsaley House RPS (RPS No. 464) is approximately 300m to the east, the curtilage of which has been subject to significant development in the form of the Newpark residential development.

While the subject site originally formed part of the overall landholding associated with the former Teagasc administration building, the structures and buildings on the site are generally of modern construction, later than the Protected Structure. The entry on the RPS clearly states that other buildings associated with the former Teagasc use are excluded from the listing. The buildings to be demolished comprise functional buildings which have no heritage value. Furthermore, the careful siting and design of the proposed development ensures that the setting and character of the Protected Structure is protected. The conservation status of the building and the relationship to the proposed development are addressed in Appendix A of the submitted Architectural Design Statement prepared by CCK Architects.

In addition, a Cultural Heritage Impact Assessment Report has been prepared by Courtney Deery Archaeology & Cultural Heritage Consultants and submitted as part of the application.

4.0 POSSIBLE EFFECTS ON THE ENVIRONMENT

4.1 Environmental Impact Assessment

An Environmental Impact Assessment (EIA) Screening Report has been prepared by TMS Environmental Ltd. and submitted with the application.

The proposed residential development does not exceed any threshold that requires mandatory EIA as set out in Schedule 5 of the Planning and Development Regulations (as amended).

Class 10 as defined in Schedule 5 of the Regulations includes *'Class 10(i) Construction of more than 500 dwelling units'*. The proposed development is for 193 no. units and therefore does not qualify in this category. Class 10 (iv) was also considered for relevance. *Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere. (In this paragraph, "business district" means a district within a city or town in which the predominant land use is retail or commercial use.)* The proposed development site is 8.2 ha in area which is significantly below the relevant 10 hectare threshold and therefore the proposed development is sub-threshold and does not automatically require an EIAR.

The proposed development has been screened for the requirement of sub-threshold EIA having regard to Schedule 7 of the Regulations. The EIA Screening Report concludes that, *'it is the opinion of TMS Environment Ltd that significant environmental effects are highly unlikely to arise from the proposed*

development' and therefore 'an EIAR should not be required for the proposed development as it is not likely to have significant effects on the environment'.

4.2 Appropriate Assessment

An Appropriate Assessment (AA) Screening Report has been prepared by Openfield Ecological Services and submitted with the application.

The assessment states that there is no direct surface, hydrological, or terrestrial pathway from the development site to any Natura 2000 site.

The Sluice River provides a direct surface hydrological connection to Natura 2000 sites in Baldoyle Bay and is located c.200m from the development site boundary. There is no direct pathway to this water course.

There is an indirect pathway to the river and Baldoyle Bay via surface water run-off and the municipal surface water sewer during the operational phase. There is no indirect pathway during the construction phases run-off will not be connected to these surface sewers.

There are consequently pathways to a number of Natura 2000 sites. There are hydrological links to the Baldoyle Bay SAC (site code: 0199) and SPA (site code: 4016), South Dublin Bay and River Tolka Estuary SPA (site code: 4024), the South Dublin Bay SAC (site code: 0210), the North Bull Island SPA (site code: 4006), the North Dublin Bay SAC (site code: 0206) and the North West Irish Sea (site code: 4236).

The AA Screening Report concludes that on the basis of the screening exercise carried out, that the possibility of any significant impacts on any European Sites, whether arising from the project itself or in combination with other plans and projects, can be excluded beyond a reasonable scientific doubt on the basis of the best scientific knowledge available.

5 CONSISTENCY WITH NATIONAL & REGIONAL PLANNING POLICY & GUIDANCE

This section provides an overview of the relevant national and regional planning policy guidance, including Section 28 guidelines. The design and detail of the proposed development has been informed by and is consistent with the relevant policies and objectives, as set out below.

5.1 Ministerial Guidelines

The following is a list of Section 28 Ministerial Guidelines considered to be of particular relevance to the proposed development. Specific policies and objectives are referenced within the assessment where appropriate.

- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)
- Sustainable Urban Housing: Design Standards for New Apartments' (2023)
- Urban Development and Building Heights – Guidelines for Planning Authorities' (2018)
- Part V of the Planning and Development Act 2000: Guidelines (2017)

- The Planning System and Flood Risk Management – Guidelines for Planning Authorities (2009)
- Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities (2009)
- Childcare Facilities – Guidelines for Planning Authorities’ (2001)

5.1.1 Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)

The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (‘the Compact Settlement Guidelines’) set national planning policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements.

The Compact Settlement Guidelines establish guideline densities for different settlement typologies. Section 3.3.5 of the relates to rural towns and villages with a population of 1,500 persons or less and identifies the following key priorities:

- (a). strengthen the existing urban core through the adaptation, re-use and intensification of existing building stock,*
- (b). realise opportunities for infill and backland development, and*
- (c). provide for sequential and sustainable housing development at the edge of the settlement at suitable locations that are closest to the urban core and are integrated into, or can be integrated into the existing built up footprint of the settlement and can be serviced by necessary supporting infrastructure.*

Section 3.3.5(ii) notes that ‘*it is a policy and objective of these Guidelines that development in rural town and villages is tailored to the scale, form and character of the settlement and the capacity of services and infrastructure (including public transport and water services infrastructure)*’. No specific density guidance is provided for rural towns or villages/. For such locations, the density of development ‘*should respond in a positive way to the established context*’.

Section 3.4 of the Compact Settlement Guidelines provides that density should be considered and revised having regard to ‘*centrality and accessibility to services and public transport; and considerations of character, amenity and the natural environment*’.

The density of the proposed development has been informed by the Kinsale LPA, which provides for a gross residential density of 30 to 35 units per ha, expressed as an overall yield of 185-200 units on the entire DA3 area. The proposed yield of 193 units on the totality of the DA3 area to be dedicated to residential development is consistent with the unit yield and density objectives of the LPA. The proposed net density of 40 units per ha on the application site is consistent with the sustainable development of the site given its strategic location within the Metropolitan Area, its proximity to an established village core and the availability of public transport links. The scale, form and character of the proposed development has had regard to the surrounding context and the specific provision of the Kinsale LPA.

Section 4.4 of the Compact Settlement Guidelines identify key indicators of quality design and placemaking to inform the development strategy for individual site as follows:

- **Sustainable and Efficient Movement:** ensuring places are well connected and accessible by sustainable modes. Also acknowledging that quality of journey is equally important and that places are perceived as safe and are not dominated by cars.
- **Mix and Distribution of Uses:** Promoting the integration land uses and transportation and a diverse and innovative mix of housing that can facilitate compact housing and provide greater housing choice.
- **Green and Blue Infrastructure:** Placing an emphasis on the protection of natural assets and biodiversity, whilst also taking a more strategic view as to how open space networks are formed to balance the needs of communities.
- **Responsive Built Form:** Placing an emphasis on the creation of a coherent urban structure and design approach that responds to local character and its attractiveness.

Section 4 of the submitted Architectural Design Statement provides an assessment of the proposed development under each of the four key indicators.

The Compact Settlement Guidelines include a range of specific planning policy requirements (SPPRs) which the Planning Authority are required to have regard to. SPPRs relevant to the proposed development, and the consistency of the proposed development with those SPPRs, are as follows:

Specific Planning Policy Requirement 1 – Separation Distances

It is a specific planning policy requirement of these Guidelines that statutory development plans shall not include an objective in respect of minimum separation distances that exceed 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units or apartment units above ground floor level. When considering a planning application for residential development, a separation distance of at least 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units and apartment units, above ground floor level shall be maintained. Separation distances below 16 metres may be considered acceptable in circumstances where there are no opposing windows serving habitable rooms and where suitable privacy measures have been designed into the scheme to prevent undue overlooking of habitable rooms and private amenity spaces.

There shall be no specified minimum separation distance at ground level or to the front of houses, duplex units and apartment units in statutory development plans and planning applications shall be determined on a case-by case basis to prevent undue loss of privacy.

Back-to-back separation distances between opposing windows at first or second floor (in the case of duplex units) range from 16.2m to 21.7m, consistent with the requirements of SPPR 1.

Specific Planning Policy Requirement 2 - Minimum Private Open Space Standards for Houses

It is a specific planning policy requirement of these Guidelines that proposals for new houses meet the following minimum private open space standards:

<i>1 bed house</i>	<i>20sq.m</i>
<i>2 bed house</i>	<i>30sq.m</i>
<i>3 bed house</i>	<i>40sq.m</i>

4 bed+ house

50sq.m

A further reduction below the minimum standard may be considered acceptable where an equivalent amount of high quality semi-private open space is provided in lieu of the private open space, subject to at least 50 percent of the area being provided as private open space (see Table 5.1 below). The planning authority should be satisfied that the compensatory semi-private open space will provide a high standard of amenity for all users and that it is well integrated and accessible to the housing units it serves.

Apartments and duplex units shall be required to meet the private and semi-private open space requirements set out in the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities 2023 (and any subsequent updates).

Rear private amenity spaces provided for 2 bed houses vary between 36.7 sqm and 67.7 sqm all well in excess of the 30 sqm required under SPPR 2. For 3 bed houses, rear garden sizes vary between 42.4 sqm and 109.3 sqm, with all units in compliance with the 40 sqm required under SPPR 2, and the majority of units are significantly in excess of the minimum requirement.

The manner in which the duplex units are consistent with the Sustainable Urban Housing: Design Standards for New Apartments Guidelines is detailed in section 5.1.2 below.

Specific Planning Policy Requirement 3 – Car Parking

It is a specific planning policy requirement of these Guidelines that:

- (i) In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.*
- (ii) In accessible locations, defined in Chapter 3 (Table 3.8) car parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.*
- (iii) In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.*

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

Table 3.8 of the Compact Settlement Guidelines provides that all Rural Town and Villages are deemed to be peripheral and therefore the maximum car parking rate shall be 2 no. spaces per dwelling. Car parking for the proposed development has been provided in accordance with the Development Plan

standards at a rate for 1 space per residential unit. Given SPPR 3 refers to maximum standards, it is submitted that the proposed car parking rate is consistent with the requirements of SPPR 3.

Specific Planning Policy Requirement 4 - Cycle Parking and Storage

It is a specific planning policy requirement of these Guidelines that all new housing schemes (including mixed-use schemes that include housing) include safe and secure cycle storage facilities to meet the needs of residents and visitors.

The following requirements for cycle parking and storage are recommended:

- (i) Quantity – in the case of residential units that do not have ground level open space or have smaller terraces, a general minimum standard of 1 cycle storage space per bedroom should be applied. Visitor cycle parking should also be provided. Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/ enlargement, etc. It will be important to make provision for a mix of bicycle parking types including larger/heavier cargo and electric bikes and for individual lockers.*
- (ii) Design – cycle storage facilities should be provided in a dedicated facility of permanent construction, within the building footprint or, where not feasible, within an adjacent or adjoining purpose built structure of permanent construction. Cycle parking areas shall be designed so that cyclists feel safe. It is best practice that either secure cycle cage/compound or preferably locker facilities are provided.*

Bicycle parking is provided at a rate of 1 space per bedroom for all units which do not have independent access to a rear garden, including the duplex units and some mid-terrace units. The cycle storage facilities for duplex units are provided within the communal area, immediately adjacent to the units being served. Additional visitor spaces are provided within the public realm at a rate of 1 space per 2 apartment units. Cycle parking storage for terraces have been provided by way of on-curtilage, secure private stores. Accordingly, bicycle parking and storage as proposed is consistent with the requirements of SPPR 4.

Based on the foregoing, the proposed development is fully consistent with the requirements of Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities 2024.

5.1.2 Sustainable Urban Housing: Design Standards for New Apartments (2023)

The Sustainable Urban Housing: Design Standards for New Apartments Guidelines 2023 ('the Apartment Guidelines') are intended to promote sustainable housing, by ensuring that the design and layout of new apartments provide satisfactory accommodation for a variety of household types and sizes, including families with children over the medium to long term.

The Apartment Guidelines update previous guidance in the context of greater evidence and knowledge of current and likely future housing demand in Ireland taking account of the Housing Agency National Statement on Housing Demand and Supply, the Government's action programme on housing and homelessness Rebuilding Ireland and Project Ireland 2040 and the National Planning Framework, published since the 2015 Guidelines.

The Apartment Guidelines include the following SPPRs that are relevant to the proposed development:

Specific Planning Policy Requirement 1

Apartment developments may include up to 50% one-bedroom or studio type units (with no more than 20-25% of the total proposed development as studios) and there shall be no minimum requirement for apartments with three or more bedrooms. Statutory development plans may specify a mix for apartment and other housing developments, but only further to an evidence based Housing Need and Demand Assessment (HNDA), that has been agreed on an area, county, city or metropolitan area basis and incorporated into the relevant development plan(s).

A total of 20 no. ground floor 2-bed apartments and 20 no. duplex 3-bed units are proposed. No 1-bed apartments are proposed.

Specific Planning Policy Requirement 3

Minimum Apartment Floor Areas:

- *Studio apartment (1 person) 37 sq.m*
- *1-bedroom apartment (2 persons) 45 sq.m*
- *2-bedroom apartment (4 persons) 73 sq.m*
- *3-bedroom apartment (5 persons) 90 sq.m*

All apartments and duplex units exceed the stated minimum floor areas. Please refer to the Housing Quality Assessment submitted with the application.

Specific Planning Policy Requirement 4

In relation to the minimum number of dual aspect apartments that may be provided in any single apartment scheme, the following shall apply:

(i) A minimum of 33% of dual aspect units will be required in more central and accessible urban locations, where it is necessary to achieve a quality design in response to the subject site characteristics and ensure good street frontage where appropriate.

(ii) In suburban or intermediate locations, it is an objective that there shall generally be a minimum of 50% dual aspect apartments in a single scheme.

(iii) For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise further discretion to consider dual aspect unit provision at a level lower than the 33% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects.

All of the apartment and duplex units are at least dual aspect, with half being triple aspect. Accordingly, the proposed development exceeds the 50% minimum requirement for dual aspect apartments in suburban and intermediate locations.

Specific Planning Policy Requirement 5

Ground level apartment floor to ceiling heights shall be a minimum of 2.7m and shall be increased in certain circumstances, particularly where necessary to facilitate a future change of use to a commercial use. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to

0.25ha, planning authorities may exercise discretion on a case-by-case basis, subject to overall design quality.

All ground level floor to ceiling heights exceed 2.7m.

Specific Planning Policy Requirement 6

A maximum of 12 apartments per floor per core may be provided in apartment schemes. This maximum provision may be increased for building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, subject to overall design quality and compliance with building regulations.

All of the proposed apartment and duplex units benefit from own door access.

Based on the foregoing, the proposed development is fully consistent with all relevant SPPRs contained in the Apartment Guidelines.

Sections 3.8 to 3.15 of the Apartment Guidelines address safeguarding higher standards with particular reference to the majority of units exceeding minimum floor area standards. The Guidelines identify a number of ways this can be achieved.

For the proposed development, all apartment and duplex units exceed the minimum standards. The proposed apartments result in an exceptionally high standard urban development with generous floor areas that all exceed the minimum standards and provides a mix of unit types.

Section 3.8(a) of the Apartment Guidelines provides that *'the majority of all apartments in any proposed scheme of 10 or more apartments shall exceed the minimum floor area standard for any combination of the relevant 1, 2 or 3 bedroom units types by a minimum of 10%....'*

A total of 40 no. apartments/duplex units are proposed. The 20 no. 2-bed apartments all exceed the minimum standard by 5%, and the 50 no. 3-bed units exceed the minimum standard by 25%. Cumulatively, the total floor space of the apartment and duplexes exceed the minimum standard by 16%, in excess of the 10% required.

Considering the apartments alone, as provided for under Paragraph 3.14 of the Apartment Guidelines, the proposed scheme provides for the allocation of the excess floor space evenly over all 20 no. ground floor apartments with all apartments exceeding the minimum floor area by 5%. This approach is consistent with Paragraph 3.13 of the Guidelines and is considered to be an equitable manner to allocate excess floor space and to ensure a high standard of living for all future residents.

Section 6 of the Apartment Guidelines addresses the content of planning applications that include apartments. Appendix 1 of the Apartment Guidelines sets out a range of minimum apartment areas and standards which apply to new apartment schemes. Consistency with these requirements is addressed in the submitted Housing Quality Assessment which demonstrates full compliance with the relevant residential sizes and standards.

Sections 6.5 and 6.7 seek to ensure that apartments have access to a reasonable level of natural light. Section 6.6 provides that planning authorities should have regard to quantitative performance approaches to daylight provision as outlined in guidelines like the BRE guide 'Site Layout Planning for Daylight and Sunlight' (2nd edition) or BS 8206-2: 2008 – 'Lighting for Buildings – Part 2: Code of Practice for Daylighting'. A quantitative performance assessment of daylight provision for the

proposed apartment undertaken by Delap & Waller is submitted with the application. The Report finds that there is a high level of compliance with the BRE Guidelines. Please refer to the submitted Daylight and Sunlight Assessment Report for further details.

A Building Life Cycle Report for the apartments has been prepared by CCK Architects is submitted with the application.

Based on the foregoing, the proposed development has been designed to ensure the apartments are fully consistent with the requirements of the Sustainable Urban Housing: Design Standards for New Apartments 2023.

5.1.3 Urban Development and Building Heights – Guidelines for Planning Authorities (2018)

The Urban Development and Building Heights Guidelines 2018 ('the Building Height Guidelines') state that generic maximum height limits, if inflexibly or unreasonably applied, can undermine wider national policy objectives to provide more compact forms of urban development as outlined in the National Planning Framework and instead continue an unsustainable pattern of development whereby cities and towns continue to grow outwards rather than consolidating and strengthening the existing built up area. Furthermore, the Building Height Guidelines provide that blanket limitations can also hinder innovation in urban design and architecture leading to poor planning outcomes.

On this basis, the Building Height Guidelines outline wider and strategic policy considerations and a more performance criteria driven approach that planning authorities should apply alongside statutory development plans in securing the strategic outcomes of the National Planning Framework and in particular compact urban growth.

Section 3.1 of the Building Height Guidelines includes development management principles for buildings taller than prevailing building heights in urban areas. Building heights in Kinsealy are primarily two-storey, with some single storey historic dwellings focused on the village centre. The prevailing height on lands north of the development site at the Beechwood and Kinsealy Manor is two storeys. Recently permitted development at Baskin Lane (F21A/0647) establishes a precedent for three storey development.

Section 3.4 to 3.8 of the Building Height Guidelines specifically address building height in suburban/edge locations. The Building Height Guidelines note that new development that includes townhouses (2-3 storeys), duplexes (3-4 storeys) and apartments (4 storeys upwards) deliver medium densities, in the range of 35-50 dwellings per ha net. Such developments are beneficial in addressing the need for more 1- and 2-bedroom units in line with wider demographic and household formation trends, while at the same time providing for the larger 3, 4 or more-bedroom homes across a variety of building typology and tenure options, enabling households to meet changing accommodation requirements over longer periods of time without necessitating relocation.

Section 3.5 of the Building Height Guidelines note that this form of development '*can, where well designed and integrated, also facilitate the development of an attractive street-based traditional town environment with a good sense of enclosure, legible streets, squares and parks and a strong sense of urban neighbourhood, passive surveillance and community as in the case of the award-winning Adamstown Strategic Development Zone in South Dublin County Council.*

Section 3.6 provides that development in suburban/edge locations '*should include an effective mix of 2, 3 and 4-storey development which integrates well into existing and historical neighbourhoods and 4*

storeys or more can be accommodated alongside existing larger buildings, trees and parkland, river/sea frontage or along wider streets.

The Guidelines advocate that such development patterns are generally appropriate at suburban edges of towns and cities, for both infill and greenfield development and should not be subject to specific height restrictions.

Specific Planning Policy Requirement 4 (SPPR4), which takes precedence over any conflicting policies and objectives of Development Plans or Local Area Plans, states:

'SPPR 4: It is a specific planning policy requirement that in planning the future development of greenfield or edge of city/town locations for housing purposes, planning authorities must secure:

- 1. The minimum densities for such locations set out in the Guidelines issued by the Minister under Section 28 of the Planning and Development Act 2000 (as amended), titled "Residential Development in Urban Areas (2007)" or any amending or replacement Guidelines;*
- 2. A greater mix of building heights and typologies in planning for the future development of suburban locations; and*
- 3. Avoid mono-type building typologies (e.g. two storey or own-door houses only), particularly, but not exclusively so in any one development of 100 units or more.'*

The manner in which the proposed density complies with relevant Section 28 Guidelines is addressed in section 5.1.1, above.

The proposed building heights provide a mix of two storey houses with three storey duplex units defining corners and providing overlooking of key open spaces. The introduction of three storey elements assists in ensuring a broad range of building typologies in line with wider demographic and household formation trends.

Accordingly, the proposed density and building heights are fully consistent with the provisions of SPPR4 of the Urban Development and Building Heights Guidelines 2018.

5.1.4 Part V of the Planning and Development Act 2000: Guidelines (2017)

Part V of the Planning and Development Act 2000: Guidelines (Part V Guidelines) encourages the consideration of Part V issues at the earliest opportunity. The subject proposal is entirely consistent with the Part V Guidelines, which states:

'The acquisition of units on the site of the development is the recommended option in order to advance the aim of achieving a social mix in new developments. This option should be pursued by the local authority from its earliest engagement with the developer, with a view to acquiring houses which meet its social housing requirements for that area/site.'

As noted above, it is intended to Part V obligations by the transfer of built units on site. Based on the layout submitted, it is envisaged that a total of 40 no. two and three-bed units will be transferred to the Planning Authority in compliance with Part V requirements.

A site layout and corresponding schedule identifying the units identified for transfer in compliance with Part V is included in the Part V Housing Allocation Booklet prepared by CCK Architects and submitted as part of the application.

This information, together with the necessary costings, has been submitted to the FCC Housing Department in advance of lodgement and a letter of validation from the Housing Department has been included at Appendix A.

5.1.5 Guidelines for Planning Authorities – The Planning System and Flood Risk Management 2009

The Planning System and Flood Risk Management Guidelines 2009 ('the Flood Risk Guidelines') introduce comprehensive mechanisms for the incorporation of flood risk identification, assessment and management into the planning process. The Guidelines require the planning system to:

- Avoid development in areas at risk of flooding unless proven wider sustainable development grounds and risk can be mitigated without increasing risk elsewhere.
- Adopt a sequential approach to flood risk management for new development locations based on avoidance, reduction and mitigation of flood risk.
- Incorporate flood risk assessment into decision making on planning applications.

According to the CFRAM (2018) final flood maps, the subject lands are located in Flood Zone C and therefore not located within an area where there is a high probability of flooding. Accordingly, the proposed residential development is appropriate for the site's flood zone category and the Planning System and Flood Risk Management Guidelines Sequential Approach is met and the 'Avoid' principal achieved.

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 from pluvial or fluvial and the sites' location and elevation would not indicate a vulnerability to tidal or groundwater flood events.

Accordingly, the proposed development is appropriate for the site's flood zone category and is consistent with the Flood Risk Guidelines approach.

5.1.6 Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities (2010)

The Habitats Directive sets out an obligation under Article 6(3) and 6(4) to undertake appropriate assessment to minimise the effects of development on protected sites.

Openfield Ecological Services has undertaken Appropriate Assessment (AA) Screening in respect of the potential impacts of the proposed development on the Natura 2000 network. The AA Screening Report has been prepared in compliance with Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities 2010 and has been included as part of this application.

The AA Screening Report concluded that:

'No significant effects are likely to arise from this project to Natura 2000 sites in Dublin Bay: the North Dublin Bay SAC, South Dublin Bay SAC, the North Bull Island SPA, the South Dublin Bay and River Tolka Estuary SPA, North West Irish Sea SPA or in Baldoyle Bay: Baldoyle Bay SAC or Baldoyle Bay SPA.'

In carrying out this AA screening, mitigation measures have not been taken into account. Standard best practice construction measures which could have the effect of mitigating any effects on any European Sites have similarly not been taken into account.

On the basis of the screening exercise carried out above, it can be concluded that the likelihood of significant effects on any European Sites, whether arising from the project itself or in combination with other plans and projects, can be excluded beyond a reasonable scientific doubt on the basis of the best scientific knowledge available'.

5.1.7 Childcare Facilities – Guidelines for Planning Authorities 2001

The Childcare Facilities Guidelines for Planning Authorities, June 2001 ('the Childcare Guidelines'), provide a framework to guide Planning Authorities and developers in assessing and formulating development proposals for childcare facilities.

Section 2.4 of the Childcare Guidelines consider appropriate locations for childcare facilities, and with reference to facilities '*in new communities/larger new housing developments*' provides that:

'For new housing areas, an average of one childcare facility for each 75 dwellings would be appropriate..... Authorities could consider requiring the provision of larger units catering for up to 30/40 children in areas of major residential development on the basis that such a large facility might be able to offer a variety of services – sessional/drop in/after-school, etc.'

Section 3.3.1 of the Childcare Guidelines goes on to state that '*in relation to new housing areas, a standard of one childcare facility providing for a minimum 20 childcare places per approximately 75 dwellings may be appropriate. This is a guideline standard and will depend on the particular circumstances of each individual site*'.

The proposed development provides for a total of 193 no. residential dwellings, which are all two bed or more in size. Based on the assumption of 20 no. childcare spaces per 75 no. dwellings, the proposed development would require 51 no. childcare spaces in accordance with the Childcare Guidelines.

The Apartment Guidelines state:

"...one bedroom or studio type units should not generally be considered to contribute to a requirement for any childcare provision and subject to location, this may apply in part or whole, to units with two or more bedrooms." (Section 4.7, page 33)

In this regard, assuming 30% of the two-bed units (15 no. units) would not contribute to a requirement for childcare provision, the calculation would reduce the requirement under the Childcare Guidelines, to 47 no. childcare spaces.

It is proposed to provide a purpose-built childcare facility, with a total gross floor area of 283 sqm, providing a total capacity in the order of 50 no. children. Accordingly, it is submitted that the proposed level of childcare provision will exceed the likely demand generated by the proposed development.

Given the mix on units proposed and the level of childcare provision within Kinsealy, it is considered that the proposed development is consistent with the requirements of the Childcare Guidelines.

5.2 Plans and Other Guidance

5.2.1 National Planning Framework

The National Planning Framework (NPF) is the Government's high-level strategic plan for shaping the future growth and development of Ireland to the year 2040 and replaces the National Spatial Strategy 2002-2020. The NPF requires the preparation of Spatial and Economic Strategies for each region by the Regional Assemblies. Fingal County is in the Eastern and Midland Regional Assembly. Under the NPF the Eastern and Midland Region is targeting an increase in population between 490,000 – 540,000 additional people.

One of the key objectives of the NPF is to facilitate compact growth. The NPF seeks to carefully manage the sustainable growth of compact cities, towns and villages and to create attractive places in which people live and work. The NPF identifies that activating *'strategic areas and achieving effective density and consolidation'* as a priority.

Each chapter of the NPF contains National Policy Objectives (NPOs) that promote coordinated spatial planning, sustainable use of resources, and protection of the environment and the Natura 2000 network. The NPOs most relevant to the subject application are included in Chapter 4 'Making Stronger Urban Places' and Chapter 6 'People, Homes and Communities'. These are:

Chapter 4 - Making Stronger Urban Places

'National Policy Objective 4 – Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.'

'National Policy Objective 11 – In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth. '

Chapter 6 People, Homes and Communities

'National Policy Objective 13 - In urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well-designed high-quality outcomes in order to achieve targeted growth. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected.'

'National Policy Objective 32 – To target the delivery of 550,000 additional households to 2040. '

'National Policy Objective 33 – Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.'

'National Policy Objective 35 – Increase residential density in settlements, through a range of measures including reductions in vacancy, reuse of existing buildings, infill development schemes, area or site-based regeneration and increased building heights.'

The proposed development has been designed in accordance with the National Policy Objectives of the NPF. The site forms part of a designated development site within Kinsealy and is located proximate and accessible to existing village uses, community facilities and public transportation infrastructure.

The proposed layout maximises permeability and connectivity in the village and includes a pedestrian and cyclist greenway which will connect the Malahide Road with the new Newpark Development to the west via the proposed development. Further greenway links will be provided to the north to Beechwood with Chapel Road beyond, and to green belt lands to the south which have been identified to provide future recreational amenities.

It is submitted that this proposed development is consistent with the objectives of the NPF in delivering high, quality sustainable residential development on lands located proximate and accessible to the village centre and at an accessible location.

It is noted that the NPF is currently under review and a **Draft NPF** has been published for public consultation. The Draft NPF seeks to update the NPF to reflect significant and sustained population growth observed since the publication of the NPF in 2018. In this respect, the National Population Growth Target increased from 5.8 million, under the current NPF, to 6.1 million, under the Draft NPF, by 2040. Accordingly, the Draft NPF provides for a regional population growth target of 3 million for the Eastern and Midland Region, which is 470,000 additional persons over the 2022 level and some 150,000 additional persons over the current NPF target. The Draft NPF outlines a national requirement for 50,000 homes to be completed per year to satisfy demand.

The Draft NPF reinforces compact urban form objectives of the 2018 NPF requiring 40% of all new housing to be built within existing built-up areas on brownfield lands.

The proposed development will facilitate the timely delivery of affordable new homes which will contribute towards the substantial increase in housing supply required to meet projected growth as provided for under the Draft NPF. The subject lands are brownfield in nature, located immediately adjacent to established village facilities and is located within the built-up-area as defined under the Census 2022. In this respect, it is considered that the proposed development is consistent with the overriding compact settlements objectives of the Draft NPF.

5.2.2 Housing For All – A New Housing Plan for Ireland

Housing for All – A New Housing Plan for Ireland (Housing for All) was published September 2021. It identifies the extent by which Ireland's housing system is not meeting the needs of enough people and is failing to provide enough homes to buy or to rent in the private sector. In order to address Ireland's continuing housing crisis, the Plan will require the public and private sector to work together to reach an overall target of 300,000 homes by 2030. These homes need to be affordable, built in the right place, to the right standard and in support of climate action. They need to satisfy demand for housing across four tenures – affordable, social, private rental and private ownership. They need to be advanced through the planning process and be built within the context of specific development targets for the five cities and major towns, and the complementary objectives of the Town Centre First policy and rural housing

Housing for All seeks to put in place pathways that will create the environment needed to enable supply of over 300,000 new homes by 2030, meaning an annual average of at least 33,000 homes per year to come from both the public and private sector.

- Supporting home ownership and increasing affordability;
- Eradicating homelessness, increasing social housing delivery and supporting social inclusion;
- Increasing new housing supply; and

- Addressing vacancy and efficient use of existing stock.

While Housing for All focuses on specific interventions and capital investments to increase the delivery of state-led housing construction, it recognises that some 170,000 homes (56.7%) will be delivered by the private sector over the period to 2030, or some 18,300 homes on average annually, of which 6,500 will be in the private rental sector.

Significant emphasis is placed on ensuring that new housing supports the Climate Action Plan and in particular increasing energy efficiency in private rental dwellings.

The proposed residential development will contribute towards increasing new housing supply, and in particular will increase supply quickly, to meet the housing delivery targets identified in Housing for All. The proposed development will provide high-quality accommodation within an established Dublin suburb that is well served and connected with public transport services.

5.2.3 The National Climate Action Plan 2019-2024

The National Climate Action Plan (CAP) 2019-2024, sets out a course of action to address the impacts of climate change on Ireland's environment, society, economic and natural resources.

The CAP identifies the scale of the challenge and examines impacts on a range of key sectors including electricity, transport, built environment, industry and agriculture and charts a course towards ambitious emission reduction targets.

The CAP recognises the role that Project Ireland 2040 and the NPF can play in climate action in providing for population growth in a compact, connected and sustainable way and the key role that land use planning can play in progressing climate change mitigation and adaptation.

FCC adopted and is implementing a Climate Change Action Plan for the county for the period 2019-2024 focussed on the areas of energy and buildings, transport, flood resilience, nature-based solutions and resource management. Climate action is a cross-cutting theme and is integrated with every chapter of the newly adopted Fingal County Development Plan. In particular, the plan promotes a compact urban form, the integration of transportation and land use planning, protection and enhancement of biodiversity, all of which will help create climate resilient communities and neighbourhoods.

In this regard, an Energy & Sustainability Statement, prepared by Delap & Waller is submitted with this application.

5.2.4 Regional Spatial and Economic Strategy for the Eastern and Midland Regional Assembly 2019-2031

The Regional Spatial and Economic Strategy for the Eastern and Midland Regional Area (RSES) translates the National Planning Framework objectives to the regional level. It sets out the vision for growth (homes and jobs) and Regional Policy Objectives (RPO) for the Eastern and Midland Region (9 counties).

The Vision for the Region under the Regional Spatial and Economic Strategy (RSES) is *'to create a sustainable and competitive Region that supports the health and wellbeing of our people and places, from urban to rural, with access to quality housing, travel and employment opportunities for all.'*

The RSES emphasises the need for compact and sustainable development in accordance with the NPF to accommodate projected population growth in the Region. It is projected that the population of the

region will grow by between 237,500 and 290,000 persons between 2016 and 2026, and that the population of the region will reach 2,668,000 to 2,745,000 by 2031.

Kinsealy forms part of the Dublin Metropolitan Area (DMA) and is subject to the Dublin Metropolitan Area Strategic Plan (MASP). The MASP includes the following guiding principles:

- **Compact sustainable growth and accelerated housing delivery** – *To promote sustainable consolidated growth of the Metropolitan Area, including brownfield and infill development, to achieve a target of 50% of all new homes within or contiguous to the built-up area of Dublin City and suburbs, and at least 30% in other settlements. To support a steady supply of sites and to accelerate housing supply, in order to achieve higher densities in urban built up areas, supported by improved services and public transport.*
- **Co-ordination and active land management** – *To enhance co-ordination across local authorities and relevant agencies to promote more active urban development and land management policies that help develop underutilised, brownfield, vacant and public lands.*

Section 5.7 of the RSES notes that the supply of quality, affordable housing plays a key role in underpinning economic growth and competitiveness of the Dublin metropolitan area. The RSES supports a sequential approach to development with a primary focus on a sequential approach to the consolidation of sites within or contiguous to the existing built-up area of Dublin City and suburbs. The RSES supports additional capacity for increased residential densities being realised throughout the metropolitan area by means of ongoing infill, re-intensification and development of sites.

The proposed development accords with the provisions of the RSES by providing residential development at a sustainable density on brownfield lands contiguous to the urban area of Kinsealy and accessible local transport links, educational infrastructure, local and community uses.

6.0 CONSISTENCY WITH FINGAL COUNTY DEVELOPMENT PLAN 2023-2029

Section 1.7 of the Fingal County Development Plan 2023-2029 states that the Plan has been prepared in accordance with higher tier international, national and regional level plans, statutory guidelines issued under section 28 of the Planning and Development Act 2000 (as amended), and with regard to local level strategies and plans.

This section provides an assessment of consistency against the principal relevant policies, objectives, and development standards contained in the Development Plan. Where relevant, individual reports submitted with this application reference Development Plan provisions that have been considered in the design of the proposed development.

Appendix 4 of the LRD Opinion (LRD0046/S2) includes a list of relevant policies and objectives, some of which are additional to those addressed below. These policies are referenced in Appendix B of this Report and a summary of consistency with the relevant policy is provided.

6.1 Land Use Zoning & Mapped Designations

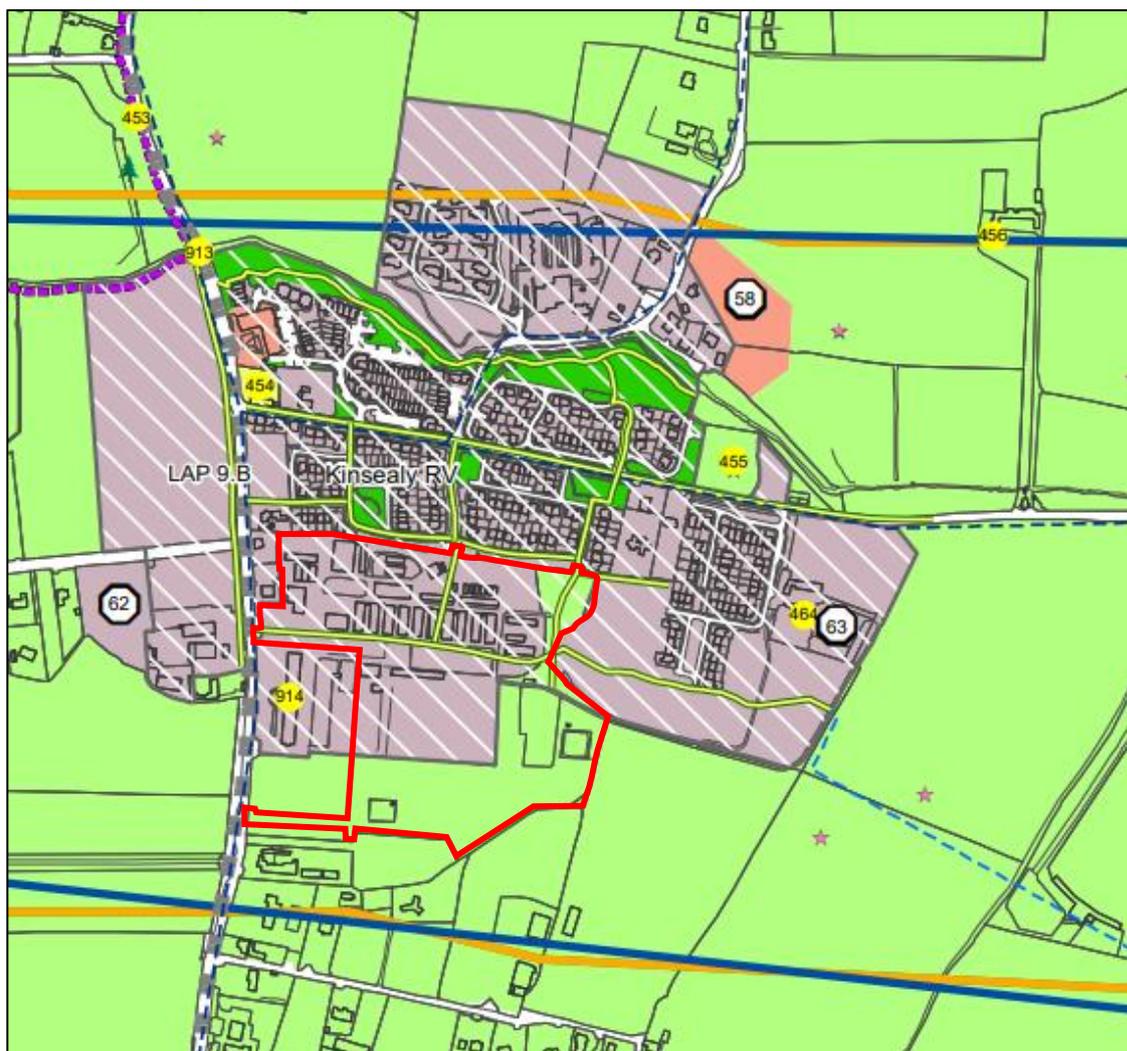
The site is subject to two land use zoning objectives:

- The majority of the site is zoned **Objective RV (Rural Village)** which seeks *'to 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'*.
- A portion of the site along the eastern boundary is zoned **Objective GB (Green Belt)** which seeks *'to protect and provide for a Greenbelt'*.

The principal built elements of the proposed development are located on lands zoned **Objective RV (Rural Village)**. The vision for Objective RV lands is to *'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 areas within the rural landscape where housing needs can be satisfied with minimal harm to the countryside and surrounding environment'*.

Childcare facilities and residential land uses are permitted in principle on Objective RV zoned lands.

The vision for the **Objective GB (Green Belt)** lands provides that such lands *'will be attractive and multifunctional, serve the needs of both the urban and rural communities, and strengthens the links between urban and rural areas in a sustainable manner'*. The proposed development provides for a vehicular access and cycle and pedestrian routes to the proposed development and the future recreational and educational uses to be provided on the wider former Research Centre lands, and the provision of a playing pitch on lands zoned Objective GB, in accordance with the objectives of the Kinsale LPP. Recreational/sports facility uses and associated infrastructure are permitted in principle on GB zoned lands, and the proposed open space and recreational uses are consistent with the overall vision for greenbelt lands.

Figure 6.1 Zoning Context (approx. boundary outlined in Red)**Other Designations:**

LAP 9.B: Kinsealy village, including the portion of the subject site zoned Objective RV, is subject to Local Area Plan LAP 9.B. Table 2.15 of the Development Plan identifies the Kinsealy LAP 2019 (LAP 9.B) as an operational LAP. The Development Plan provides that the provisions of the operational LAPs will continue to apply up to the expiration of the LAP.

The Development Plan does not include other specific local objectives in respect of the application site, however the following designations relate to the surrounding lands:

Protected Structure: The former Teagasc headquarter building, which is now occupied by the MPETNS and is in separate ownership, is located outside the subject site to the west and is included on the Record of Protected Structures (RPS No. 914). The building is described as a 'Mid-20th century symmetrical multi-bay former research building in the International style (main building only, excluding glasshouses and other office and research buildings on the site)'.

Kinsealy House, which lies approximately 300m to the north-east of the subject site. is also included on the RPS (RPS No. 464) and is described as an Early 18th century five-bay two-storey house.

Road Proposal: Sheet No. 9 of the Development Plan includes a road proposal along the Malahide Road (R107). Table 6.3 of the Development Plan includes the R107 Malahide Road Upgrade as a proposal for the transport network. It is understood that this relates to the provision of improved cycle and pedestrian infrastructure along the Malahide Road.

The proposed development has been informed by the Kinsale LPA (see Section 7 below). The RPS explicitly omits the glasshouse and other research buildings from entry on the RPS and accordingly, the proposed development will not result in the demolition of structures with heritage value. The careful siting and design of the proposed development ensures that the setting and character of the Protected Structure is protected.

As outlined in the Traffic and Transport Report prepared by CS Consulting, it is understood that it is anticipated that any road upgrade works will be facilitated on lands to the west of the R107.

6.2 Core Strategy

Chapter 2 sets out the Core Strategy to guide the spatial direction of future development and regeneration of the County. Based on the population targets and calculated housing need set out within national and regional planning policy, guidelines and prescribed methodology, the Development Plan must accommodate between 37,980 – 62,980 additional persons up to an overall population target of between 334,000 (low) to 359,000 (high) persons by 2029. The housing demand calculated sets a requirement for the Plan to provide for approximately 16,245 housing units between 2023 and 2029.

Table 2.14 of the Development Plan identifies a total of 11 ha of land available for residential development within Kinsealy with an estimated residential yield of 220 units. The projected housing demand for Kinsealy is 145 units for the period to 2029.

The Development Plan includes the following policies:

'Policy CSP1 – Core Strategy Promote and facilitate housing and population growth in accordance with the overarching Core Strategy to meet the needs of current and future citizens of Fingal.'

'Policy CSP2 – Compact Growth and Regeneration Support the implementation of and promote development consistent with the National Strategic Outcome of Compact Growth as outlined in the NPF and the Regional Strategic Outcome of Compact Growth and Regeneration as set out in the RSES.'

The proposed 193 no. residential units exceeds the projected housing demand for Kinsealy to 2029 by 48 no. units but is below the estimated residential yield of 220 no. units.

The proposed development provides for the delivery of residential units consistent with the objectives of the Kinsale LPA. The proposed development provides for the comprehensive development of a brownfield site within the Metropolitan Area at a sustainable density consistent with the Compact Settlement Guidelines.

It is further noted that the NPF is currently under review. The recently published Draft NPF seeks to update population projections to reflect the significant and sustained population growth observed since the publication of the NPF in 2018. The National Population Growth Target in the Draft NPF has increased from 5.8 million, under the current NPF, to 6.1 million by 2040. It is envisaged that some 50,000 new homes per annum are required to meet projected housing demand. These updated projections will

be filtered down to the Regional Spatial and Economic Strategies, Development Plans and Local Area Plans.

It is submitted that having regard to the Draft NPF, the acknowledged need for accelerated housing delivery, and the allocation to 2029 under the current Development Plan, that the proposed development of 193 no. units is generally consistent with the overarching Core Strategy objectives for compact growth necessary to deliver NPF population growth. Furthermore, the total number of units proposed is consistent with the housing yield provided for the site under the Kinsaley LAP.

6.3 Sustainable Place Making & Quality Homes

Chapter 3 of the Development Plan sets out the strategy to guide successful placemaking and ensure quality housing within Fingal over the lifetime of this Plan and into the future.

Rural village development will be guided by adopted Local Area Plans and Village Development Framework Plans where in place and by future Framework Plans where identified. Allied to this, Section 3.5.15.1 includes the following policies and objectives in respect of Rural Villages:

'Policy SPQHP51 – Protection of Rural Villages Support and protect Fingal's Rural Villages by ensuring their appropriate sustainable development to preserve the character and viability of villages and support local services.

'Policy SPQHP52 – Growth of Rural Villages Ensure that Fingal's Rural Villages accommodate additional growth in accordance with levels set out under the Housing Strategy in order to protect and enhance the character of existing settlements.

'Policy SPQHP53 – Vitality of Town and Village Centres Encourage appropriate residential, social and community uses in town and village centres in order to enhance their vitality and viability while recognising diversity within communities and promoting balanced socially and economically sustainable communities.

'Objective SPQHO56 – Rural Villages Facilitate appropriate development within Rural Villages subject to compliance with the following:

- i. The scale of new residential development shall be in proportion to the pattern and grain of the existing settlement and shall be located within the defined development boundary.
- ii. Encourage and promote compact growth within Rural Villages including infill, brownfield development together with redevelopment of derelict/underutilised properties.
- iii. All development shall enhance the existing village character and create or strengthen a sense of identity and distinctiveness for the settlement.
- iv. New commercial development should be centrally located within the village and contribute positively to the streetscape and public realm.
- v. Encourage new community and social facilities in conjunction with residential development.

The proposed development has been designed in accordance with the requirements of the Kinsaley LAP, and is consistent with the level of growth, scale and character of development as provided for in the local planning policy context.

Healthy placemaking is identified as a key element of the overall vision of this Plan and both the NPF and RSES recognise and support the principle of healthy placemaking and its importance in the achievement of quality spaces and communities. Healthy placemaking seeks to promote quality of life through the creation of healthy and attractive places to live, work, visit, invest and study in. In this respect, the Development Plan includes the following policies and objective in respect of healthy placemaking:

'Policy SPQHP1 – Healthy Placemaking *The Council will support the development and creation throughout Fingal of successful and sustainable settlements which endorse the principles of healthy placemaking and which through a multi-faceted approach to planning, design and management continue to ensure the development of attractive high-quality places to live, work, recreate, visit and invest in, served by a range of local services, provision of quality public realms, diverse and accessible community facilities for all genders, non-binary or none and open spaces for the benefit of the community.'*

'Objective SPQHO1 – Sustainable Communities *Ensure that proposed residential development contributes to the creation of sustainable communities and accords with the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG 2009 (and any superseding document) and companion Urban Design Manual – A Best Practice Guide, DEHLG 2009 and the Design Manual for Urban Roads and Streets (DMURS) (as revised).*

'Objective SPQHO2 – Key Principles *Support development which enhances the quality of the built environment, promotes public health, and supports the development of sustainable, resilient communities. In particular development which supports the following key principles will be supported:*

- *Demonstrates compliance with the Guiding Principles for the creation of healthy and attractive places as set out in Healthy Placemaking, Regional Spatial and Economic Strategy (RSES) 2019–2031. "*
- *Promotes the development of healthy and attractive places to live, work, socialise and recreate through the delivery of high-quality public realms and open spaces which encourage physical activity and support wellbeing.*
- *Is inclusive of all members of society, all genders, non-binary or none, irrespective of age, or levels of mobility.*
- *Advocates a universal design approach and is socially inclusive.*
- *Prioritise sustainable, active transport modes by e.g. providing safe cycle lanes and by facilitating public transport services in conjunction with State agencies to meet the needs of the community and to provide access to local services.*
- *Encourages the development of car free neighbourhoods and streets, where appropriate.*
- *Contributes to our climate goals.*

'Objective SPQHO10 – New Residential Development *Focus new residential development on appropriately zoned lands within the County, within appropriate locations proximate to existing settlement centres where infrastructural capacity is readily available, and along existing or proposed high quality public transport corridors and active travel infrastructure in a phased manner, alongside the delivery of appropriate physical and social infrastructure. Active travel options should also be*

considered while liaising with the National Transport Authority and Transport Infrastructure Ireland to ensure public transport options to and from new developments to local amenities such as shops and libraries.'

In accordance with Policy SPQHP1 and the associated Objectives, healthy placemaking has been a central consideration in the design of the proposed development. In this respect emphasis has been placed on the creation of high-quality, accessible public realm and open spaces, provision of dedicated pedestrian and cycle links to local village services and facilities, the provision of a childcare facility and a range housing typologies to accommodate all members of the population.

The Development Plan is committed to planning for the housing and accommodation needs of older people within the Fingal community ensuring a range of accommodation options are available and to provide meaningful choice.

'Policy SPQHP20 – Adaptable and Flexible Housing *Promote all new housing to be designed and laid out in an adaptable and flexible manner to meet the needs of the homeowner as they age as set out in Section 5.2 Flexibility and Adaptability Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes Sustaining Communities 2007 published by the Department of Environment, Heritage and Local Government.'*

In accordance with Policy SPQHP20 and the associated Objectives, the proposed development provides a range of units which are suitable as age friendly units and support the needs of older people within the community. The ground floor apartments within the duplex buildings are suitable as age-friendly dwellings being single storey apartments with own-door access directly from the public footpath and secure rear private open space overlooking a shared garden.

The Development Plan promotes efficient use of land and promotes compact consolidated development in line with national and regional planning policy. This ensures sustainable travel and settlement patterns, enhanced vibrancy and economic vitality of urban and village centres while ensuring return on investment in key public transport initiatives. In addition to consolidation, it is important that the scheme is respectful of its context, the nature and character of the surrounding area and has regard to prevailing patterns of development locally. The Development Plan includes the following policies and objective in this respect:

'Policy SPQHP35 – Quality of Residential Development *Promote a high quality of design and layout in new residential developments at appropriate densities across Fingal, ensuring high-quality living environments for all residents in terms of the standard of individual dwelling units and the overall layout and appearance of developments. Residential developments must accord with the standards set out in the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG 2009 and the accompanying Urban Design Manual – A Best Practice Guide and the Sustainable Urban Housing; Design Standards for New Apartments (DHLGH as updated 2020) and the policies and objectives contained within the Urban Development and Building Heights Guidelines (December, 2018). Developments should be consistent with standards outlined in Chapter 14 Development Management Standards.'*

'Objective SPQHO31 – Variety of Housing Types *Encourage the creation of attractive, mixed use and sustainable residential communities which contain a wide variety of housing and apartment types, sizes, tenures and typologies in accordance with the Fingal Housing Strategy, the HNDA with supporting community facilities, amenities and services.'*

'Objective SPQHO34 – Integration of Residential Development Encourage higher residential densities where appropriate ensuring proposals provide for high quality design and ensure a balance between the protection of existing residential amenities and the established character of the surrounding area with a target minimum amount of 15% (except in cases where the developer can demonstrate that this is not possible, in which case the 12% to 15% range will apply) amount of green space, tree coverage and public space associated with every residential area.'

In accordance with Policy SPQHP35 and the associated Objectives, the proposed development seeks to balance an appropriate density, given its location proximate to a Rural Village within the Metropolitan Area and public transport links, with the need to protect existing residential and visual amenity of the settlement. In this respect, the proposed density strategy has been set within the context of national planning policy referenced in Policy SPQHP35 (and superseded by the Compact Settlement Guidelines) and set out in Section 5 above. As detailed in Section 3.3, the proposed development provides for a range of housing and apartment types, sizes, tenures and typologies to ensure a diverse and inclusive community.

Open space has been provided in accordance with the Development Plan standards (see further details in Table 6.1 below). A total of 0.79 ha of open space is proposed on the extent of the lands zoned RV (4.78 ha) equating to 16.5%, accordingly the proposed development is consistent with Objective SPQHO34.

6.4 Connectivity & Movement

FCC acknowledges the importance of transitioning to low carbon mobility solutions to mitigate against climate change. This Plan promotes the need for a shift to more sustainable travel choices by designing our built environments in a way that prioritises the most carbon efficient modes such as walking, cycling and public transport. The Development Plan includes the following policies and objectives in this respect:

'Policy CMP2 – Managing Demand for Travel Concentrate compact growth around existing and planned transport services ensuring that transport and land-use are integrated to the greatest extent possible so that the demand for travel in general and for car-based travel is reduced.'

'Policy CMP3 – Integrated Land-Use and Transport Approach Provide for an integrated approach to land-use and transportation aimed at minimising the demand for travel and prioritising sustainable modes of transport including walking, cycling and public transport.'

'Objective CMO3 – Integration of Public Transport and Development Support and facilitate high-density, mixed-use development and trip intensive uses along public transport corridors and to ensure the integration of high-quality permeability links and public realm in conjunction with the delivery of public transport services through plan frameworks to generate and reinforce sustainable patterns of compact growth and development in the County.'

The proposed development will contribute positively towards the achievement Policies CMP2 and CMP3 by promoting compact growth and urban consolidation through the development of a designated development site within Kinsealy which is ideally located with respect to existing village uses, community facilities and public transportation infrastructure.

The Development Plan seeks to emphasise the benefits that walking and cycling infrastructure will deliver. To build on current progress and to make active travel an attractive option, the provision of high-quality and permeable pedestrian and cycle networks is required. The Development Plan includes the following policies and objectives in this respect:

'Policy CMP9 – Prioritisation of Pedestrians and Cyclists Support the prioritisation of pedestrians and cyclists and the provision of improved public realm to make walking and cycling safer, healthier, quicker, more direct and more attractive.'

'Policy CMP10 – Bicycle Infrastructure Improve bicycle priority measures and cycle parking infrastructure throughout the County in accordance with best accessibility practice.'

'Objective CMO6 – Improvements to the Pedestrian and Cyclist Environment Maintain and improve the pedestrian and cyclist environment and promote the development of a network of pedestrian/cycle routes which link residential areas with schools, employment, recreational destinations and public transport stops to create a pedestrian/cyclist environment that is safe, accessible to all in accordance with best accessibility practice.'

'Objective CMO12 – Walking and Cycling and Green Infrastructure Network Ensure that new walking and cycling routes are designed, insofar as possible, to function as links in the County's green infrastructure network and that adequate replacement and additional planting of native species and pollinators is provided and that SuDS approaches are used to treat surface water run-off.'

Consistent with the requirements of Policies CMP9 and CMP10, and associated Objectives, the provision of coherent pedestrian and cycle links has been central to the design of the proposed development and the proposed development seeks to prioritise pedestrians and cyclists while facilitating safe vehicular traffic movements. Pedestrian and cycle links connect the site to the Malahide Road to the west and Chapel Lane to the north and provide further connections to the Newpark development to the east and future recreational lands to the south.

A comprehensive bicycle parking strategy has been developed with a total of 345 no. bicycle spaces proposed. In this respect, 201 no. private secure on-curtilage spaces for houses without independent garden access, accommodated in private bicycle stores to the front of terraced dwellings, and 100 no. private secure spaces for duplex units, accommodated in communal stores within the duplex shared area, are proposed. A further 20 no. visitor spaces are provided to serve the duplex units, 20 no. childcare drop-off spaces, and 4 no. childcare staff spaces

The Development Plan seeks to encourage a modal shift to walking and cycling for school journeys and to foster independent cycling among children, walking and cycling to school will become a safer and more attractive option through the creation of safe, legible and pleasant walking and cycling routes through the continued roll out of the Safe Routes to School Programme. The Development Plan includes the following policies and objectives in this respect:

'Policy CMP15 – Safe Routes to School Promote walking and cycling for school trips through support and engagement with the 'Safe Routes to School' and the 'Green Schools Travel Programme.'

'Objective CMO22 – Safe Routes to School Measures Promote walking and cycling for school trips by implementing the following measures:

- Identifying school sites that are as close as possible to the communities they serve.

- *Ensuring new schools are designed with an emphasis on active travel and facilitation of same.*
“ Ensuring that adequate and secure bicycle storage is provided within schools.
- *Prioritising school routes for permeability projects including the potential for shorter and safer routes to schools by the removal of physical barriers to active movement and provision and enhancement of pedestrian and cycle ways.*
- *Supporting the use of a range of physical measures to provide improved safety for pedestrians and cyclists at and close to schools, including the implementation of the Safe Routes to School Programme*
- *Ensuring that suitable access points are provided to school sites for pedestrians and cyclists.’*

The proposed development is immediately adjacent to two primary level schools providing ease of access for future residents. In addition, the proposed access from Malahide Road has been designed in consultation with the Department of Education to ensure that access to a future school drop off parking area can be facilitated and accordingly the proposed development is consistent with the requirements of Policy CMP15 and Objective CMO22.

The Development Plan also includes the following policies and objectives in respect of car parking and management:

‘Policy CMP23 – Car Clubs/Car Sharing Schemes *Support and facilitate the set up and operation of car-clubs and car-sharing schemes to facilitate an overall reduction in car journeys and car parking requirements.’*

‘Policy CMP25 – Car Parking Management *Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities.’*

‘Objective CMO32 – Car Parking Standards *Implement appropriate car parking standards for a range of land-use types, where provision is based on factors such as site location, level of public transport accessibility and impact of parking provision on local amenity.*

‘Policy CMP34 – Road and Street Design *Ensure that roads and streets within the County are designed to balance the needs of all road users, including children and other vulnerable road users and promote road safety, place-making and sustainable movement, providing a street environment that prioritises active travel and public transport whilst ensuring the needs of commercial servicing is accommodated.’*

‘Objective CMO45 – Design Manual for Urban Roads and Streets *Design new streets and roads within urban areas in accordance with the principles, approaches and standards contained within DMURS.*

- *Junctions will be designed with corner radii that reduce pedestrian crossing distances to the minimum allowable by DMURS wherever possible.*
- *The narrowest carriageway widths allowable by DMURS will be the default standard in Fingal wherever possible.’*

Residents’ car parking is provided at a ratio of 1 space per dwelling with limited visitor spaces provided (1 no. space per 9 no. residential units) and drop-off and staff spaces are provided to serve the childcare

facility. The level of car parking has had regard to the transitional location of the site, the standards outlined in Table 14.19 of the Development Plan and the demand management measures identified in Policy CMP25 and Objective CMO32.

With regard to Policy CMP34 and Objective CMP34, all roads have been designed in accordance with the Design Manual for Urban Roads and Street 2019 (DMURS).

The DMURS Statement of Consistency prepared by CS Consulting Engineers submitted with the application confirms that the new vehicular access roads and internal road network have been designed in accordance with the requirements of the DMURS. The final layout has been subject to an independent Quality Audit, undertaken by Roadplan Consulting, including a DMURS Street Design Audit which accompanies the planning application also.

6.5 Green Infrastructure & Natural Heritage

The Development Plan includes extensive provision for Green Infrastructure under a number of themes including Biodiversity, Parks, Open Space and Recreation, Sustainable Water Management, Archaeological and Heritage Landscape and Landscape.

The following Policies and Objectives are relevant to biodiversity and natural features:

'Policy GINHP5 – Green Infrastructure Network *Develop the green infrastructure network to ensure the conservation and enhancement of biodiversity, including the protection of European Sites, the provision of accessible parks, open spaces and recreational facilities (including allotments and community gardens), the sustainable management of water, the maintenance of landscape character including historic landscape character and the protection and enhancement of archaeological and heritage landscapes.'*

'Objective GINHO3 – Biodiversity in Open Space *Make provision for biodiversity within public open space and include water sensitive design and management measures (including SuDS) as part of a sustainable approach to open space design and management.'*

'Policy GINHP14 – Biodiversity Net Gain Guidance *Promote biodiversity net gain in new developments and develop a planning guidance document on Biodiversity Net Gain.'*

In accordance with Policies GINHP5, and GINHP14 the aim of the landscape theme is to provide a biodiversity rich natural environment within the open spaces which enhances the health and wellbeing of new and existing residents. The landscape design aims to create a Biophilic landscape. The idea of Biophilic Design is that the built environment is critical to human health, productivity, along with emotional, intellectual and spiritual well-being. Particular emphasis has been made to reinforcing native planting and providing connection with nature through nature inclusive play areas.

Furthermore, the retention of natural vegetation, the incorporation of SuDS measures and the creation of green routes have been central considerations in the overall design and development of the proposed development. Please refer to the Landscape Design Rationale prepared by RMDA, Landscape Architects, and the Engineering Services Report prepared by CS Consulting Engineering for further details in respect of water management design.

The following Policies and Objectives are relevant to parks, open space and recreation:

'Policy GINHP6 – Multi-Functionality *Ensure delivery of multifunctional green and civic spaces that meet community needs, promote active and passive recreation, flood and surface water management and local habitat improvements. The multi-functionality of spaces will be balanced against the need to protect and enhance local habitat and the recreational and functional requirements of parks.'*

'Objective GINH07 – Provision of Open Space *Provide a range of accessible new parks, open spaces and recreational facilities accommodating a wide variety of uses (both passive and active), use intensities and interests.'*

'Objective GINH08 – Routes *Provide attractive and safe routes linking parks and open spaces and other related features such as cultural sites and heritage assets as an integral part of green infrastructure provision, where appropriate and feasible.'*

In accordance with Policy GINHP6 and associated Objectives, the design approach provides pedestrian and cycle routes which link open spaces within the scheme to Kinsealy Village and with adjoining and emerging residential development. A variety of open spaces are proposed which include a range of opportunities for passive and active recreation, by way of kick-about areas, play facilities and pathways through open spaces. Please refer to the Landscape Design Rationale prepared by RMDA, Landscape Architects, for further details in respect of open space specification.

The following Policies and Objectives are relevant to sustainable water management:

'Objective GINH012 – Green Infrastructure Requirements *Ensure the provision of new green infrastructure addresses the requirements of functional flood storage, the sustainable management of coastal erosion, and links with provision for biodiversity, Sustainable Drainage Systems (SuDS) and provision for parks and open space wherever possible and appropriate.'*

'Objective GINH013 – Wetlands *Seek the creation of new wetlands and/or enhancement of existing wetlands through provision for Sustainable Drainage Systems (SuDS) where appropriate.'*

'Objective GINH015 – SuDS *Limit surface water run-off from new developments through the use of appropriate Sustainable Urban Drainage Systems (SuDS) using nature-based solutions and ensure that SuDS is integrated into all new development in the County.'*

In accordance with the above policies, SuDS proposals have been incorporated into the landscape proposals and includes the construction of rain gardens and swales incorporated into open spaces and the creation of an attenuation pond at the northeastern corner of the site. Please refer to the submitted Landscape Design Rationale prepared by RMDA and the Engineering Services Report prepared by CS Consulting for further details in respect of incorporation of SuDS measures.

The following Policies and Objectives are relevant to trees and hedgerow protection:

'Policy GINHP21 – Protection of Trees and Hedgerows *Protect existing woodlands, trees and hedgerows which are of amenity or biodiversity value and/ or contribute to landscape character and ensure that proper provision is made for their protection and management in line with the adopted Forest of Fingal-A Tree Strategy for Fingal.'*

'Policy GINHP22 – Tree Planting *Provide for appropriate protection of trees and hedgerows, recognising their value to our natural heritage, biodiversity and climate action and encourage tree planting in appropriate locations.'*

'Objective GINHO46 – Tree Removal Ensure adequate justification for tree removal in new developments and open space management and require documentation and recording of the reasons where tree felling is proposed and avoid removal of trees without justification.'

In accordance with Policy GINHP21 and Policy GINHP22, significant trees have been retained and integrated into the landscape plan where feasible and viable for their long-term survival. The landscape design will renew and augment existing vegetation with planting suitable to the local and new proposed environment.

The following Policies and Objectives are relevant to Greenbelts

'Policy SPQHP49 – Preservation of Greenbelts Recognise the importance of and preserve greenbelts in Fingal in order to safeguard valuable countryside to ensure that existing urban areas within Fingal do not coalesce enabling citizens to enjoy the County's natural amenities and to strengthen and consolidate greenbelts around key settlements.'

'Policy SPQHP5 – Preservation of Greenbelts Preserve Greenbelts in Fingal in order to safeguard valuable countryside; to ensure that existing urban areas within Fingal do not coalesce to ensure that citizens can enjoy the County's natural amenities and to strengthen and consolidate greenbelts around key settlements.'

'Objective SPQHO101 – Strengthening of Greenbelt Lands Strengthen greenbelt lands by identifying opportunities for infill development and consolidation of existing towns to reduce the need to zone additional greenfield lands and ensure the preservation of strategic greenbelts between our towns and villages'

'Objective SPQHO102 – Development within the Greenbelts Promote development within the Greenbelts which has a demonstrated need for such a location, and which protects and promotes the permanency of the Greenbelt, and the open and rural character of the area.'

The site includes approximately 3.1 ha of greenbelt lands (zoned Objective GB) located to the east and south of the Objective RV zoned lands. Approximately 0.85ha of these lands provide landscaped, public open space on land immediately contiguous with the proposed residential development. Much of this area is located within an area identified as 'LAP Extended Area' under the Kinsaley LAP (see Section 7 below).

An area of approximately 2.2ha, located further south and southeast, is proposed to accommodate a playing pitch, as required by the Kinsaley LAP. This part of the site is currently subject to a wayleave for Uisce Éireann to provide for a proposed trunk foul drain as part of the GDDS project as proposed under ongoing application ABP-312131-21. These lands will facilitate a grassed playing pitch pending the determination of the GDDS application and the construction of the water services infrastructure, if permitted. The zoned green belt lands included within the application site will be retained as open space and recreational amenities as provided for under the Kinsaley LAP, and consistent with Policy SPQHP5 and its associated Objectives.

6.6 Aircraft Noise Zones

The site is within Noise Zone C of the Airport Noise zone. Zone C as defined in section 14.16.1 of the Development Plan is where the noise levels are ≥ 54 and < 63 dB LAeq, 16hr and ≥ 48 and < 55 dB

Lnight. Within Zone C a noise assessment must be undertaken in order to demonstrate good acoustic design has been followed. The noise assessment must demonstrate that relevant internal noise guidelines will be met. This may require noise insulation measures. An external amenity area noise assessment must be undertaken where external amenity space is intrinsic to the development's design. This assessment should make specific consideration of the acoustic environment within those spaces as required so that they can be enjoyed as intended. Ideally, noise levels in external amenity spaces should be designed to achieve the lowest practicable noise levels.

A Noise Impact Analysis Report prepared by DKP_{EV} Environmental is submitted with the application. The report analyses potential noise impacts on the proposed development mainly as a result of aircraft noise from Dublin Airport, together with other background noise impacts. The Report includes appropriate mitigation measures to ensure that relevant noise guidelines are met.

6.7 Development Management Standards

Objective DMSO4 of the Development Plan identifies the key principles to consider in the achievement of healthy placemaking, as follows:

- *The design and layout of a development, the public realm and supporting infrastructure should incorporate Universal Design insofar as is feasible.*
- *Development should be well-designed and attractive to all users including children, people with disabilities, the elderly as well as accommodating cyclists and pedestrians.*
- *The relationship between the proposed scheme and its site context, including between proposed buildings and the adjoining streets, existing site features, pedestrian and cycle paths, as well as levels of active and passive surveillance should be carefully considered.*
- *There must be meaningful interaction between individual units within the scheme and the public realm.*
- *Creation of areas of distinction where communities can foster a sense of identity, irrespective of scale.*
- *Importance of the public realm as an area for passive and active use where the community can congregate.*
- *High quality finishing materials to proposed buildings and to the public realms, including seating, lighting, landscaping, tree planting, and green infrastructure.*
- *Consideration of shelter, sunlight/daylight and shadowing.*
- *The provision of safe environments for all users where the principles of DMURS are utilised and active travel modes such as walking and cycling are favoured over car use.*

The proposed development has sought to exemplify the principles of healthy placemaking identified in Objective DMSO4 through the creation of a highly connected, accessible layout, which promotes sustainable transport modes and facilitate links to surrounding land uses. Public space has been carefully designed to facilitate where possible the retention of natural features, are appropriately overlooked and are well connected to the surrounding community. Further details of the design elements which

contribute to healthy placemaking have been considered further in the submitted Architectural Design Statement.

The relevant residential development control standards as set out in the Development Plan are summarised in Table 6.1.

Table 6.1 Consistency with Principal Development Plan Standards

Development Plan Criteria	Response
<p>Design Statement: Objective DMSO5 requires all medium to large scale planning applications to be accompanied by a Design Statement to address the contextual and design issues which have been taken into consideration as part of the scheme.</p>	<p>An Architectural Design Statement and a Thematic Design Manual prepared by CCK Architects are submitted herewith.</p>
<p>Density: Section 14.5.2 promotes the compact growth and consolidation of Fingal's large urban areas, towns and villages and will support appropriate densities as expressed in national and regional policies NPF, RSES and the Section 28 Guidelines. Section 15.6.3 provides that the density and number of dwellings to be provided within residential schemes should be determined with reference to Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas 2009 and have regard to factors including the location of the site, accessibility to public transport and the principles of sustainability, compact growth and consolidation.</p>	<p>The proposed development provides for a density of 40.1 units per ha. The Sustainable Residential Development in Urban Areas 2009 referenced in Section 15.6.3 have been replaced by the Compact Settlement Guidelines which provide no specific density guidance for rural towns or villages (less than 1,500 persons). The proposed density balances the need for sustainable residential compact development on a brownfield site within the Metropolitan Area at a scale appropriate to its village (refer to section 5.1.1, above). Furthermore, the quantum of development on the subject site is consistent with the provisions of the Kinsale LPP (refer to section 5.1.1, above, and section 7, below).</p>
<p>Building Heights: Section 14.5.3 provides that applications for development proposals which include buildings of increased height and density should clearly demonstrate the suitability and positive impacts of the proposal with reference to the receiving environment, including justification for the height strategy proposed. This includes a demonstration of compliance with the 4 no. Specific Planning Policy Requirements (SPPR's) contained within the Building Height Guidelines.</p>	<p>The proposed development provides for predominant building height of 2 to 3 storeys consistent with the immediate surrounding context.</p>
<p>Dwelling Mix: All residential schemes are required to provide for a mix which reflects existing, and emerging household formation, housing demand patterns and trends identified</p>	<p>The proposed development provides a mix of building typologies, including apartments, duplex units and houses, which will cater for a range of household types and lifetime stages.</p>

<p>within the specific area of the site and/or within the County as a whole.</p>	<p>Some 26% of units are two bed, reflecting smaller household formation, with the balance comprising three bed units to cater for a range of family sizes and increased scope for additional space requirements such as working from home.</p>
<p>Separation Distance: Objective DMSO23 requires a separation distance of a minimum of 22 metres between directly opposing rear first floor windows shall generally be observed unless alternative provision has been designed to ensure privacy. In residential developments over three-storeys in height, minimum separation distances shall be increased in instances where overlooking or overshadowing occurs.</p> <p>For houses, Section 14.8.2 provides that a minimum standard of 22 metres separation between directly opposing rear first floor windows shall be observed, normally resulting in a minimum rear garden depth of 11 metres. However, where sufficient alternative private open space (e.g. to the side) is available, this may be reduced – subject to the maintenance of privacy and protection of adjoining residential amenities. Objective DMSO26 requires a separation distance of at least 2.3 metres is provided between the side walls of detached, semi-detached and end of terrace units.</p>	<p>A minimum of 16.2m is provided between directly opposing rear first floor windows throughout the scheme.</p> <p>Between side walls of buildings, a separation distance of at least 2.3m is provided.</p> <p>SPPR 1 of the Compact Settlement Guidelines, which were published subsequent to the adoption of the Development Plan, state that <i>'it is a specific planning policy requirement of these Guidelines that statutory development plans shall not include an objective in respect of minimum separation distances that exceed 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units or apartment units above ground floor level'</i>.</p> <p>The proposed separation distances comply with the minimum standards as provided for under SPPR 1 of the Compact Settlement Guidelines.</p>
<p>Apartment Development Standards: Objective DMSO24 requires that all applications for apartment development are required to comply with the Specific Planning Policy Requirements (SPPRs), the standards set out under Appendix 1 and general contents of the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2020 (or updated guidance as may be in place at the time of lodgement of the planning application).</p>	<p>Compliance with the Apartment Guidelines has been outlined in Section 5.1.2 above.</p> <p>A Housing Quality Assessment (HQA) prepared by CCK Architects is submitted herewith and demonstrates compliance with the relevant standards.</p>
<p>Floor Areas (Houses): Section 14.8.1 of the Development Plan provides that the minimum size of habitable rooms for houses shall conform with dimensions as set out in Quality Housing for Sustainable Communities: Best Practice</p>	<p>All homes comply with the relevant minimum floor areas and internal storage. Houses comply with Quality Housing for Sustainable Communities (2007). A HQA is submitted with the</p>

Guidelines for Delivering Homes Sustaining Communities 2007	application which demonstrates consistency with the relevant standards.
<p>Private Open Space (Houses): Table 14.8 and Objective DMSO27 requires the following minimum private open space provision:</p> <ul style="list-style-type: none"> • 3 bedroom houses or less to have a minimum of 60 sq. m. of private open space located behind the front building line of the house. • Houses with 4 or more bedrooms to have a minimum of 75 sq. m. of private open space located behind the front building line of the house. <p>Narrow strips of open space to the side of houses shall not be included in the private open space calculations.</p> <p>Objective DMSO28 provides for a reduced provision of private open space for one and two bedroom townhouses only in circumstances where a particular design solution is required such as to develop small infill/corner sites. In no instance will the provision of less than 48 sq m of private open space be accepted per house.</p>	<p>Garden areas for 3-bed houses range from 42.4 sqm and 109.3 sqm, while those for 2-bed houses range from 36.7 sqm and 67.7 sqm.</p> <p>SPPR 2 of the Compact Settlement Guidelines, published following the adoption of the Development Plan, provide for reduced minimum private open space standards for houses. SPPR 2 requires a minimum of 30sqm private open space for 2 bed houses and 40sqm for 3 bed houses.</p> <p>The proposed rear garden sites all comply with the minimum standards as provided for under SPPR 2 of the Compact Settlement Guidelines. (Refer to section 5.1.1, above.)</p>
<p>Phasing: Developments over 100 residential units shall demonstrate adequate provision for specified physical and social infrastructural requirements. A phasing schedule for any such development shall be submitted with a planning application.</p>	<p>Phasing proposals, consistent with the requirements of the Kinsale LAP, are set out in Section 7.7, below. A phasing drawing (CCK Drawing No. 1033) is submitted with the application.</p>
<p>Age Friendly Housing: Objective DMSO37 requires new residential developments in excess of 100 units provide 10% of the units as age friendly accommodation.</p>	<p>In accordance with Objective DMSO37, 20 no. Age Friendly units are proposed, comprising ground floor own-door two-bedroom apartments.</p>
<p>Public Open Space: Objective DMSO51 requires a minimum public open space provision of 2.5 hectares per 1000 population. For the purposes of this calculation, public open space requirements are to be based on residential units with an agreed occupancy rate of 3.5 persons in the case of dwellings with three or more bedrooms and 1.5 persons in the case of dwellings with two or fewer bedrooms. Section 4.5.2.3 provides that in general this shall be</p>	<p>The total number of bedspaces, for the purposes of DMSO51, is 676.5. This generates a total open space requirement of 1.44 ha.</p> <p>A total of 1.65 ha of public open space is proposed, 0.8ha of which is on RV zoned lands and 0.85 ha on GB zoned lands. The overall quantum of open space proposed is consistent with DMSO51.</p>

<p>provided at a ratio of 75% Class 1 and 25% Class 2.</p> <p>Objective DMSO52 provides that '<i>public open space shall be provided in accordance with Table 14.12</i>'. Table 14.12 provides for a minimum public open space standard of 12-15% of site area for new residential development greenfield sites/LAP lands, and 12% of site area on infill/brownfield sites.</p>	<p>16.6% of the net development area (4.81 ha zoned Objective RV) is provided as open space, consistent with Objective DMSO52 and Table 14.12.</p>
<p>Children's Play Facilities: Objective DMSO56 seeks to ensure every home within a new residential scheme is located within 150 metres walking distance of a pocket park, small park, local park, urban neighbourhood park or regional park.</p> <p>Objective DMSO68 requires the provision of appropriately scaled children's playground facilities within residential development. Playground facilities shall be provided at a rate of 4 sq m per residential unit. Objective DMSO69 seeks to ensure that in the instance of an equipped playground being included as part of a specific facility, it shall occupy an area of no less than 0.02 hectares. A minimum of one piece of play equipment shall be provided for every 50 sq. m of playground.</p>	<p>All dwellings are within a 150m walk of an existing or proposed public open space, consistent with the requirements of Objective DMSO56.</p> <p>With regard to Objective DMSO68, some 772 sqm of playground facilities is required. The proposed development provides 1,160sqm of proposed structured play space, dispersed throughout the proposed network of open spaces.</p>
<p>Bicycle Parking: Table 14.17 includes the following bicycle parking standards:</p> <ul style="list-style-type: none"> • Residential (1-2 Bed) – 1, plus 1 per bedroom Long-Stay & 0.5 per unit (apartments only) Short-Stay • Residential (3+ Bed) – 2, plus 1 per bedroom Long-Stay & 0.5 per unit (apartments only) Short-Stay • Pre-School Facilities – 1 per classroom Long-Stay & 5 per classroom Short-Stay 	<p>A total of 345 no. bicycle parking spaces are proposed to serve all houses without direct access to rear gardens and the childcare facility.</p> <p>The rate of bicycle parking is consistent with Table 14.17 and provides 1 space per bedroom for all dwellings without direct access to rear garden (68 no. houses and 40 no. duplex units/apartments) resulting in a requirement for 289 no. spaces plus additional visitor parking for duplex/apartment units at 0.5 space per unit resulting in a requirement for 20 no. spaces.</p> <p>4 no. classrooms are provided for in the proposed Childcare Facility resulting in a requirement for 4 long stay spaces and 20 no. short stay spaces. A total of 24 no. spaces are proposed to serve the Childcare Facility.</p>

<p>Car Parking: Table 14.19 provides the following car parking standards for development within Zone 1 (1600m of a DART Station).</p> <ul style="list-style-type: none"> • Residential (1-2 Bed) – 0.5 (Max) • Residential (3+ Bed) – 1 (Max) • Pre-School Facilities – 0.5 per classroom (Max) <p>Zone 2, all other areas, standards are as follows:</p> <ul style="list-style-type: none"> • Residential (1-2 Bed) – 1 (Norm) • Residential (3+ Bed) – 2 (Norm) • Pre-School Facilities – 0.5 per classroom (Norm) • Residential Visitor Parking – 1 per 5 units 	<p>While the site is technically within a 1600m radius of Portmarnock railway station, the actual walking distance to the station is approximately 2km. As such, the site is in a transitional location.</p> <p>The proposed development includes 229 no. car parking spaces which comprises 193 no. residential spaces (1 per unit), 4 no. childcare drop off spaces, 3 no. childcare staff spaces and 29 no. visitor spaces).</p> <p>As detailed in the submitted Traffic & Transport Assessment, the proposed car parking standards are slightly above the Zone 1 rate and well below the Zone 2 rate, which reflects of the transitional location of the subject site. In this respect, it is considered that the proposed level of parking is consistent with the flexible approach to carparking provided for in the Development Plan.</p>
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7.0 CONSISTENCY WITH KINSALEY LOCAL AREA PLAN 2019-2025

The Kinsaley Local Area Plan 2019-2025 ('the LAP') provides a statutory framework plan for the future development of the village. The LAP includes a Visual Development Framework Plan (VDFP) which sets out the principal guidance for the physical development of the village.

The overall **Vision Statement** for the Village is stated as:

'Enhance and consolidate the village centre whilst ensuring the sustainable expansion of Kinsaley at a level appropriate to and integrated with the existing village in which the housing, socioeconomic and civic aspirations of the community are met while retaining its distinctive character and sense of identity and ensuring maximum environmental protection'.

The LAP identifies the former Teagasc Research facility as 'an opportunity for brownfield development', and is identified as one of six development areas (Development Area 3) within the RV zoned land.

The extent of Development Area 3 (DA3) is defined in the LAP and reproduced at Figure 7.2 below.

Figure 7.2 Extent of Development Area 3

(Source: Kinsaley LAP)

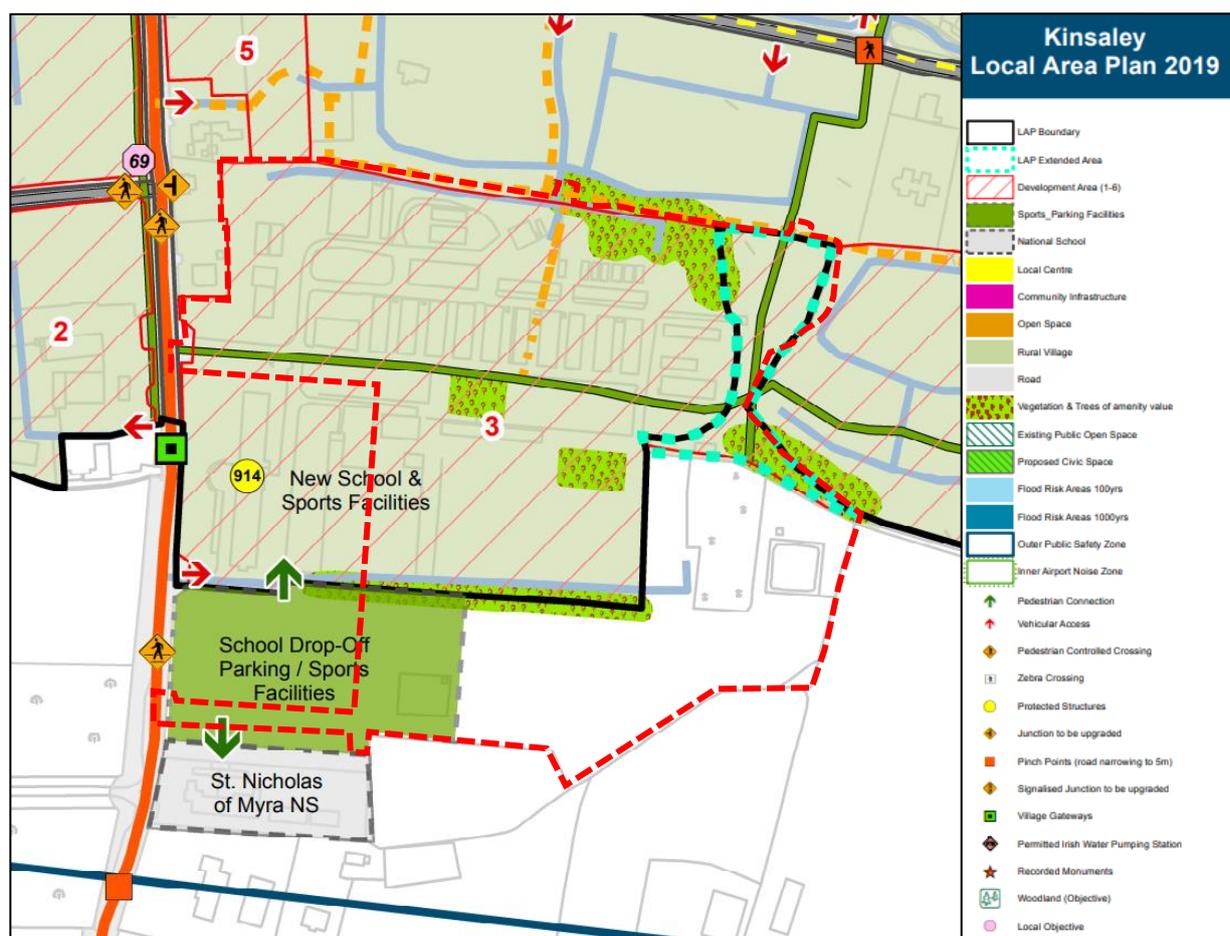
It is noted that at the time of preparation and adoption of the LAP in 2019, the overall Teagasc lands were under a single ownership. Since then, the lands have been divided into two separate land parcels controlled by separate and independent public bodies, namely, the LDA (lands currently being transferred) and the Department of Education.

The application site comprises part of the former Teagasc Research Centre site which is being transferred to the LDA for the development of affordable housing in accordance with the LDA's statutory mandate to accelerate the delivery of affordable new homes throughout Ireland. The remaining part of the Research Centre site, accommodating Malahide/Portmarnock Educate Together National School and lands identified for a new or enlarged school and associated play areas and car parking, was transferred to the Department of Education.

Consistency with the design objectives of the Kinsaley LAP insofar as they relate to the application site is addressed in detail in the submitted Architectural Design Statement. The following section should be read in conjunction with Section 2.2 of the Architectural Design Statement and the associated Thematic Design Manual.

7.1 Mapped Objectives

Figure 8.5 of the Kinsaley LAP illustrates the mapped objectives for Development Area 3 together with the overall vision for the wider area (reproduced at Figure 7.3, below).

Figure 7.3 Kinsalely LAP 2019 - Land Use Map (approx. Boundary outlined by Dashed Redline)

(Source: Kinsalely LAP)

The site is the subject of several mapped objectives including:

- **LAP Boundary:** The LAP Boundary forms the southern and eastern boundary of area zoned RV, with the lands to the south of the LAP Boundary identified for school drop-off parking and sports facilities.
- **LAP Extended Area:** The eastern portion of the subject site is included within the LAP Extended Area.
- **Development Area 3:** As outlined above, the site, together with the Department of Education MPETNS site, is designated as DA3.
- **Vegetation & Trees of Amenity Value:** Groups of vegetation and trees, located to the north-east, east and centrally within the site, are identified as vegetation and trees of amenity value.
- **Primary Route: Green Route:** A primary green route is identified traversing the centre of the site from east to west, providing a connection from the Malahide Road to the lands to the east.
- **Secondary Connection: Pedestrian/Cyclist:** A secondary pedestrian/cycle connection is identified traversing the northern portion of the site in a north-south direction, connecting to Gandon Lane to the north, and Chaple Lane beyond.

- **Pedestrian Connection:** A pedestrian connection is identified to the south of the site, from lands identified as school drop-off parking/sports facility.
- **Vehicular Access:** Vehicular access is identified to the north of the site, from Chaple Lane (via Gandon Lane), with a second vehicular access proposed to the south of the MPETNS site.
- **Protected Structure RPS Ref. 914:** The former Teagasc administration building, which currently accommodates the MPETNS, is identified as a Protected Structure. The building is described on the RPS as a '*20th century symmetrical multi-bay former research building in the International style (main building only, excluding glasshouses and other office and research buildings on the site)*'

The principal-built elements associated with the residential development are all located within the LAP Boundary. The vehicular entrance proposed on the southern part of the site also facilitates access to designated 'school drop off parking/sports facilities' and the 'St. Nicholas of Myra' development areas identified in the LAP, and the playing pitch on the zoned green belt lands within the site.

The LAP Extended Area has been incorporated into the proposed development as high quality, useable open space which facilitates integration with adjoining residential communities, ensuring the comprehensive development of the lands under the control of the LDA.

Objectives for the DA3 lands are addressed further in Section 7.2 below.

A Tree Survey was undertaken by Arborist Associates Ltd. to inform the proposed layout. Significant trees are retained and integrated into the landscape plan where feasible and viable for their long-term survival. The landscape design renews and augments existing vegetation with planting suitable to the local and new proposed environment.

In accordance with the LAP requirements, a green route through the site is provided as a defining element in the overall design, incorporating east to west pedestrian and cycle routes, connections to adjoining lands and secondary connections to the north and south, to existing residential and future recreational lands.

Vehicular access to the residential development to the north of the green route is provided via Gandon Lane. A new vehicular access from Malahide Road is proposed to the south of MPETNS site

The proposed Malahide Road access is located slightly further south of the position indicatively identified on the LAP map. The proposed location and design of the access have been agreed with the Department of Education which owns the lands, and takes into account the future provision of a school drop off, car parking and a MUGA on the Department's lands, to implement those objectives of the LAP, and maximising operational safety for the school. The proposed location has also been informed by the timeframe for the delivery of Uisce Éireann's proposed GDDS infrastructure to the north of the access. The proposed access will facilitate the closure of the existing Teagasc Malahide Road entrance, which is an objective of the LAP. Accordingly, the proposed access arrangements for the site are considered to be consistent with the objectives of the LAP.

With regard to the protected status of the former Teagasc headquarters, it is noted that only the main administrative building associated with the former Teagasc use is included on the Record of Protected Structures (RPS) (RPS Ref. 914). The protected structure is outside of, and is in separate ownership to, the application site. Accordingly, the buildings and structures to be demolished are not protected. The

careful siting and design of the proposed development ensures that the setting and character of the Protected Structure is protected.

7.2 Development Area 3 – Village Development Framework Plan:

The LAP states that *'given the scale of the site and its significant development potential, Development Area 3 represents an exceptional opportunity to deliver a unique living environment for future residents. It also represents an opportunity to deliver amenities that will enhance the quality of life for all current/future residents of Kinsealy.'*

The VDFP includes an indicative site layout for the DA3 lands and provides detailed objectives to guide the future development of the lands (refer to Figure 7.4, below).

- **Layout and Design:** The indicative site layout for DA3 shows a concept sketch for dispersed pavilion blocks surrounded by trees and amenities and served by a greenway running through the centre of the scheme. Section 10.1 of the LAP 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.'

The submitted Architectural Design Statement, prepared by CCK Architects, clearly sets out how the proposed design has incorporated the key design objective of incorporating high quality residential blocks in a highly landscaped setting that achieves and implements the wide range of LAP objectives including a sustainable density, permeability, clear definition of private/public boundaries, parking and accessibility, taking-in charge, commercial viability, and building typology. The proposed layout and design achieve a high level of consistency with the key LAP objectives including the creation of a greenway through the site, provision of secure private and semi-private open spaces, highly attractive, accessible public realm, strong architectural references to the rural setting, and greater permeability and connectivity within and beyond the development and will make a positive contribution to the public realm and amenities of Kinsealy Village.

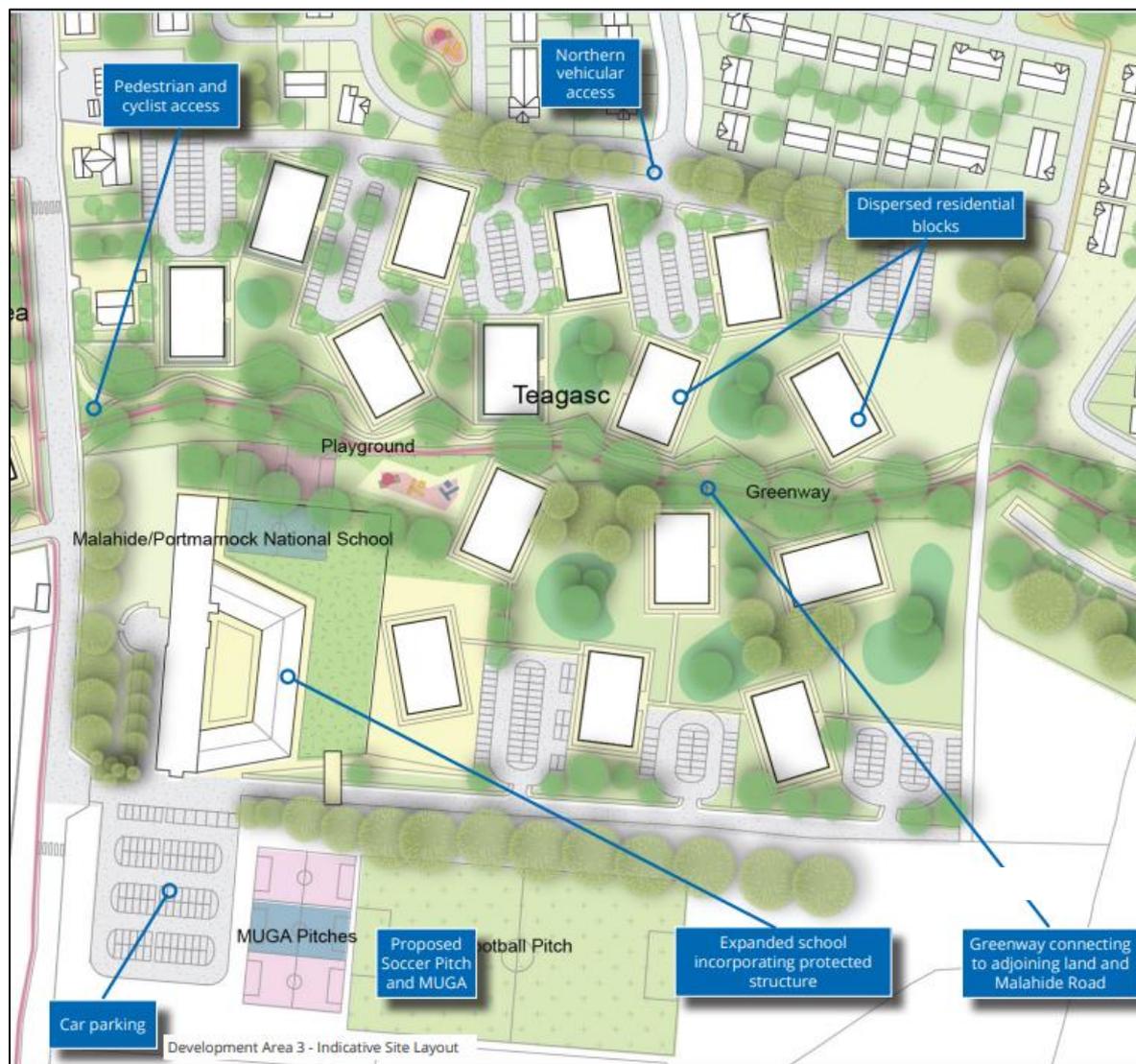
The LAP refers to existing structuring elements that have been incorporated in the layout and design. The LAP notes the site's former use as an agricultural research facility and that one of the most striking features of the site is the avenues of green houses that are arranged to create long uninterrupted vistas in an east-west direction almost the full length of the site. This LAP states that this vista should be incorporated into the future development of the lands and used to aid pedestrian and cyclist movements around the site and to adjacent sites. The interesting arrangements of tree planting on the site is also included as a key feature of the site.

The proposed green route located centrally on the site retains and protects the east-west vista referred to in the LAP. The proposed residential blocks within the site reference the vernacular form of a rural courtyard using the taller landmark structure to anchor the corners (traditionally a barn or farmhouse) and lower, simpler fine-grain structures flank the edges (traditionally outbuildings and

stables). The repetitive pitched roof terraces evoke the rhythm of the glasshouses associated with the site.

Section 10.3.6 of the LAP provides that development of up to three storeys in height will be supported at appropriate locations. Table 10.3.8 refers to a height range of 2 to 4 storeys, with lower buildings in proximity to the Malahide Road. Proposed building heights are predominantly two and three storey, with the exception of the Childcare Facility, which is single storey, with lower buildings proposed at more sensitive boundaries to the Malahide Road.

Figure 7.4 Development Area 3 – Indicative Site Layout



- **Density:** The LAP provides an approximate density range of 30-35 units per hectare (gross) or 65-70 units per hectare (net) yielding approximately 185-200 units on DA3.

The proposed yield of 193 units is within the stated range in the LAP. The application site incorporates the entirety of the DA3 area that will be dedicated to residential use. As such, the proposed yield and density are consistent with the LAPO. Furthermore, the proposed density is consistent with the Compact Settlement Guidelines, as set out in section 5.1.1, above. Accordingly,

it is considered that the proposed development is consistent with the density criteria for DA3 under the Kinsealy LAP.

- **Open Space and Recreation:** The LAP envisages that DA3 will play a key role on the provision of passive and active open space in Kinsealy, both for future residents of the Development Area and for existing and future residents of the wider village.

Section 10.3.7 of the LAP envisaged that the development of the DA3 lands would be undertaken by a single entity by way of 'a single planning application to be lodged for the site that shall be accompanied by plans and reports demonstrating how the DA3 objectives would be delivered. These objectives include open space and recreational infrastructure including:

- A greenway/green route through the Development Area providing onward pedestrian and cyclist connectivity, as well as providing for an opportunity for the enjoyment of a significant passive open space amenity.
- A junior sized playground proximate to the proposed school.
- The main active open space amenities in the village, in the form of a soccer pitch and mixed-use games area amenities.
- The soccer pitch shall be accompanied by a car park, that shall also serve the proposed school and existing St. Nicholas of Myra national school for vehicular drop-off/ collection.

The LAP states that '*given the area and land take of the proposed active open space amenities, Fingal County Council may give favourable consideration to the relocation of the soccer pitch and car parking to the south of the LAP boundary, within the Greenbelt (GB) zoned area between the proposed school and existing St. Nicholas of Myra national school. Green belt zoning permits these uses, which are open for consideration. Any proposal for the development of this adjoining site will need to demonstrate a consolidated, high quality residential scheme in the Development Area.*'

The following LAP objectives are also relevant:

Objective 7.2 Provide for active recreational facilities in the form of a full size all-weather soccer pitch and associated car parking on lands adjacent to the proposed National School in the Teagasc Development Area (Area 3). The soccer pitch shall be 600 sq.m in area (60 metres x 100 metres minimum dimensions).

Objective 7.4 Provide a Mixed Use Games Area (MUGA) within the Teagasc Development Area (Area 3), adjacent to the proposed National School.

Objective 7.5 Provide for a playground within the Teagasc Development Area (c. 400 sq.m), suitably designed by a specialist playground provider which shall be accessible via the proposed green route serving the Teagasc Development Area and via the proposed car park serving the soccer pitch. The play area shall have a suitably designed boundary treatment with passive supervision provided by adjoining residential units.

Objective 7.6 Give favourable consideration to proposals to provide active recreational facilities on lands zoned GB to the north of St. Nicholas of Myra National School and south of Protected Structure 914.

Following the adoption of the LAP, the Teagasc Research Centre site was sub-divided by the State to transfer to the Department of Education that part of the lands accommodating the Malahide/Portmarnock Educate Together National School and lands identified for a new or enlarged school and associated play areas and car parking. The remainder of the lands not required by the Department of Education is currently being transferred to the LDA for the development of affordable housing in accordance with the LDA's statutory mandate to accelerate the delivery of affordable new homes throughout Ireland. On that basis, it is not possible to make a single application on the lands as the respective State bodies have different statutory mandates and duties, and different timelines, powers and funding mechanisms available to discharge those mandates.

As detailed in this Report, the proposed development on the LDA lands is consistent with and implements the LAP objectives relevant to the LDA lands, and insofar as it is within the LDA's powers to do so. In this regard, the proposed development provides for the creation of a greenway through the site which incorporates pedestrian and cyclist connectivity and opportunities for passive recreation, and a range of passive and active recreational activities including natural and formal play areas, calisthenics equipment, cycle and pedestrian routes.

The proposed development also provides for a grassed playing pitch on the green belt zoned lands, as provided for in the LAP. As detailed above, these lands are currently the subject of an application to An Bord Pleanála for water services infrastructure associated with the GDDS project. Uisce Éireann has applied for temporary and permanent wayleaves across the area on which the proposed playing pitch is to be provided to facilitate the construction and operation of the GDDS water services infrastructure. Pending the determination of the application, and the completion of the proposed works, if permitted, it is premature to provide the proposed all-weather soccer pitch. A grassed playing pitch will be provided in the interim, pending the outcome of the GDDS application. As such, the proposed provision of a grassed playing pitch is in accordance with the LAP objective to provide an active recreational amenity space by way of a playing pitch on this part of the former Teagasc site, and is consistent with the phasing objectives in Chapter 11 of the LAP that provide that the timing of the provision of the all-weather soccer pitch can be agreed with the Planning Authority.

The remaining recreational infrastructure identified under the DA3 objective is located on lands under the control of the Department of Education and will be delivered by the Department concurrently with the delivery of educational infrastructure on its lands. In this regard, the LDA has consulted with the Department of Education and the location of the access to the southern residential development area has been agreed with the Department. The access road crosses the Department's lands and has been sited to facilitate the remaining recreational elements identified in the LAP on the Department's lands. In this regard, it is noted that much of the proposed recreational and ancillary infrastructure on the Department's lands is also within the application boundary of the proposed GDDS infrastructure and subject to permanent and temporary wayleaves.

Accordingly, the proposed development implements and facilitates the recreational and amenity objectives of the LAP on the lands within the control of the LDA and futureproofs the delivery of the remaining elements on lands outside of its control, and that is currently premature by reason of the current planning application for the GDDS water services infrastructure on the DA3 lands.

- **Movement & Transport:** With regard to DA3, the LAP provides that the southern residential units and the school will be accessed from a new road in the approximate location as the current access to MPETNS. The northern residential units will be accessed from the north, recently completed Kinsealy Woods, to the south of Chapel Road. A green spine, accommodating pedestrians and cyclists only, will be aligned through the centre of the site forming a key component of the Kinsealy Village cycle network, with the potential for onward connections.

The proposed development provides for the northern portion of the site to be accessed via Gandon Lane (Kinsealy Woods) and the southern portion to be accessed via a new vehicular entrance from Malahide Road to the south. As detailed above, the proposed southern access will facilitate access to future school drop-off, parking facilities and MUGA in addition to providing separate access to the southern residential development, consistent with the requirements of the LAP. The existing Malahide Road entrance will be closed to vehicular access and will form part of the greenway. No vehicular traffic will cross over the proposed greenway. The proposed greenway has been a central organising feature of the proposed layout and pedestrian and cycle routes through it maximise potential for connections to adjoining lands.

- **Car Park:** Car parking in Kinsealy emerged as an important issue for residents who attended the drop-in information sessions and/ or who made submissions. As a priority, measures will be required to improve and regulate the set down/ drop-off areas at the new school. In this respect, Objective 5.17 seeks to facilitate the development of a car parking area within the Teagasc lands to facilitate a multi-purpose parking and drop off area to serve the existing and proposed school campuses and future recreational amenities.

As noted above, the car parking area is associated with the infrastructure to be delivered by the Department of Education on its lands. Furthermore, much of this area is subject to a permanent and construction wayleave associated with the proposed GDDS project, as detailed above. The proposed access from the Malahide Road has been designed in consultation with the Department of Education and facilities access to a future carpark which will serve as a set down/ drop-off areas. The road has been designed to avoid the area associated with the GDDS wayleaves, to ensure that potential conflicts with the future delivery of the GDDS project.

- **School Site and Reuse of Protected Structure:** The site borders a Protected Structure on the western side in the form of RPS No. 914, being a mid-twentieth century symmetrical multi-bay building in the international style. The LAP considers that *'identifying an appropriate use for this structure into the future, that ensures its preservation as well as its active on-going use, will require careful consideration'*. The LAP considers an institutional use, such as its current use as a school, may be the most appropriate use. Innovative proposals for its reuse will be considered on their merits.

The former Teagasc research building (Protected Structure) is located just west of the site boundary and currently accommodates the MPETNS on a temporary basis. The property is in separate ownership and controlled by the Department of Education. The site will continue to be used as an interim primary school until such time as the permanent school facility at Broomfield⁵ is completed.

Consistency with the Key Objectives for DA3 are addressed in Table 7.1 below.

⁵ Permission is currently being sought by the Department of Education under Reg. Ref. F24A/0541E for a new 16 no. classroom primary school on lands at Broomfield, Malahide, Co. Dublin

Table 7.1 Key Objectives for DA3:

Objective	Response
<i>Require a single planning application to be lodged for the site that shall be accompanied by plans and reports demonstrating:</i>	<p>As detailed above, following the adoption of the LAP, the Teagasc Research Centre site was sub-divided by the State to transfer to the Department of Education that part of the lands accommodating the Malahide/Portmarnock Educate Together National School and lands identified for a new or enlarged school and associated play areas and car parking. The remainder of the lands not required by the Department of Education is currently being transferred to the LDA for the development of affordable housing in accordance with the LDA's statutory mandate to accelerate the delivery of affordable new homes throughout Ireland. On that basis, it is not possible to make a single application on the lands as the respective State bodies have different statutory mandates and duties, and different timelines, powers and funding mechanisms available to discharge those mandates.</p> <p>As detailed in this Report, the proposed development on the LDA lands is consistent with and implements the LAP objectives relevant to the LDA lands, and insofar as it is within the LDA's powers to do so. The proposed development implements and facilitates the recreational and amenity objectives of the LAP on the lands within the control of the LDA, and futureproofs the delivery of the remaining elements on lands outside of its control, and that is currently premature by reason of the current planning application for the GDDS water services infrastructure and associated wayleaves on the DA3 lands.</p>
<i>A dedicated green route connecting the Malahide Road to the eastern site boundary providing for high quality open space incorporating cycle and footpaths</i>	The green route with cycle routes and footpaths is included in the proposed development.
<i>Passive surveillance of the green route</i>	Three storey duplex blocks overlook the central green route and all corner houses having front doors positioned on the gable end ensure passive surveillance of all areas.
<i>Road and footpath layouts for the site.</i>	The proposed layout incorporates road and pedestrian connections as provided for in the LAP.

<i>Building typologies informed by detailed topographical survey and visual impact assessment</i>	The proposed layout and building typologies have been informed by the topography of the site, its immediate context and the protection and enhancement of visual amenity.
<i>A suitably designed playground not less than 400 sq.m which shall be suitably fenced and located an appropriate distance from residential units</i>	Two playgrounds, measuring 360sqm and 800sqm, are proposed lands immediately east of the main residential area and north and south of the greenway respectively ensuring all residential units have easy access.
<i>A Multi-Use Games Area (MUGA) in proximity to the proposed National School.</i>	As detailed above, this infrastructure is on lands outside the control of the Applicant and will be delivered in due course by the Department of Education. The alignment and siting of the proposed access road to the southern residential development area, partly on lands controlled by the Department, has been agreed with the Department to facilitate the future delivery of the MUGA and related recreational and educational infrastructure.
<i>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.</i>	As detailed above, pending the determination of the GDDS project application, and the completion of the proposed works, if permitted, it is premature to provide the proposed all-weather soccer pitch. A grassed playing pitch will be provided in the interim, pending the outcome of the GDDS application. As such, the proposed provision of a grassed playing pitch is in accordance with the LAP objective to provide an active recreational amenity space by way of a soccer pitch on this part of the former Teagasc site and is consistent with the phasing objectives in Chapter 11 of the LAP that provide that the timing of the provision of the all-weather soccer pitch can be agreed with the Planning Authority..
<i>Proposals for both passive and active open space (playground, soccer pitch, MUGA).</i>	The proposed landscape proposals provide for both passive and active recreation opportunities across the range of proposed open spaces. As detailed above, the proposed layout provides a grassed soccer pitch pending the implementation of the GDDS water services development, if permitted, and the MUGA by the Department of Education.
<i>While development may be phased, the piecemeal development of the area will not be supported</i>	Two principal phases have been proposed to ensure that all necessary infrastructure and amenities are delivered in a timely and coherent manner.

<i>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 (MUGA)</i>	The Department of Education has acquired 2.2 ha of the overall Teagasc landholding.
<i>Encourage the re-use of the protected structure by identifying an appropriate on-going use</i>	The part of the site accommodating the protected Structure and its curtilage is under the control of the Department of Education. The Protected Structure is currently occupied by Malahide Portmarnock Educate Together National School on a temporary basis.
<i>Investigate the feasibility of incorporating the protected structure into an enlarged school site.</i>	These lands are under separate ownership and will be subject to separate development proposals by the Department of Education.
<i>Provide parking and drop-off facilities for the new/ enlarged school</i>	These lands are under the control of the Department of Education and will be subject to separate development proposals by the Department. The proposed entrance from the Malahide Road has been agreed with the Department of Education and designed to ensure that it provides adequate access to any future parking associated with the school.
<i>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</i>	The proposed greenway ensures that the east-west vista referred to in the LAP is retained and protected.
<i>Continue the green link incorporated into the permitted development on the adjacent Kinsealy House site to connect pedestrians and cyclists to the Malahide Road</i>	The proposed development provides for the creation of a greenway through the site which incorporates pedestrian, and cyclist connectivity included to Beechwood to the north, Newpark to the west and future recreational amenities to the south.
<i>Incorporate a strong landscape theme into future proposals for the site.</i>	A strong landscape theme has been developed in respect of the proposed development as articulated in the submitted Landscape Design Rationale.
<i>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</i>	Vehicular access is proposed from the north and the south. There will be no vehicular movements across the central greenway and through the site.

<i>Incorporate existing mature vegetation into new development proposals where practical and feasible</i>	Existing mature vegetation, and in particular mature trees, has been incorporated into the landscape design where possible.
<i>Incorporate active open space facilities alongside residential blocks.</i>	The greenway incorporates walking and cycle facilities while open spaces to the east of the site incorporate a range of play facilities.
<i>Facilitate access to the northern portion of the site from the adjacent lands to the north.</i>	Vehicular access to the northern portion of the site is via Gandon Lane only.
<i>Facilitate vehicular access to the southern portion of the site from a new entrance on the Malahide Road</i>	Vehicular access to the southern portion of the site is via a new entrance from the Malahide Road to the south of the school. The alignment and siting of the access road were agreed with the Department of Education.
<i>Provide footpath along the Malahide Road boundary of the site before new residential units are occupied</i>	A footpath along the extent of the Malahide Road within the control of the Applicant will be provided in advance of any residential units being occupied.
<i>Close the existing entrance to vehicular traffic and incorporate into the green link</i>	The existing entrance will be closed to existing vehicular traffic and incorporated into the green link.
<i>Facilitate pedestrian and cycle access from the adjoining lands to the north and to the east connecting to the proposed green route</i>	Pedestrian and cycle connections to the residential lands to the north and the future recreational facilities to the south have been incorporated into the proposed development.
<i>The design requirements set out in Table 10.3.8 shall be complied with in the future development of this area</i>	Detailed compliance with the design requirements set out in Table 10.3.8 is included at Section 2.2 of the Architectural Design Statement prepared by CCK Architects.

7.3 Phasing

Chapter 11 of the LAP includes the following phasing requirements for the DA3 lands:

The following elements shall be provided in the first phase of development:

- *East-west green route incorporating pedestrian and cyclist facilities*
- *Proposed playground as per the requirements of the Fingal County Council Parks Division*
- *Provision of full-sized soccer pitch and associated car parking or a timeframe for the delivery of same to be agreed with the Planning Authority*

- *Multi-use games area (MUGA)*
- *Footpath along the Malahide Road boundary*

The above elements shall be provided before the first dwelling is occupied. Proposals for development within the Teagasc Development Area requiring connections to Water and Waste Water Infrastructure will be subject to Irish Water Infrastructure capacity requirements and to the constraints of the Irish Water Capital Investment Programme.

As detailed above, following the adoption of the LAP, the Teagasc Research Centre site has been subdivided by the State to transfer to the Department of Education that part of the lands accommodating the Malahide/Portmarnock Educate Together National School and lands identified for a new or enlarged school and associated play areas and car parking. The remainder of the lands not required by the Department of Education is currently being transferred to the LDA for the development of affordable housing in accordance with the LDA's statutory mandate to accelerate the delivery of affordable new homes throughout Ireland.

Accordingly, it is proposed that the phasing provision relating to the identified infrastructure being provided prior to the occupation of the first dwelling can only reasonably apply to the infrastructure within the control of the LDA to deliver. As noted, the proposed development on the LDA lands is consistent with and implements the LAP objectives relevant to the LDA lands, and insofar as it is within the LDA's powers to do so. The proposed development implements and facilitates the recreational and amenity objectives of the LAP on the lands within the control of the LDA, and futureproofs the delivery of the remaining elements on lands outside of its control..

As such, it is submitted that the proposed development is consistent with the phasing objectives of the LAP insofar as they relate to and are within the powers of the LDA to implement, and that any phasing condition should only relate to that infrastructure proposed to be provided in this application and that is within the powers of the LDA to implement.

7.4 Sustainable Communities

A key goal of creating sustainable communities is to reduce the carbon footprint of new buildings by ensuring that development is designed to minimise requirements for energy and water. In this respect, the following objectives are included:

Objective 8.1 *Development shall strive to reduce the energy and water demand through measures which include the following:*

- *Careful consideration of building orientation, form, massing and fenestration to make the most of passive solar gain for heating and cooling.*
- *Maximisation of natural daylight.*
- *Maximisation of passive solar gain for solar thermal water heating and electricity production.*
- *Exploring the potential for incorporating wind energy (e.g., wind turbines and wind spires) or other renewable energy systems, such as combined heat and power (CHP).*
- *Intelligent and energy efficient heating, cooling and ventilation systems.*

- *Reduced water use through rainwater harvesting and recycling of rainwater and in-building grey water treatment systems.*
- *Use of materials with low embodied energy.*
- *Promoting walking and cycling by providing for safe, attractive pedestrian and cycling routes.*
- *Promoting the retention of existing trees and hedgerows where possible and providing for new planting to augment or replace existing, ensuring that the planting has maximum biodiversity value.*

Objective 8.2 *Ensure high standards of energy efficiency in existing and new residential developments in line with good architectural conservation practice and the promotion of energy efficiency and conservation in the design and development of new residential units.*

Objective 8.3 *Promote the use of renewable energy in all developments.*

Objective 8.4 *Promote the principles of Biodiversity by conserving existing indigenous hedgerows and trees and by introducing green routes through the village.*

Objective 8.5 *Promote and facilitate the development of small-scale renewable energy facilities within the LAP lands such as wind turbines, spires, solar) where such development does not have a significant negative impact on the landscape and the amenities of property adjacent. All new wind energy developments shall comply with national guidance and the Fingal Development Plan.*

Objective 8.6 *Facilitate and promote walking and cycling as an alternative to the private car by the delivery of an integrated network and safe and attractive pedestrian and cycle routes throughout the village providing access to community and recreational amenities.*

Objective 8.7 *Promote the retention of existing trees and hedgerows where possible and provide for new planting to augment or replace existing, ensuring that the planting has maximum biodiversity value.*

The Energy & Sustainability Statement, prepared by Delap & Waller and as part of the application, addresses the performance of the proposed buildings and demonstrates the high standards of energy efficiency proposed, as required by the objectives.

Consistent with Objectives 8.4 and 8.7, the aim of the landscape theme is to provide a biodiversity rich natural environment within the open spaces. Significant trees have been retained and integrated into the landscape plan where feasible and viable for their long-term survival. The landscape design will renew and augment existing vegetation with planting suitable to the local and new proposed environment. The landscape design contains dedicated pedestrian and cycle routes in a natural setting, connecting lands both on a north-south and east-west axis, promoting sustainable travel modes and an attractive alternative to private car trips.

APPENDIX A

Correspondence From FCC Confirming Receipt of Part V Proposals



Enda Sexton
The Land Development Agency,
4th Floor,
Ashford House,
Tara Street,
Dublin,
D02 VX67

21st January 2025

Our Ref: C228

Dear Enda,

Re: Former Teagasc Site, Kinsealy, Malahide.

I note your correspondence with regard to the proposed planning application for development of 193 units at *Former Teagasc Site, Kinsealy, Malahide*.

I note that you have made contact with the Housing Department and have submitted a proposal in respect of an agreement to satisfy your Part V obligation under the Planning and Development Act 2000 (as amended).

Should a planning permission arise in this instance, please contact the Housing Department with a view to negotiating the Part V agreement. Costs will be agreed subject to grant of planning.

This validation letter is being issued for the above development proposal only and is valid only for a period of 3 months from the date of its issue.

Yours sincerely,

Marina Rennicks
Administrative Officer
Housing Department

Bosca 174, Áras an Chontae, Sord, Fine Gall, Co. Bhaile Átha Cliath
P.O. Box 174, County Hall, Main Street, Swords, Co. Dublin
t: (01) 890 5000 info@fingal.ie www.fingal.ie

Office Address, Housing Department, Housing Development and Management Support Unit,
Grove Road, Blanchardstown, Dublin 15
t: (01) 890 5534 Email: housing@fingal.ie

APPENDIX B

Response to Additional Development Plan Policies and Objectives Listed in the LRD Opinion

POLICY/OBJECTIVE REF.	POLICY/OBJECTIVE	RESPONSE
Strategic Objectives		
Policy CSP1 – Core Strategy	Promote and facilitate housing and population growth in accordance with the overarching Core Strategy to meet the needs of current and future citizens of Fingal.	See Section 6.2 of this Report.
Policy CSP2 – Compact Growth & Regeneration	Support the implementation of and promote development consistent with the National Strategic Outcome of Compact Growth as outlined in the NPF and the Regional Strategic Outcome of Compact Growth and Regeneration as set out in the RSES.	See Section 6.2 of this Report.
Policy CSP3 – Strategic Development Areas & Corridors	Support the economic development of Fingal in line with the policies and objectives stipulated in the National Planning Framework and the Regional Spatial and Economic Strategy and utilise active land measures such as provision of LAPs and masterplans across the County as part of the development approach for Strategic Development Areas and Corridors.	Both the NPF and RSES emphasises the need for compact and sustainable development in accordance to accommodate projected population growth in the Region. Kinsealy forms part of the Dublin Metropolitan Area (DMA) and is subject to the Dublin Metropolitan Area Strategic Plan (MASP) which similarly promotes compact sustainable growth through accelerated housing development and co-ordinated and active land management. Consistent with Policy CSP3, the proposed development will provide affordable housing to support the economic development of Fingal within the Region whilst also meeting the NPF and RSES objectives of sustainable, compact development at accessible locations within the Metropolitan Area.
Objective CSO6 – Phased Development	Ensure the phased development of new housing areas in tandem with the delivery of physical and social infrastructure provision as identified within Local Area Plans or Masterplans, as informed by assessments carried out by the Planning Authority.	In accordance with Objective CSO6, phasing proposals, consistent with the requirements of the Kinsealy LAP, are set out in section 7.7 of this Report.
Settlement Strategy		
Policy CSP17 – Socially and Economically	Foster the development of socially and economically balanced sustainable communities.	Consistent with Policy CSP17, the proposed development has been designed in accordance with the

Balanced Sustainable Communities		requirements of the Kinsaley LAP, and is consistent with the level of growth, scale and character of development as provided for in the local planning policy context.
Policy CSP18 – Promotion of Residential Development	Promote residential development addressing the current shortfall in housing provision and meeting target guidance figures, through a co-ordinated planned approach to developing appropriately zoned lands at key locations, including regeneration areas, and vacant and underutilised sites.	As outlined above, the quantum of development has been informed by the Kinsaley LAP. Consistent with Policy CSP18, the proposed development provides for the comprehensive development of a brownfield site within the Metropolitan Area at a sustainable density consistent with the Compact Settlement Guidelines.
Objective CSO17 – Mixture of House Types	Promote high quality residential development which meets the needs of all stages of the life cycle through an appropriate mix of house type and local amenities.	Consistent with Objective CSO17, the proposed development provides a mix of building typologies, including apartments, duplex units and houses, which will cater for a range of household types and lifetime stages. Some 26% of units are two bed, reflecting smaller household formation, with the balance comprising three bed units to cater for a range of family sizes and increased scope for additional space requirements such as working from home. In addition, a range of units are suitable as age friendly units and support the needs of older people within the community. The location of the application site within the village core ensures that a range of local amenities are easily accessible.
Objective CSO20 Network of Pathways/Cycleways	Develop a comprehensive network of signed pedestrian and cycleways linking residential areas to one another, to the village centres, schools, recreational hubs and railway stations.	Consistent with the requirements of Policy CMO20, the provision of coherent pedestrian and cycle links has been central to the design of the proposed development and the proposed development seeks to prioritise pedestrians and cyclists while facilitating safe vehicular traffic movements. Pedestrian and cycle links connect the site to the Malahide Road to the west and Chapel Lane to the north and provide further connections to the Newpark development to the east and future recreational lands to the south.

Objective CSO26 – High Quality, Sustainable and Inclusive Development	Promote development which incorporates a high quality, sustainable and inclusive approach to proposals in the Dublin City and Suburbs Area, which are supported by sustainable means of travel and which create locally distinctive neighbourhoods and positively contribute to the existing built and natural heritage.	In accordance with Objective CSO26, emphasis has been placed on the creation of high-quality, accessible public realm and open spaces, provision of dedicated pedestrian and cycle links to local villages services and facilities, the provision of a childcare facility and a range housing typologies to accommodate all members of the population.
Residential Development		
Objective SPQHO1 – Sustainable Communities	Ensure that proposed residential development contributes to the creation of sustainable communities and accords with the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG 2009 (and any superseding document) and companion Urban Design Manual – A Best Practice Guide, DEHLG 2009 and the Design Manual for Urban Roads and Streets (DMURS) (as revised).	See Section 6.3 of this Report.
Objective SPQHO2 – Key Principles	Support development which enhances the quality of the built environment, promotes public health, and supports the development of sustainable, resilient communities. In particular development which supports the following key principles will be supported: <ul style="list-style-type: none"> > Demonstrates compliance with the Guiding Principles for the creation of healthy and attractive places as set out in Healthy Placemaking, Regional Spatial and Economic Strategy (RSES) 2019–2031. > Promotes the development of healthy and attractive places to live, work, socialise and recreate through the delivery of high-quality public realms and open spaces which encourage physical activity and support wellbeing. > Is inclusive of all members of society, all genders, non-binary or none, irrespective of age, or levels of mobility. > Advocates a universal design approach and is socially inclusive. 	See Section 6.3 of this Report.

	<ul style="list-style-type: none"> > Prioritise sustainable, active transport modes by e.g. providing safe cycle lanes and by facilitating public transport services in conjunction with State agencies to meet the needs of the community and to provide access to local services. > Encourages the development of car free neighbourhoods and streets, where appropriate. > Contributes to our climate goals. 	
Objective SPQHO6⁶ – Universal Design Approach	Promote and facilitate a Universal Design for all developments.	During the design process universal access has been prioritised, focussing on both internal spaces and the approach and movement through the site. The primary objective has been to achieve universal access wherever possible and provide equal access through alternative measure where site conditions limit feasibility. Please refer to the Universal Access Statement prepared by CCK Architects and submitted with the application for further details.
Objective SPQHO10⁷ – New Residential Development	Focus new residential development on appropriately zoned lands within the County, within appropriate locations proximate to existing settlement centres where infrastructural capacity is readily available, and along existing or proposed high quality public transport corridors and active travel infrastructure in a phased manner, alongside the delivery of appropriate physical and social infrastructure. Active travel options should also be considered while liaising with the National Transport Authority and Transport Infrastructure Ireland to ensure public transport options to and from new developments to local amenities such as shops and libraries.	See Section 6.3 of this Report.

⁶ Listed in Opinion as SPQHO5. There are some discrepancies between the Policy/Objective references as detailed in the Opinion and the Development Plan Written Statement as published on www.fingal.ie/development-plan-2023-2029. The references detailed in the table above are as per the Development Plan.

⁷ Listed in Opinion as SPQHO9

Objective SPQHO12⁸ – Fingal Settlement Strategy	Ensure that all proposals for residential development accord with the Fingal Settlement Strategy and are consistent with Fingal’s identified hierarchy of settlement centres.	The proposed development seeks to bring forward the development of zoned lands within the MASP area. The proposed development has been designed to be consistent with the Kinsealy LAP. In this respect, it submitted that the proposed development fully accords with the Fingal Settlement Strategy and the identified hierarchy of settlement centres.
Policy SPQHP35⁹ – Quality of Residential Development	Promote a high quality of design and layout in new residential developments at appropriate densities across Fingal, ensuring high-quality living environments for all residents in terms of the standard of individual dwelling units and the overall layout and appearance of developments. Residential developments must accord with the standards set out in the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG 2009 and the accompanying Urban Design Manual – A Best Practice Guide and the Sustainable Urban Housing; Design Standards for New Apartments (DHLGH as updated 2020) and the policies and objectives contained within the Urban Development and Building Heights Guidelines (December, 2018). Developments should be consistent with standards outlined in Chapter 14 Development Management Standards	See Section 6.3 of this Report.
Objective SPQHO31¹⁰ – Variety of Housing Types	Encourage the creation of attractive, mixed use and sustainable residential communities which contain a wide variety of housing and apartment types, sizes, tenures and typologies in accordance with the Fingal Housing Strategy, the HNDA with supporting community facilities, amenities and services.	See Section 6.3 of this Report.
Objective SPQHO33¹¹ – New Residential	Ensure new residential development incorporates energy efficiency measures and promotes innovative renewable energy	Through detailed design, a number of sustainability and energy efficiency features have been considered

⁸ Listed in Opinion as SPQHO11

⁹ Listed in Opinion as SPQHP34

¹⁰ Listed in Opinion as SPQHO30

¹¹ Listed in Opinion as SPQHO32

Development and Energy Efficiency	opportunities, for example by passive solar design, natural ventilation, and vegetation (green roofs etc) on buildings and makes most effective and sustainable use of water, aggregates and other resources.	throughout. The proposed residential development will comply with Part L 2022 (Dwellings), targeting a A2/A3 BER rating. See Energy & Sustainability Statement submitted as part of the application documentation.
Policy SPQHP36¹² – Private and Semi-Private Open Space	Ensure that all residential development within Fingal is provided with and has access to high quality private open space and semi-private open space (relative to the composition of the residential scheme) which is of a high-quality design and finish and integrated into the design of the residential development.	All residential units benefit from high quality private open space in the form of terraces and balconies for apartments and duplex units and rear gardens for houses. Additional communal open space is provided for the apartment and duplex units. The quantum of private open space has been provided in accordance with the relevant Guidelines as demonstrated in Sections 5.1.1 and 5.1.2 and Table 6.1 of this Report.
Policy SPQHP37¹³ – Open Space Hierarchy	Ensure that all residential development in Fingal is served by a clear hierarchy and network of high quality public open spaces providing for active and passive recreation purposes which is easily accessible and integrated with local communities.	Refer to Section 5.1 of the submitted Architecture Design Statement prepared by CCK Architects.
Objective SPQHO35¹⁴ – Private Open Space	Require that all private open spaces for houses and apartments/duplexes including balconies, patios, roof gardens and rear gardens are designed in accordance with the qualitative and quantitative standards set out in Chapter 14 Development Management Standards.	Refer to Section 5.2 of the submitted Architecture Design Statement prepared by CCK Architects.
Objective DMSO5 – Design Statement	<p>All medium to large scale planning applications (in excess of 5 residential units or 300 sq m of retail/ commercial/office development in urban areas) or as otherwise required by the Planning Authority shall be accompanied by a Design Statement to address the contextual and design issues which have been taken into consideration as part of the scheme.</p> <p>A Design Statement shall:</p>	<p>See Table 6.1 of this Report.</p> <p>An Architectural Design Statement and a Thematic Design Manual have been prepared by CCK Architects and are submitted as part of the application documentation.</p>

¹² Listed in Opinion as SPQHO35

¹³ Listed in Opinion as SPQHO36

¹⁴ Listed in Opinion as SPQHO34

	<ul style="list-style-type: none"> • Explain the design principles and design concept of the scheme. • Demonstrate how the twelve urban design criteria (as per the Urban Design Manual – A Best Practice Guide) have been considered when designing schemes in urban areas. Each of the twelve criteria is of equal importance and must be considered in an integrated manner. • Outline how the development meets the Development Plan Objectives, and the objectives of any Local Area Plan, Masterplan, Framework Plan or other similar Plan affecting the site. • Include photographs of the site and its surroundings. • Include other illustrations such as photomontages, perspectives, sketches. • Outline detailed proposals for open space and ensure the provision of open space is designed in from the beginning when designing a new scheme. • Outline a detailed high quality open space and landscape design plan including specifications, prepared by suitably qualified professionals. • Outline how Green Infrastructure integrates into the scheme. • Demonstrate how the proposed scheme contributes in a positive manner to the public realm and to the local context. • Provide detail in relation to all intended finishing materials to be applied throughout the scheme, including an overall materials palette demonstrating suitability for the scheme, its context and the streetscape. 	
<p>Objective DMSO19 – New Residential Development</p>	<p>Require that applications for residential developments comply with all design and floor area requirements set out in: <i>Quality Housing for Sustainable Communities – Best Practice Guidelines 2007,</i> <i>Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas 2009, the companion Urban Design Manual – A Best Practice Guide, DEHLG 2009,</i></p>	<p>A Housing Quality Assessment (HQA) has been prepared by CCK Architects and is submitted as part of the application documentation which demonstrates compliance with the relevant standards.</p>

	<i>Sustainable Urban Housing: Design Standards for New Apartments 2020.</i>	
Objective DMSO20 – Schedule of Accommodation	All planning applications for residential development shall be accompanied by a Schedule of Accommodation to demonstrate compliance with housing and apartment standards.	As outlined above, a HQA has been submitted as part of this application.
Objective DMSO21 – Floor Plans for Residential Development	Require that all planning applications for residential development include floor plans for each room indicating typical furniture layouts and door swings.	All floor plans include indicative furniture and door swings.
Objective DMSO22 – Daylight and Sunlight Analysis	Require Daylight and Sunlight analysis for all proposed developments of 50+ units or as required by the Planning Authority, depending on the context of the site and neighbouring property as well as the design of the development.	Sunlight and Daylight analysis has been undertaken by Delap & Waller and has been submitted as part of the application documentation. The Report finds that there is a high level of compliance with the BRE Guidelines. Please refer to the submitted Daylight and Sunlight Assessment Report for further details..
Objective DMSO23 – Separation Distance	A separation distance of a minimum of 22 metres between directly opposing rear first floor windows shall generally be observed unless alternative provision has been designed to ensure privacy. In residential developments over three-storeys in height, minimum separation distances shall be increased in instances where overlooking or overshadowing occurs	See Table 6.1 of this Report.
Objective DMSO26 – Separation Distance between Side Walls of Units	Ensure a separation distance of at least 2.3 metres is provided between the side walls of detached, semi-detached and end of terrace units. (Note: This separation distance may be reduced on a case-by-case basis in relation to infill and brownfield development which provides for the regeneration of under-utilised lands and subject to the overall quality of the design and the schemes contribution to the streetscape. A statement demonstrating design mitigation and maintenance arrangements shall be submitted in such cases).	See Table 6.1 of this Report.
Table 14.8: Private Open Space for Houses	House Type Minimum Open Space 3 bedrooms or less 60sqm 4 or more bedrooms 75sqm	See Table 6.1 of this Report.

Objective DMSO31¹⁵ – Refuse Storage Areas	Ensure all new residential schemes include appropriate design measures for refuse storage areas, details of which should be clearly shown at pre-planning and planning application stage. Ensure refuse storage areas are not situated immediately adjacent to the front door or ground floor window, unless adequate screened alcoves or other such mitigation measures are provided.	For mid-terrace houses, storage space for three bins 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. For duplex and apartment units, 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.
Objective DMSO37 – Age Friendly Housing	Require new residential developments in excess of 100 units provide 10% of the units as age friendly accommodation.	See Table 6.1 of this Report.
Objective DMSO71 – Overshadowing of Private Open Space	Ensure private open spaces for all residential unit types are not unduly overshadowed.	The Daylight and Sunlight Report prepared by Delap and Waller, and submitted with the application, carries out an assessment of available sunlight to private amenity spaces. The analysis shows that all private amenity spaces achieve compliance with the minimum sun hours on ground with an overall average of 96.53%. Please refer to the Daylight and Sunlight Report for further details.
Objective DMSO72 – Boundary Treatment to Private Open Space	Ensure boundary treatment associated with private open spaces for all residential unit types is designed to protect residential amenity and visual amenity.	Please refer to the Landscape Design Rationale and associated RMDA Dwg. Nos 1713 - Rev 1 - KinsealyTeagasc-Landscape-RMDA-DWG.2 and 1713 - Rev 1 - KinsealyTeagasc-Landscape-RMDA-DWG.3.1 for details of boundary treatments for private open spaces.
Objective DMSO27¹⁶ – Private Open Space Provision for Dwelling Houses	Ensure a minimum open space provision for dwelling houses (exclusive of car parking area) as follows: 3 bedroom houses or less to have a minimum of 60 sq. m. of private open space located behind the front building line of the house.	See Table 6.1 of this Report.

¹⁵ Listed in Opinion as SPQHO31

¹⁶ Listed in Opinion as SPQHO73

	Houses with 4 or more bedrooms to have a minimum of 75 sq. m. of private open space located behind the front building line of the house. Narrow strips of open space to the side of houses shall not be included in the private open space calculations.	
Objective DMSO28¹⁷ – Minimum Private Open Space Provision for Townhouses	Allow a reduced standard of private open space for one and two bedroom townhouses only in circumstances where a particular design solution is required such as to develop small infill/ corner sites. In no instance will the provision of less than 48 sq m of private open space be accepted per house.	See Table 6.1 of this Report.
Conservation		
Policy HCAP12 – Interventions to Protected Structures	Ensure that direct or indirect interventions to Protected Structures or adjoining development affecting them are guided by architectural conservation principles so that they are sympathetic, sensitive and appropriate to the special interest, appearance, character, and setting of the Protected Structure and are sensitively scaled and designed.	The closest Protected Structure is the former Teagasc administration building (RPS No. 914), which currently accommodates the MPETNS, located immediately south-west of the subject site. The careful siting and design of the proposed development ensures that the setting and character of the Protected Structure is protected.
Community Infrastructure		
Objective DMSO80– Community and Social Infrastructure Audit	Planning applications for large scale residential and mixed-use developments, of 50 or more residential units, shall include a Community and Social Infrastructure Audit. This audit shall assess the provision of community and social infrastructure within the vicinity of the site and shall identify existing shortcomings in terms of these facilities and assess whether there is a need to provide additional facilities to cater for the proposed development.	A Community and Social Infrastructure Audit has been prepared by Declan Brassil & Co. and submitted as part of the application documentation.

¹⁷ Listed in Opinion as SPQHO74

	<p>A Community and Social Infrastructure Audit shall include the following:</p> <ul style="list-style-type: none"> • An assessment of existing community and social infrastructure facilities within 1 km of the subject site. • An assessment of the need in terms of necessity, deficiency, and opportunities to enhance/share existing facilities based future population projections for the area • A justification as to whether or not a new community facility will be provided as part of the proposed development, based on the findings of the audit. <p>Where new community facilities are required, they shall have regard to Objective DMSO79 above and the following:</p> <ul style="list-style-type: none"> • Community facilities shall be flexible in their design and promote optimum/ multi-functional usage, for users of all age and abilities • Community facilities shall not have a detrimental effect on local amenity by way of traffic, parking, noise or loss of privacy of adjacent resident • Community facilities shall be provided in conjunction with residential/mixed use development • Community facilities shall be accessible by a range of travel modes with an emphasis on walking, cycling and public transport use, while providing appropriate car parking facilities to meet anticipated demand of non-local visitors to the centre. 	
Transport		
Objective DMSO109¹⁸ – Bicycle Parking	Ensure that all new development provides high quality, secure and innovative bicycle parking provision in accordance with the bicycle parking standards set out in Table 14.17 and the associated design	Bicycle parking is provided at a rate of 1 space per bedroom for all units which do not have independent access to a rear garden, including the duplex units and

¹⁸ Listed in Opinion as SPQHO113

	<p>criteria for bicycle parking provision set out in this Plan, where feasible, practical and appropriate, having regard to local, national and international best practice.</p>	<p>some mid-terrace units. High quality, secure cycle storage facilities for duplex units are provided within the communal area, immediately adjacent to the units being served. Cycle parking storage for terraces have been provided by way of on-curtilage, secure private stores. For details of compliance with Table 14.17 please refer to Table 6.3 of this Report.</p>
<p>Section 14.17.2.1</p>	<p>The quality and quantity of bicycle parking provision in residential developments should encourage residents to adopt cycling as the preferred mode of travel for short trips.</p> <ul style="list-style-type: none"> > Cycle parking should be provided within the curtilage or adjacent to the building and should not require the bike to be brought through an internal area. > Innovative, secure, covered and front of house bicycle parking solutions are required in the design of all new duplex developments and terrace dwellings. Wall bars or rings are not acceptable at the front of a house for long stay bicycle parking. Applications for front of house bicycle parking solutions in existing housing and residential areas and matching these criteria will be supported and encouraged. > In exceptional circumstances, where cycle parking cannot be provided within the curtilage, bicycle parking that is innovative in design, secure and sheltered must be provided adjacent to the building. Communal on-street bicycle parking provision provides an opportunity in the context of retro-fitting existing terrace dwellings fronting onto streets in existing built-up area and this will form part of the Active Travel Strategy. > Apartment development must be comprehensively equipped with high quality cycle parking and storage facilities for residents and visitors. > The provision of high-quality bicycle parking is a key concern for apartment residents and apartment proposals must 	<p>As outlined above, high quality, secure bicycle parking has been provided for all units which do not have independent access to a rear 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 to encourage bicycle use. Further details of the nature and design of bicycle storage and parking are provided in Section 5.3 of the Architectural Design Statement prepared by CCK Architects and submitted with the application.</p>

	<p>respond accordingly in their design and provision of such facilities.</p> <ul style="list-style-type: none"> > Each apartment unit shall be provided with an individual storage compartment for long-stay bicycle provision that is capable of accommodating bicycles, buggies and additional ancillary equipment such as scooters, helmets and bicycle maintenance equipment. > Guidance in relation to bicycle parking provision and storage for apartment developments is outlined in the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2020. The Council will have regard to these relevant guidelines when considering applications for apartment development where bicycle parking is a requirement. 	
Objective DMSO111¹⁹ – Mobility Management Plan	For all new developments which are likely to generate a significant demand for travel, require the preparation and submission of a Mobility Management Plan as part of the development management process. This requirement includes existing developments that are expanding or intensifying their use.	A Mobility Management Plan has been prepared by CS Consulting Engineers and submitted as part of the application documentation.
Table 14.19 – Car Parking Standards See also Sections 14.17.8, 14.17.9 & 14.17.10	<p>Table 14.19 outlines car parking standards. The application site is located within Zone 2 for the purposes of these as per Table 14.48. Sections 14.17.8, 14.17.9 and 14.17.10 address accessible car parking, motorcycle parking and EV parking.</p> <p>14.17.8: A minimum of 5% of car parking spaces provided should be set aside for disabled car parking in non-residential developments. Disabled car parking spaces should be provided as close as reasonably possible to building entrance points and allocated and suitably sign posted for convenient access.</p> <p>14.17.9: Parking spaces should be provided on the basis of one motorcycle parking bay per 10 car parking spaces provided for non-residential developments and apartment developments. Spaces</p>	<p>For details of compliance with Table 14.19 please see Table 6.3 of this Report.</p> <p>Section 14.17.8 relates to non-residential development and accordingly is not relevant to the proposed development. It is noted that 6 no. accessible parking spaces are proposed which are dispersed throughout the site, with 2 no. provided as part of the residential allocation, adjacent to GF apartments and 4 no. are within the visitor parking allocation.</p> <p>In relation to 14.17.9, the proposed development does not include any parking spaces specifically for motorcycles, although the majority of residential units</p>

¹⁹ Listed in Opinion as SPQHO115

	<p>should be provided in locations convenient to building access points, similar to cycle parking requirements.</p> <p>14.17.10: All multi-unit residential developments shall incorporate EV charging points at 20% of the proposed parking spaces and appropriate infrastructure (e.g. ducting) to allow for future fit out of a charging point at all parking spaces.</p> <p>All other parking spaces, including in residential developments, should be constructed to be capable of accommodating future charging points as required.</p>	<p>within the scheme do have sufficient in-curtilage space for the storage of a motorcycle.</p> <p>In relation to Section 14.17.10, 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.</p>
Objective DMSO113 – Traffic & Transport Assessment	Require the provision of a Traffic and Transport Assessment where new development is likely to have a significant effect on travel demand and the capacity of the surrounding transport network including the road network and public transport services network.	A Traffic and Transport Assessment prepared by CS Consulting Engineers and is submitted as part of this application.
Open Space		
Table 14.11	Details the open space hierarchy which should be provided where achievable in developments with a residential component.	Please refer to Section 5.1 of the Architectural Design Statement prepared by CCK Architects and submitted with the application which includes details of the open space hierarchy.
Policy SPQHP36²⁰ – Private and Semi-Private Open Space	Ensure that all residential development within Fingal is provided with and has access to high quality private open space and semi-private open space (relative to the composition of the residential scheme) which is of a high-quality design and finish and integrated into the design of the residential development.	Please refer to Section 5.2 of the Architectural Design Statement prepared by CCK Architects and submitted with the application which includes details of the open space hierarchy.
Objective GINH03 – Biodiversity in Open Space	Make provision for biodiversity within public open space and include water sensitive design and management measures	Please refer to the Landscape Design Rationale prepared by RDMA which outlines the overriding landscape objectives to enhance existing vegetation,

²⁰ Listed in Opinion as SPQHP35

	(including SuDS) as part of a sustainable approach to open space design and management.	create new landscape features and harmonise development with nature.
Objective CIOSO44²¹ – Playgrounds	Facilitate the provision of appropriately scaled children’s playground facilities within new and existing residential development in line with the Council’s Play Policy.	Please refer to the Landscape Design Rationale prepared by RDMA which identifies the play equipment incorporated into public open space consistent with the requirements of Fingal Development Plan 2023-2029 (Table 14.11) and Fingal’s play policy ‘Space for Play, A Play Policy for Fingal’.
Objective DMSO52 – Public Open Space Provision	Public open space shall be provided in accordance with Table 14.12.	See Table 6.1 of this Report.
Objective DMSO53 – Financial Contribution in Lieu Public Open Space Provision	Require minimum open space, as outlined in Table 14.12 for a proposed development site area (Target minimum amount of 15% except in cases where the developer can demonstrate that this is not possible, in which case the 12% to 15% range will apply) to be designated for use as public open space. The Council has the discretion to accept a financial contribution in lieu of the remaining open space requirement to allow provision for the acquisition of additional open space or the upgrade of existing parks and open spaces subject to these additional facilities meeting the standards specified in Table 14.11. Where the Council accepts financial contributions in lieu of open space, the contribution shall be calculated on the basis of 25% Class 2 and 75% Class 1 in addition to the development costs of the open space.	Open space has been provided in accordance with the Development Plan standards (see further details in Table 6.1 above). A total of 0.8 ha of open space is proposed on the extent of the lands zoned RV (4.81 ha) equating to 16.6%, accordingly there is no requirement for a financial contribution in lieu of public open space.
Objective DMSO124²² – Integrated Green Infrastructure Plan	Require the submission of an Integrated Green Infrastructure Plan as part of planning applications for residential developments over 50 units and all commercial developments over 2000 sqm.	An Integrated Green Infrastructure Plan has been prepared by RMDA Landscape Architects and submitted with the application.
Objective DMSO56 – Proximity of New	Ensure every home within a new residential scheme is located within 150 metres walking distance of a pocket park, small park, local park, urban neighbourhood park or regional park.	See Table 6.1 of this Report.

²¹ Listed in Opinion as CIOSO42.

²² Listed in Opinion as DMSO126.

Residential Schemes to Parks		
Objective DMSO63 – Location of Open Space	Ensure open spaces are not located to the side or the rear of housing units.	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.
Objective DMSO64 – Design of Open Space	Ensure open space provision is suitably proportioned and inappropriate narrow tracts are not provided.	The proposed layout has been designed to ensure high quality, useable open spaces and the comprehensive development of the lands. Accordingly, narrow tracts of usable open space have been avoided.
Objective DMSO68²³ – Playground Facilities within Residential Development	Provide appropriately scaled children’s playground facilities within residential development. Playground facilities shall be provided at a rate of 4 sq m per residential unit. All residential schemes in excess of 50 units shall incorporate playground facilities clearly delineated on the planning application drawings and demarcated, built and completed, where feasible and appropriate, in advance of the sale of any units.	See Table 6.1 of this Report.
Objective DMSO69²⁴ - Requirements for Equipped Playgrounds	Ensure that in the instance of an equipped playground being included as part of a specific facility, it shall occupy an area of no less than 0.02 hectares. A minimum of one piece of play equipment shall be provided for every 50 sq. m of playground.	See Table 6.1 of this Report.
Green Infrastructure		
Objective DMSO125²⁵ – Management of Trees & Hedgerows	Protect, preserve and ensure the effective management of trees and groups of trees and hedgerows.	Existing trees and vegetation are retained where feasible, especially native trees. Please refer to the Landscape Design Rationale prepared by RMDA Landscape Architects.

²³ Listed in Opinion as DMSO70.

²⁴ Listed in Opinion as DMSO71.

²⁵ Listed in Opinion as DMSO127.

Objective DMSO70– Replacement Trees	Ensure trees removed from residential areas are replaced, where appropriate, as soon as resources allow.	The landscape design renews and augments existing vegetation with planting suitable to the local and new proposed environment. Please refer to the Landscape Design Rationale prepared by RMDA Landscape Architects.
Surface Water Management		
Objective DMSO202 – SuDS	SuDS shall incorporate nature-based solutions and have regard to the objectives set out in Fingal’s Guidance Document – Green/ Blue Infrastructure for Development, as amended. (Appendix 11).	Nature based SuDS proposals have been incorporated into the landscape proposals and includes the construction of rain gardens and swales incorporated into open spaces and the creation of an attenuation pond at the northeastern corner of the site. Please refer to the submitted Landscape Design Rationale, prepared by RMDA Landscape Architects, and the Engineering Services Report, prepared by CS Consulting, for further details in respect of incorporation of SuDS measures.
Objective DMS203 – FCC SuDS Guidance Document	<p>SuDS shall be incorporated into all parts of a development (open spaces, roads, footpaths, private areas), and have regard to the FCC SuDS Guidance Document – Green/ Blue Infrastructure for Development, as amended (Appendix 11), and shall ensure:</p> <ul style="list-style-type: none"> > That the design of SuDS enhances the quality of open spaces and when included as part of any open space provision, it must contribute in a significant and positive way to the design and quality of the open space. > Open space areas shall not be dominated by SuDS features. > Underground tanked systems, whether concrete or plastic, are the least favoured means for surface water management and shall only be used when green solutions have proven not feasible. <p>See also Appendix 11 (SuDS Guidance Document) and Chapter 11, Infrastructure and Utilities (Section 11.5.2: Surface Water and Flood Risk Management).</p>	As outline above, SuDS proposals have been incorporated into the overall layout and detailed design. Please refer to the submitted Landscape Design Rationale and the Engineering Services Report for further details.

<p>Objective DMS205 – Surface Water Management Plan</p>	<p>Require the preparation of a Surface Water Management Plan as part of all new developments which shall include the following:</p> <ul style="list-style-type: none"> > Identify and assess the existing surface water movements through the development before considering and developing a surface water management system using SuDS, having regard to our Fingal Guidance Document – Green/ Blue Infrastructure for Development, as amended. (Appendix 11). > Incorporate SuDS along the route of the water movement to enhance the water quality effects of nature-based systems at the different stages – Treatment Train approach from source to discharge. 	<p>Please refer to the Construction Surface Water Management Plan prepared by CS Consulting and submitted with this application.</p>
<p>Objective GINHO15 – SuDS</p>	<p>Limit surface water run-off from new developments through the use of appropriate Sustainable Urban Drainage Systems (SuDS) using nature-based solutions and ensure that SuDS is integrated into all new development in the County.</p>	<p>Please refer to the Engineering Services Report prepared by CS Consulting and submitted with this application.</p>
<p>Objective DMS212 – OPW Flood Risk Management Guidelines</p>	<p>Have regard to the OPW Flood Risk Management Guidelines 2009, as revised by Circular PL 2/2014, when assessing planning applications and in the preparation of statutory and non-statutory plans and to require site specific flood risk assessments be considered for all new developments within the County. All development must prepare a Stage 1 Flood Risk Analysis and if the flooding risk is not screened out, they must prepare a Site Specific Flood Risk Assessment (SSFRA) for the development, where appropriate.</p>	<p>Please refer to the Site Specific Flood Risk Assessment prepared by CS Consulting and submitted with this application.</p>