

Fingal County Council
Planning Department,
County Hall
Main Street
Swords
K67 X8Y2

13 February 2025

**Re: Proposed Large Scale Residential Development of 193 no. Residential Units at part of the
Former Teagasc Research Centre, Malahide Road, Kinsealy, Dublin 17
Response to FCC LRD Opinion –FCC Ref. LRD0046/S2**

Dear Sir/Madam,

This letter accompanies a Large Scale Residential Development (LRD) application submitted on behalf of the Land Development Agency (LDA). This letter responds to the specific information requested by Fingal County Council (FCC), as set out in its LRD Opinion (LRD0046/S2).

Following initial consultations with FCC under section 247 of the Planning and Development Act 2000 (the Planning Act), a LRD Meeting (LRD0046/S1) was held between the Applicant, representatives of its design team and the Planning Authority on 1 October 2024.

An LRD Opinion was signed on 25 October 2024 in accordance with section 32D of the Planning Act. A copy of the LRD Opinion (Section 8 of the LRD Opinion Report) is appended to this Letter (see Appendix A).

Pursuant to section 32D(2) the LRD Opinion found that:

'Fingal County Council has considered the documentation submitted with the consultation requested under Section 32B of the Planning and Development Act 2000, as amended, and is of the opinion that the documentation submitted constitutes a reasonable basis on which to make an application for permission for the proposed LRD'.

Pursuant to article 16A(7) of the Planning and Development Regulations 2001-2023 (as amended) (Planning Regulations), the LRD Opinion sets out a series of bullet points relating to requested specific information to be submitted with the application.

In this regard, Table 1 (overleaf) summarises in the left column the requested specific information and provides a response, generally indicating the location of the specific information, in the corresponding right column.

Table 1: Summary Table of Information specified under Article 16A(7) Planning & Development Regulations 2021, as amended, to be submitted with the LRD Application

Information Requested	Reference Document
PLANNING	
<i>Design & Layout</i>	
I. Comply with 'RV' Zoning Objective	Details of compliance with the 'RV' land-use zoning objective has been included at Section 6.1 of the <i>Planning Report & Statement of Consistency</i> prepared by DBCL.
II. House Design accord with DA3 Objectives in Kinsealy LAP	The proposed building design accords with the DA3 Design Requirements of the LAP by utilising a common palette of materials which are appropriate, durable and of good quality and the textures and colours of which are sympathetic to the locality. Roofs are pitched throughout the scheme. Please refer to Architectural Design Statement (ADS) Subsections 2.2.2 & 2.2.4 for further details.
III. Consider omitting external staircases on duplex block	Several options were considered in the design of the duplex block at feasibility stage with the final design being a single half flight external stairs shared between the two upper duplex units, presenting the optimum efficiency in both their internal plans and the provision of access to the upper units from the street. The height of the steps from ground level is max. 1.5m with a short flight that sits within the landscaped front curtilage of the building and gives definition to the private curtilage zones of the ground floor units. It is proposed that the stairs will sit unobtrusively within the planted curtilage area when viewed from the approach along the street, with only the light steel railings visible above the hedges and planting. The duplex blocks are positioned at the end of streets only, on the corners, and thus will not present a repetitive rhythm of stairs along the street as a more urban setting might do. Please refer to ADS Subsection 4.4 Responsive Built Form, and CCK Dwg. No. KI-CCK-S1b-XX-DR-A-1020 (Site Plan) for further details.
IV. Units in north-western corner to respect amenity of Malahide Road dwellings	Houses on the west boundary that back on to the existing houses on Malahide Road are wide fronted houses that do not overlook the rear from the first-floor habitable rooms. Bedroom windows in these houses face the front. Windows to the rear at first floor level will have obscured glass, serving sanitary and circulation areas only. These houses are also proposed on the north boundary backing on to existing houses in Kinsealy Manor. Please refer to ADS Subsection 3.6 Sensitive Boundaries for further details.

Information Requested	Reference Document
V. Detailed elevations and contiguous elevations, consideration given to massing of duplex blocks	Detailed and contiguous elevations have been prepared and form part of the architectural drawing package. Please refer to CCK Dwg. Nos. KI-CCK-S1b-XX-DR-A-2000-2007 for Site Sections and Street Elevations, CCK Dwg. Nos. KI-CCK-S1b-XX-DR-A-200-209 for Duplex Block Elevations, and CCK Dwg. Nos. KI-CCK-S1b-XX-DR-A-101-106 for House Types Elevations.
VI. Site Layout Plan demonstrates permeable links to surrounding area including Beechwood	The proposed site layout facilitates permeable links to the surrounding area, through the provision of pedestrian/cycle routes along an east-west greenway and north-south route connecting Beechwood to the southern lands and schools. Please refer to CCK Dwg. No. KI-CCK-S1b-XX-DR-A-1020 (Site Plan) and ADS Subsection 3.2 Movement & Connectivity for further details.
VII. Engage with Fingal County Childcare Committee	The proposed development provides for a purpose-built single storey childcare facility (approx. 283 sq.m GFA) with the capacity for approximately 50 children. The size of the childcare facility has been informed by the Childcare Facilities – Guidelines for Planning Authorities 2001 (Childcare Guidelines). Please refer to Section 5.1.7 of the <i>Planning Report & Statement of Consistency</i> prepared by DBCL for further details. The Fingal County Childcare Committee were contacted by way of correspondence dated 19 November 2024 outlining the details of the proposed LRD and the approach to childcare provision within the scheme. No feedback on the proposals have been received to date. Notwithstanding, it is submitted that the proposed childcare provision is consistent with the requirements of the Childcare Guidelines and will adequately provide for the future childcare needs associated with the proposed LRD.
VIII. Compliance with Compact Settlement Guidelines	Details of compliance with the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities ('the Compact Settlement Guidelines') has been included at Section 5.1 of the <i>Planning Report & Statement of Consistency</i> prepared by DBCL. Please also refer to ADS Subsection 2.3 Compact Guidelines which provides specific information in respect of compliance with design aspects of the Compact Settlement Guidelines.
Conservation	
I. Viewpoints to include Protected Structure and proposed development, in particular duplex units to NR	Photomontages have been prepared by Digital Dimensions of viewpoints along the Malahide Road to illustrate how the development sits in relation to the Protected Structure. Please refer to Appendix A of the ADS.

Information Requested	Reference Document
II. Section B-B to include Protected Structure)	Section B-B has been extended to include the Protected Structure. Please refer to CCK Dwg. No. KI-CCK-S1b-XX-DR-A-2000 (Site Elevations and Sections AA & BB). Other site section and elevation drawings that include the Protected Structure are Sections A-A, O-O, S-S and T-T. Please refer to CCK Dwg. Nos, KI-CCK-S1b-XX-DR-A-2000/2004/2006.
III. Additional mature planting to northern boundary. Durable boundary treatment to eastern boundary.	The north boundary to the Protected Structure abuts the proposed greenway, which will be landscaped to a high standard. Additional planting along the boundary is proposed to create a buffer between the two sites. The east boundary to the Protected Structure is proposed as a 2m high solid masonry wall, with a smooth render finish on the protected structure side. For details of planting to northern boundary please refer to RMDA Dwg. No. 1713 - Rev I - KinsealyTeagasc-Landscape-RMDA-DWG.1 (Landscape Masterplan). For details of eastern boundary please refer to RMDA Dwg. Nos. 1713 - Rev I - KinsealyTeagasc-Landscape-RMDA-DWG.2 (Boundary Treatment Plan) and 1713 - Rev I - KinsealyTeagasc-Landscape-RMDA-DWG.3.1 (Boundary Treatment Detail)
HOUSING DEPARTMENT & PART V FULFILMENT	
I. Full Part V proposal to be submitted to FCC in advance and a Validation Letter to issue.	Part V details have been submitted to FCC Planning Department in advance of making this application. A Validation Letter has been received and is included at Appendix A of the <i>Planning Report & Statement of Consistency</i> prepared by DBCL.
PARKS & GREEN INFRASTRUCTURE	
I. Existing Trees	
<ul style="list-style-type: none"> Retained trees must be protected as per BS 5837:2012. Tree protection measures must be in place 	Please refer to Arboricultural Assessment prepared by Arborist Associates Ltd. which includes a tree protection plan.
II. Public Open Space Provision	
<ul style="list-style-type: none"> Clarify area of Public Open Space (POS) 	An open space drawing has been prepared to illustrate the location, type and area of each open space provided. Please refer to CCK Dwg. No KI-CCK-S1b-XX-DR-A-1032 (Site Plan: Open Space) and ADS Subsection 5.1 Public Open Space for further details.

Information Requested	Reference Document
<ul style="list-style-type: none"> • Include drawing identifying in sqm each POS 	<p>Areas of individual open spaces are indicated on the Open Space drawing.</p> <p>Please Refer to CCK Dwg. No. KI-CCK-S1b-XX-DR-A-1032 (Site Plan: Open Space).</p>
<ul style="list-style-type: none"> • Clarity if east-west green route included in POS. If so, justification of useability including child safety. Minimum of 4 cross sections required. SuDS features clearly indicated on sections. 	<p>The east-west green route is proposed to be included in the Public Open Space (POS) provision, with a series of spaces for sitting, free play and passive recreation. The space is overlooked from both sides and will be a focal point in the new neighbourhood.</p> <p>Please refer to RMDA Dwg. No. 1713 - Rev I - KinsealyTeagasc-Landscape-RMDA-DWG.1 (Landscape Masterplan).</p>
III. SuDS proposals on Public Open Space	
<ul style="list-style-type: none"> • Further design consideration of POS in north-east corner – interface with playground/housing development, machinery access to hydro-brake and grass maintenance. 	<p>The playground is set back 25m from the adjacent housing, ensuring an appropriate buffer between the two. The grass areas have been designed with a 1:4 slope, which is both manageable for maintenance and ensures safe and efficient access for machinery.</p> <p>Please refer to RMDA Dwg. No. 1713 - Rev I - KinsealyTeagasc-Landscape-RMDA-DWG.1 (Landscape Masterplan).</p>
<ul style="list-style-type: none"> • Cross sections of POS in north-east corner required to demonstrate interface with SuDS feature. Full consideration of maintenance machinery access. 	<p>Please refer to RMDA Dwg. Nos 1713 - Rev I - KinsealyTeagasc-Landscape-RMDA-DWG.4.1 (Elevation) and 1713 - Rev I - KinsealyTeagasc-Landscape-RMDA-DWG.4.2 (Sections 1).</p>
IV. Proposed all-weather pitch in the open space located in the Greenbelt	
<ul style="list-style-type: none"> • Clarify dimensions and layout of all-weather soccer pitch (as per LAP) 	<p>It is noted that 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. Please refer to Section 7.2 of the <i>Planning Report & Statement of Consistency</i> prepared by DBCL in respect of compliance with the LAP objectives. Please refer to RMDA Dwg. No. 1713 - Rev I - KinsealyTeagasc-Landscape-RMDA-DWG.1 (Landscape Masterplan) for dimensions of the proposed playing pitch.</p>

Information Requested	Reference Document
<ul style="list-style-type: none"> A plan of the all-weather pitch is required including boundary treatment and trees for retention/removal. 	<p>Please refer to RMDA Dwg. Nos. 1713 - Rev I – Kinsealy Teagasc-Landscape-RMDA-DWG. 1 (Landscape Masterplan) and 1713 - Rev I - KinsealyTeagasc-Landscape-RMDA-DWG.1.4 (Combined Tree Survey).</p> <p>Please also refer to the RMDA Landscape Rationale (page 14) in relation to removal of trees.</p>
V. Interface with Greenbelt lands	
<ul style="list-style-type: none"> Clarify how Open Space No. 6 integrates with Greenbelt lands, in particular reservoir at this location 	<p>Landscape mounding is proposed to the greenbelt lands, with the planting of pioneer and selected retained trees. A looped path will link the open space and greenbelt lands. A structured junior playground will have a fenced boundary to the greenbelt lands, otherwise free movement and view is proposed between these two spaces.</p> <p>Please refer to RMDA Dwg. No. 1713 - Rev I – Kinsealy Teagasc-Landscape-RMDA-DWG. (Landscape Masterplan).</p>
<ul style="list-style-type: none"> Landscape plan for Greenbelt lands – show relationship with rest of development and boundary treatments. 	<p>The greenbelt lands retained the existing boundary treatment to the redline (south, east, west). The northern boundary to the proposed development is a 1.2m high fence and native hedgerow, specifically to the junior play space and Road No. 5.</p> <p>Please refer to RMDA Dwg. No. 1713 - Rev I - KinsealyTeagasc-Landscape-RMDA-DWG.1 (Landscape Masterplan).</p>
VI. Play Provision	
<ul style="list-style-type: none"> Structure play areas of 909sqm acceptable. 	<p>Approx 726sqm of 'formal' play equipment areas plus a 434sqm junior play enclosure that includes a sand pit are proposed. Total proposed play area: 1160m².</p> <p>Please refer to the RMDA Landscape Rationale (page 20) and RMDA Dwg. No. 1713 - Rev I - KinsealyTeagasc-Landscape-RMDA-DWG.1 (Landscape Masterplan).</p>
<ul style="list-style-type: none"> Consideration given to safety issues of playgrounds beside greenway. 	<p>The previously proposed playground located on the east-west greenway route has been replaced by pond. The playgrounds are now located on the secondary north-south routes.</p> <p>Please refer to the RMDA Landscape Rationale (page 20)</p>
<ul style="list-style-type: none"> Drawing indicating min. 25m separation between play areas and residential units and boundary treatment. Consideration given to 	<p>All play areas are located at a minimum of 25metres distance from residential units. The SuDS feature to the north is a dry retention area. The adjoining play space incorporate level changes and the tiered landscape in this area is envisaged as a landscape element that will encourage playful interaction and free play. A 1.2m high fence encloses the junior play area to the south.</p>

Information Requested	Reference Document
proximity of SuDS features and playground in north-eastern corner.	Please refer to RMDA Dwg. No. 1713 - Rev I - KinsealyTeagasc-Landscape-RMDA-DWG.1 (Landscape Masterplan) and the RMDA Landscape Rationale (page 19).
VII. Boundary Treatment	
<ul style="list-style-type: none"> Consideration of the necessity for 4.4m boundary to communal gardens and impact on light to gardens. 	The drawings have been amended to reduce the height of the communal garden boundary to 3.5m while maintaining the design intention of a rural village aesthetic of agricultural walls. In addition, and to further increase the light in the garden, the gate opening in the wall has been widened. Please refer to CCK Site Section M-M, Dwg. No. KI-CCK-S1b-XX-DR-A-2004 for further details.
<ul style="list-style-type: none"> Defensive planting should be accompanied by physical barrier (railings). 	A 1.2m high fence and/or a structured hedgerow has been proposed where it is deemed necessary. Please refer to RMDA Dwg. No. 1713 - Rev I - KinsealyTeagasc-Landscape-RMDA-DWG.2 (Boundary Treatment Plan).
<ul style="list-style-type: none"> Drawing clearly indicating boundary railings/walls between private property and public realm. 	Please refer to RMDA Dwg. No. 1713 - Rev I - KinsealyTeagasc-Landscape-RMDA-DWG.2 (Boundary Treatment Plan).
VIII. Landscape Plan	
Landscape Plan to include:	
<ul style="list-style-type: none"> Interconnections between adjacent open spaces 	The proposed open spaces are designed for intuitive movement across the development and its connections to adjoining lands. The design integrates multi-use spaces that encourage social interaction and recreation, incorporating seating nodes, gathering areas, and activity zones at key connection points. Safety is prioritized through appropriate lighting and open sightlines, while universal accessibility and green infrastructure objectives, as outlined in the Fingal Development Plan 2023–2029, are fully integrated. Please refer RMDA Green Infrastructure document.
<ul style="list-style-type: none"> Min. separation distance of 25m between dwellings and play facilities 	All play areas are located at a minimum of 25metres distance from residential units. Please refer to RMDA Dwg. No. 1713 - Rev I - KinsealyTeagasc-Landscape-RMDA-DWG.1 (Landscape Masterplan).
<ul style="list-style-type: none"> Location of above and below ground services 	Please refer to combined utility RMDA Dwg. Nos. 1713 - Rev I - KinsealyTeagasc-Landscape-RMDA-DWG.1.1 / 1.2.

Information Requested	Reference Document
<ul style="list-style-type: none"> Min. separation distance of 7m between lamp standards and tree planning. Lamp standards must be on hardstanding. 	<p>All proposed trees are located 7m minimum distance from lamp standards. Lighting standards are all located on hardstanding.</p> <p>Please refer to RMDA Dwg. No. 1713 - Rev I - KinsealyTeagasc-Landscape-RMDA-DWG.1 (Landscape Masterplan).</p>
<ul style="list-style-type: none"> No tree planting within 2.5m of services or 2m of boundary walls/paths 	<p>Efforts have been made to located all proposed trees at a minimum distance of 2.5m from services and 2m from walls/paths. Where this has not been possible, deflective root barriers will be installed. Final tree locations will be agreed with the local authority.</p> <p>Please refer to RMDA Dwg. No. 1713 - Rev I - KinsealyTeagasc-Landscape-RMDA-DWG.1 (Landscape Masterplan).</p>
<ul style="list-style-type: none"> Label width of grass verge. Tree pits required for tree planting on hard surfaces or verges less than 1.2m 	<p>Width of verges have been labelled. No trees have been proposed in narrow verges or on hard surfaces.</p> <p>Please refer to RMDA Dwg. No. 1713 - Rev I - KinsealyTeagasc-Landscape-RMDA-DWG.1 (Landscape Masterplan).</p>
<ul style="list-style-type: none"> Tree proposed for gardens must be planted within house boundary and not between houses. 	<p>There are no trees proposed to rear gardens. Front garden trees are located on the streetscape or in the curtilage of individual units.</p>
<ul style="list-style-type: none"> Min. of 2.5m for pathway crossing POS. Dust paths discouraged and should be replaced by tarmac/concrete. 	<p>Dust paths are replaced by coloured tarmac or concrete. Paths extended to 2.5m width where required.</p>
<ul style="list-style-type: none"> <i>Prunus luistanico</i> must be replaced with native alternative. 	<p><i>Prunus lusitanica</i> has been replaced with <i>ilex aquilifolium</i>.</p>
<ul style="list-style-type: none"> Clarify location of ESB substations (at locations which do not attract anti-social behaviour) 	<p>The substations are positioned in easily accessible locations, in clear public view and with oversight from numerous residential units.</p> <p>Please refer to RMDA Dwg. No. 1713 - Rev I - KinsealyTeagasc-Landscape-RMDA-DWG.1 (Landscape Masterplan).</p>
<ul style="list-style-type: none"> Railings must have 40cm "no-mow" concrete trip underneath. 	<p>The detail and specification of the proposed boundary fence is amended as per received comments.</p>

Information Requested	Reference Document
Railings should be solid bar, galvanised and powder-coated.	Please refer to RMDA Dwg. No. 1713 - Rev I - KinsealyTeagasc-Landscape-RMDA-DWG.3.1 (Boundary Treatment Detail).
<ul style="list-style-type: none"> Maintenance Plan for attenuation area in eastern part of POS required. 	Please refer to RMDA Specification of Landscape Works & Maintenance document submitted as part of the application.
<ul style="list-style-type: none"> Long and short-term management and maintenance plan required for all landscape features (incl. trees, hedgerows & SuDS). 	Please refer to RMDA Specification of Landscape Works & Maintenance and the SuDS Maintenance Plan documents submitted as part of this application.
WATER SERVICES	
I. Surface Water acceptable in principle.	CS Consulting met with Mr Phillip Grobblar of FCC Drainage Dept on several occasions via MS Teams and the proposed surface water and SuDS layouts have been agreed in principle.
II. Legal Entitlement to make connection to network within Gandon Lane/Beechwood	Please refer to the Letter of Consent from O'Flynn Construction (Kinsealy) Unlimited Company is included with this application which provides for foul and water connections from its lands to Gandon Lane and Beechwood.
III. Concerns that attenuation pond will be visually intrusive, restrictive and potentially hazardous. Further details requested: <ul style="list-style-type: none"> Further details of proposed pond Additional sections through pond Extend sections to indicated how pond blends with wider landscape Pond must align with CIRIA C753 SuDS Manual 	Sections and elevations have been provided that detail the relationship of the attenuation pond and the surrounding environment, existing and proposed, including boundaries, topography, retaining structure and visual connection to adjacent streetscapes. Please refer to RMDA Dwg. Nos. 1713 - Rev I - KinsealyTeagasc-Landscape-RMDA-DWG.4.1 (Elevations) and 1713 - Rev I - KinsealyTeagasc-Landscape-RMDA-DWG.4.2 (Sections 1) and 1713 - Rev I - KinsealyTeagasc-Landscape-RMDA-DWG.4.3 (Sections 2).

Information Requested	Reference Document
<ul style="list-style-type: none"> Review topography between top of pond and existing estate road – visual and safety concerns 	
Transportation & Access	
I. Access/Sightlines	
<ul style="list-style-type: none"> Detailed sightline drawing for Malahide Road entrance, sightlines as per DN-GEO=03060 and DMURS 	Please refer to CS Dwg. No. C215-CSC-00-XX-DR-C-0009 for details of sightlines.
<ul style="list-style-type: none"> Shared greenway running north-south be further developed to provide continuous connectivity to the Malahide Road and the vicinity of St. Nicholas of Myra NS. 	The eastern shared greenway running north-south extends to the southern edge of the housing and is further extended, via the shared surface Road 5, along the southern access road as a dedicated 4m wide pedestrian/cycle route, separated from the road by a tree-lined margin. Refer to updated CCK Dwg. No. KI-CCK-S1b-XX-DR-A-1020 (Site Plan). This provides a direct pedestrian/cycle route to St Nicholas of Myra National School from the existing neighbourhoods of Beechwood and Newpark to the north and east of the development site.
II. Car Parking	
<ul style="list-style-type: none"> Note the Council's taking in charge policy regarding on-street parking, 	CS Consulting have tried on several occasions to contact FCC Taking In Charge Department to discuss taking in charge requirements but have had no response to date.
III. Bicycle Parking	
<ul style="list-style-type: none"> Management Company to provide for funded maintenance regime for bicycle parking facilities. 	Subject to any grant of permission, appropriate measures will be put in place to ensure the appropriate management and maintenance of communal bicycle parking facilities.
IV. Layout	
<ul style="list-style-type: none"> Shared greenway running north-south be further developed to provide continuous connectivity to the Malahide Road and the vicinity 	The eastern shared greenway running north-south extends to the southern edge of the housing and is further extended, via the shared surface Road 5, along the southern access road as a dedicated 4m wide pedestrian/cycle route, separated from the road by a tree-lined margin. Please refer to updated CCK Dwg No. KI-CCK-S1b-XX-DR-A-1020 (Site Plan).

Information Requested	Reference Document
<p>of St. Nicholas of Myra NS. Preference that verge and street trees provided between road carriageway and this greenway.</p>	<p>This provides a direct pedestrian/cycle route to St Nicholas of Myra NS from the existing neighbourhoods of Beechwood and Newpark to the north and east of the development site.</p> <p>Please refer to Site Plan CCK Dwg No KI-CCK-S1b-XX-DR-A-1020 (Site Plan) and ADS Subsections 3.2 Movement & Connectivity & 3.3 Active Travel for further detail.</p>
<ul style="list-style-type: none"> Shared greenway running north-south to tie-into existing footpaths in Beechwood and New Park Drive 	<p>The site layout has been amended to provide a direct pedestrian/cycle route that runs right up into the north-east corner and ties in with existing footpaths in Beechwood and Newpark, ensuring continuous connectivity to the adjacent developments.</p> <p>Please refer to CCK Dwg No. KI-CCK-S1b-XX-DR-A-1020 (Site Plan) and ADS Subsections 3.2 Movement & Connectivity & 3.3 Active Travel for further detail.</p>
<ul style="list-style-type: none"> Intersection of east-west greenway with Malahide Road too wide at existing footpath. Detail of intersection to be further developed. Existing entrance to be replaced with a footpath with fill height kerb. 	<p>The site layout has been amended to remove the splayed layout at the western end of the greenway where it meets the existing footpath on Malahide Road and replace it with a continuous width alignment.</p> <p>Please refer to Site Plan CCK Dwg. No. KI-CCK-S1b-XX-DR-A-1020 (Site Plan).</p>
<ul style="list-style-type: none"> Footpaths at northern entrance must tie-into existing Beechwood footpaths. Red-line boundary to include tie-in. 	<p>The site layout has been amended to tie in footpaths at the northern vehicular entrance with existing footpaths at Beechwood. The red line planning boundary has been amended to capture this.</p> <p>Please refer to CCK Dwg. No. KI-CCK-S1b-XX-DR-A-1020 (Site Plan) for further detail.</p>
<ul style="list-style-type: none"> Consider continuous footpath along length of Road 1 to connect to creche. 	<p>The site layout has been amended to provide a continuous segregated pedestrian route to the creche along Road 1 from both the northern access road to the east and the greenway to the south.</p> <p>Please refer to CCK Dwg. No. KI-CCK-S1b-XX-DR-A-1020 (Site Plan) for further details.</p>
<ul style="list-style-type: none"> Length of main road running north-south from south is long – ensure compliance with DMURS. 	<p>The site layout has been amended to provide a bend on the southern access road to limit forward visibility and reduce the length of straight road. Raised tables and pedestrian crossing points have been proposed to further limit vehicular speeds on this road.</p> <p>Please refer to CCK Dwg. No. KI-CCK-S1b-XX-DR-A-1020 (Site Plan) for further details.</p>

Information Requested	Reference Document
<ul style="list-style-type: none"> Detail of how Road 6 will operate as a one-way system (signage, direction of flow etc.) 	<p>Road 6 has been designed partially as a one-way road on its east-west leg, which together with the eastern section of Road 5 forms a three-sided one-way loop in a clockwise direction. Appropriate road markings and signage will be provided, as well as a transition zone with a visually contrasting surface finish. The one-way loop will facilitate continuous forward movement for refuse and emergency vehicles, while minimising the extent of hard surface areas adjacent to the greenway.</p> <p>Please refer to Site Plan CCK Dwg. No. KI-CCK-S1b-XX-DR-A-1020.</p>
<ul style="list-style-type: none"> Consider width of shared surfaces/homezones – provide further design detail to ensure compliance with DMURS. 	<p>Shared surface areas will generally be 4.8-5m wide, with narrowing at transition points. Where perpendicular parking occurs, the road will increase to 6m in width to facilitate reverse manoeuvres.</p> <p>Please refer to CCK Dwg. No. KI-CCK-S1b-XX-DR-A-1020 (Site Plan)</p>
<ul style="list-style-type: none"> Statement of Consistency with DMURS to be provided. 	<p>Please refer to the DMURS Statement of Consistency prepared by CS Consulting and submitted as part of the application.</p>
<ul style="list-style-type: none"> Consideration to surface treatment of shared surfaces/homezones. 	<p>The north-south link, including the shared streetscape and greenway, is proposed as a permeable coloured asphalt. The remaining homezone/shared streetscapes will receive a tarmacadam with red graphic chip.</p> <p>Please refer to RMDA Dwg No. 1713 - Rev I - KinsealyTeagasc-Landscape-RMDA-DWG.1 (Landscape Masterplan).</p>
<ul style="list-style-type: none"> Consideration of interface between greenways and road/street surfaces to ensure its differentiated so motorised vehicles don't enter. 	<p>A paved banding strip accompanied by a surface change to concrete path is proposed as the indicator at the interfaces between greenways and road/streetscape.</p> <p>Please refer to RMDA Dwg No.. 1713 - Rev I - KinsealyTeagasc-Landscape-RMDA-DWG.1 (Landscape Masterplan).</p>
<ul style="list-style-type: none"> Consideration to surface finish and colour of greenways. Recommend engagement with Parks & Green Infrastructure Division. 	<p>A permeable colour asphalt is proposed as the surface finished to the greenways across the site. This will match the shared surface streetscape of the north-south link through the development.</p> <p>Please refer to RMDA Dwg No. 1713 - Rev I - KinsealyTeagasc-Landscape-RMDA-DWG.1 (Landscape Masterplan).</p>
<ul style="list-style-type: none"> Ensure dimensions of parallel parking comply with DMURS. Swept path analysis may be required to demonstrate. 	<p>Please refer to CS Consulting Dwg. Nos. C215-CSC-00-XX-DR-C-0004/0005 for the site wide general arrangement for the road layout.</p> <p>Swept path analysis for the Creche is shown on CS Consulting Dwg. No. C215-CSC-00-XX-DR-C-0034.</p>

Information Requested	Reference Document
Further consideration of creche drop-off and swept path analysis provided.	
<ul style="list-style-type: none"> Provide detail of permeable paving parking spaces adjacent to road carriageway – construction detail to prevent road build up being undermined to be provided. 	Please see CS Consulting Dwg. No C215-CSC-00-XX-DR-C-0023.
<ul style="list-style-type: none"> Detailed plan drawing demonstrating road kerb levels for full site. 	Please see CS Consulting Dwg. No C215-CSC-00-XX-DR-C-0032.
V. Public Lighting	
<ul style="list-style-type: none"> Strong preference for public lighting of greenway – coordinate with Public Lighting Section, Parks & Green Infrastructure Division & Ecologist may be required. 	The RMDA Landscape Architects, Delap & Waller Electrical Engineers and TMS Environmental Consultants have coordinated the public lighting proposal to include lighting locations along the greenway. Please refer to 'Public Lighting Layout' (pg. 23) of the RMDA Landscape Rationale document.
VI. Pedestrian & Cycle Connectivity	
<p>Shared greenways are welcome.</p> <p>Following comments for consideration</p> <ul style="list-style-type: none"> Shared greenway running north-south be further developed to provide continuous connectivity to the Malahide Road and the vicinity of St. Nicholas of Myra NS 	<p>The eastern shared greenway running north-south extends to the southern edge of the housing and is further extended, via the shared surface Road 5, along the southern access road as a dedicated 4m wide pedestrian/cycle route, separated from the road by a tree-lined margin. This provides a direct pedestrian/cycle route to St Nicholas of Myra NS from the existing neighbourhoods of Beechwood and Newpark to the north and east of the development site.</p> <p>Please refer to CCK Dwg. No. KI-CCK-S1b-XX-DR-A-1020 (Site Plan) and ADS Subsections 3.2 Movement & Connectivity and 3.3 Active Travel.</p>
<ul style="list-style-type: none"> Preference that verge and street trees provided between road carriageway and this greenway 	The southern access road pedestrian/cycle route is separated from the road by a 2m wide tree-lined margin. Please refer to CCK Dwg. No. KI-CCK-S1b-XX-DR-A-1020 (Site Plan).

Information Requested	Reference Document
<ul style="list-style-type: none"> Shared greenway running north-south to tie-into existing footpaths in Beechwood and New Park Drive 	<p>The site layout has been amended to provide a direct pedestrian/cycle route that runs right up into the north-east corner and ties in with existing footpaths in Beechwood and Newpark, ensuring continuous connectivity to the adjacent developments.</p> <p>Please refer to CCK Dwg. No. KI-CCK-S1b-XX-DR-A-1020 (Site Plan) and ADS Subsections 3.2 Movement & Connectivity & 3.3 Active Travel.</p>
<ul style="list-style-type: none"> Intersection of east-west greenway with Malahide Road too wide at existing footpath. Detail of intersection to be further developed. Existing entrance to be replaced with a footpath with fill height kerb 	<p>The site layout has been amended to remove the splayed layout at the western end of the greenway where it meets the existing footpath on Malahide Road and replace it with a continuous width alignment.</p> <p>Please refer to CCK Dwg. No. KI-CCK-S1b-XX-DR-A-1020 (Site Plan).</p>
<ul style="list-style-type: none"> Footpaths at northern entrance must tie-into existing Beechwood footpaths. Red-line boundary to include tie-in. 	<p>The site layout has been amended to tie in footpaths at the northern vehicular entrance with existing footpaths at Beechwood. The red line planning boundary has been amended to capture this.</p> <p>Please refer to CCK Dwg. No. KI-CCK-S1b-XX-DR-A-1020 (Site Plan).</p>
VII. Road Safety Audit	
<ul style="list-style-type: none"> Stage 1 Road Safety Audit of final layout recommended. 	<p>Please refer to the Road Safety Audit, undertaken by Roadplan Consulting Engineers Ltd. and submitted with the application, which has been received and closed out.</p>
VIII. Taking in Charge	
<ul style="list-style-type: none"> Engage with Councils Taking In Charge Section. 	<p>As outlined above, CS Consulting have tried to contact FCC Taking In Charge Department to discuss taking in charge requirements but have had no response to date.</p>
IX. Electric Vehicle (EV) Charging	
<ul style="list-style-type: none"> Non-in-curtilage residential car spaces shall EV charging points at rate of 20% with appropriate infrastructure for future fit out of remaining 80%. EV facilities for 	<p>24 no. (20.6%) non-in-curtilage parking spaces will be provided with EV charging points and have been identified on a parking allocation map, including two accessible spaces, and infrastructure for future fit out of EV charging will be provided to the remaining 92 (79.3%) on-street resident spaces. In addition, 6 no. visitor spaces, including 3 no. accessible spaces, will have EV charging facilities provided.</p>

Information Requested	Reference Document
accessible spaces also to be included.	Please refer to CCK Dwg. No. KI-CCK-S1b-XX-DR-A-1034 (Site Plan: Parking Allocation) and ADS Subsection 5.4 Car Parking.
<ul style="list-style-type: none"> Clarity on total number of Non-in-curtilage residential car spaces for which EV facilities are required. 	116 no. on-street resident spaces are provided, of which 24 no. (20.6%) will have EV charging. Please refer to CCK Dwg. No. KI-CCK-S1b-XX-DR-A-1034 (Site Plan: Parking Allocation).
X. Traffic Impact Assessment	
<ul style="list-style-type: none"> Traffic Impact Assessment to assess Junctions 1 (Chapel Rd- Malahide Rd) and Junction 2 (Baskin Lane- Malahide Rd). 	The junctions referenced have been modelled and the results can be found in sub-sections 5.3 and 5.4 of the Transport and Traffic Assessment prepared by CS Consulting and submitted with the application.
XI. Creche	
<ul style="list-style-type: none"> Consideration of a continuous footpath along length of Road 1 to provide connection to creche from north and south directions. 	The site layout has been amended to provide a continuous segregated pedestrian route to the creche along Road 1 from both the northern access road to the east and the greenway to the south. Please refer to CCK Dwg. No. KI-CCK-S1b-XX-DR-A-1020 (Site Plan).
Environmental	
Applicant to carry out due diligence in respect of AA and EIA and submit necessary Reports.	<p>An Appropriate Assessment (AA) Screening Report has been prepared by Openfield Ecological Services and submitted with the application.</p> <p>An Environmental Impact Assessment (EIA) Screening Report has been prepared by TMS Environmental Ltd. and submitted with the application.</p>

I trust that the submitted documents have comprehensively addressed all of the matters raised by the Planning Authority and I look forward to an early and favourable decision.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Declan Brassil', with a stylized flourish at the end.

Declan Brassil

Declan Brassil & Co.

APPENDIX A

EXTRACT FROM FCC LARGE SCALE RESIDENTIAL DEVELOPMENT OPINION REPORT

FCC REF. LRD0046/S2

- Arboricultural Impact Assessment Arborist Associates Ltd
- Tree Survey Arborist Associates Ltd
- AA Screening Report OPENFIELD Ecological Services
- Archaeological Impact Assessment CourtneyDeery Archaeology & Cultural Heritage
- Utilities Report CS Consulting Group

8.0 Opinion

Based on the information submitted by the applicant in accordance with Section 32B of the Planning and Development Act 2000 (as amended), the proposed development falls within the definition of Large-Scale Residential Development, as set out in Section 2 of the Planning and Development Act 2000 (as amended).

Having examined and considered the information submitted by the applicant, the submissions from internal consultees, the discussions which took place at the LRD Meeting, and having regard to national policy including the National Planning Framework and Section 28 Ministerial Guidelines; regional policy including the Regional Spatial and Economic Strategy; and local planning policy including the Fingal Development Plan 2023-2029 and the Kinsealy Local Area Plan, the opinion of the Planning Authority is outlined below.

Fingal County Council has considered the documentation submitted with the consultation request under Section 32B of the Planning and Development Act 2000, as amended, and is of the opinion that the documentation submitted constitutes a reasonable basis on which to make an application for permission for the proposed LRD.

Pursuant to Article 16A(7) of the Planning and Development Regulations 2001 (as amended), the prospective applicant is hereby notified that, in addition to the requirements as specified in articles 20A, 22 and 23, the following specific information should be submitted with any application for permission:

Planning

Design and Layout

- I. Proposed development should comply with the zoning objectives for 'RV' Rural Village.
- II. Proposed house designs should accord with the objectives set out under Development Area 3 in the Kinsealy Local Area Plan (2019).
- III. Applicant was requested to consider omitting the external staircases as part of the proposed duplex blocks.
- IV. Proposed units in the north western corner of the site should be designed to respect the amenity of existing neighbouring dwellings along the Malahide Rd.
- V. Detailed elevations and contiguous elevations would be required, maintain high architectural quality of design, consideration should be given to the massing of proposed duplex blocks relative to surroundings.
- VI. Proposed site layout plan should demonstrate permeable links with surrounding area including the 'Beechwood' development to the north.
- VII. Childcare- applicant advised to engage with Fingal County Childcare committee regarding no of childcare spaces required.
- VIII. Compliance with the new Sustainable Development & Compact Settlement Guidelines.

Conservation

- I. Request for viewpoints/visualisations of protected structure and proposed development, in particular showing three-storey duplex units to NE of Former Teagasc Building.
- II. Revision of Section B-B to include protected structure (extension of existing Section so similar to Section A-A which shows the protected structure).
- III. Boundary Treatment – to the north boundary asked for additional mature planting including trees on the development side of the boundary to ensure sufficient planted buffer between both sites. The eastern boundary treatment of a timber fence to the rear with the proposed terrace of housing is not a satisfactory treatment. Need to provide durable boundary. The side facing the protected structure needs to be quality finish.

Housing Department and Part V Fulfillment:

- I. The developer has been instructed to issue a full Part V proposal to PartV@fingal.ie, once reviewed and deemed acceptable a Validation Letter will be issued to facilitate lodging of the application.

Parks and Green Infrastructure

I. Existing trees:

- The 72 retained trees must be protected throughout the construction phase in accordance with BS 5837: 2012, *Trees in Relation to Design, Demolition, and Construction – Recommendations*. A consulting arborist must be engaged for the duration of the project. All tree protection measures, including fencing, must be in place before construction begins.

II. Public Open Space Provision:

- There are a number different figures given throughout the submitted documentation in relation to the proposed area of Public Open Space. It is not clear which figures are correct/ accurate in particular in relation to the figures for the Greenbelt open space.
- For clarity the applicant is requested to produce a drawing clearly identifying the area in square metres of each unit of Public Open Space. These areas should be outlined using a thin line on a detailed landscape plan. The width of each open space should be clearly shown.
- Clarity is required in relation to proposed green route which runs east west through the site as to whether it is proposed to be included as Public Open Space. If this is the case, justification is required to explain its usability taking into consideration child safety as the play on this area of open space. A minimum of four cross sections are required with dimensions shown of the submitted drawings. Proposed SuDS features should be clearly indicated in these sections.

III. SuDS proposals on Public Open Space:

- The proposed layout of the Public Open Space located in north-eastern corner of the site is of concern. In this regard, the proposed attenuation area and its interface with the lands to the north and also the playground needs further design consideration, in terms of how it sits in the landscape of a housing development. In addition, maintenance machinery access to the both the hydro-brake man-hole as well as general grass maintenance access needs to be taken into consideration.
- Further design consideration is required on the proposed Public Open Space layout in the north-eastern corner of the site. Cross sections running north-south and east-west are required to clearly demonstrate how the proposed SuDS feature interfaces with lands to the north and east and with the open space design as a whole. Full consideration should be given the access of maintenance machinery access.

IV. Proposed all-weather pitch in the open space located in the Greenbelt:

- It is not clear from the submitted drawings what the dimensions and layout for the all-weather soccer pitch (as per the Kinsealy LAP) are.
- A plan of the proposed all weather soccer pitch located in the Greenbelt lands is required. This plan will indicate boundary treatment as well as trees / vegetation for retention and removal.

V. Interface with the Greenbelt lands:

- It is not clear how Open Space no. 6 integrates / relates to the Greenbelt lands in the south-eastern corner of the site, in particular in relation to the reservoir at this location.
- A landscape plan for the Greenbelt lands is required. This plan should clearly show the relationship of this Public Open Space to the rest of the development. Proposed boundary treatment should be clearly shown.

VI. Play Provision:

- Structured play areas of 909 sq.m. are proposed which is acceptable.
- All three proposed playground are located beside the proposed greenway, while only one of them has boundary treatment. Parks and Green Infrastructure Division has concerns in relation to the safety of users especially children at risk of flight.
- A drawing clearly indicating a minimum of 25 metre separation distance between proposed play areas and residential units as well as boundary treatment is required. Consideration should be given the proximity of the proposed SuDS area and the playground located in the north-eastern corner of the site.

VII. Boundary treatment

- The *Boundary Treatment Plan* (Drawing No: DWG.2, dated 13/09/2024), prepared by RMDA, indicates a 4.4m-high boundary for the communal garden. There is concern regarding whether such a tall boundary is necessary, as along the southern edge it could significantly reduce light in those communal gardens.
- Proposed Defensive Planting provided between private patios, apartments and public open space is welcome and should be accompanied by the physical barrier as railings.
- A drawing clearly indicating boundary railings / walls between private property and the Public Realm is required.

VIII. Landscape Plan

General comments on the submitted landscape plan are as follows:

The plan should include the following:

- Clear indication of the interconnections between adjacent open spaces.
- A minimum separation distance of 25 metres between dwellings and play facilities, clearly marked on the plan.
- Location of both above and below-ground services.
- A minimum separation distance of 7 metres between lamp standards and new street tree plantings. Lamp standards must be positioned on hard standing areas.
- No tree planting should be located within 2.5 metres of services or within 2 metres of boundary walls and paths.
- The width of grass verges where tree planting is proposed must be labelled on the landscape plans. Tree pits must be constructed where trees are planted in hard surfaces or grass verges less than 1.2 metres wide between the kerbs.
- Trees proposed for front gardens must be planted within the individual house boundaries, not between houses.
- Pathways crossing public open spaces must have a width of 2.5 metres. Dust paths are discouraged and should be replaced with tarmac/concrete accompanied by appropriate concrete kerbing, as dust-type surfaces do not last in public open spaces.
- *Prunus lusitanica* species must be replaced with native alternatives.
- The location of proposed ESB substations must be clarified. ESB substations are not acceptable in these areas, as they may attract anti-social behaviour.
- Proposed railings must have a 40 cm wide "no-mow" concrete strip underneath to facilitate safe maintenance. The railings should be made of solid bar, galvanised, and powder-coated.
- A maintenance plan for the attenuation area in the eastern part of the public open space is required.
- Additionally, A long- and short-term management and maintenance plan is required for all landscape features, including trees, hedgerows and SuDS.

Water Services

- I. Surface Water: Acceptable in principle but subject to agreed details.
- II. The subject development site is designed as a single catchment with an individual outfall to an existing surface water network. This network, located within Gandon Lane / Beechwood residential estate, may possibly not have been taken into charge yet, in which case the applicant should demonstrate legal entitlement to make a connection.
- III. The proposal is acceptable in principle, however there is serious concern regarding the detail of the proposed pond feature. In its current format the pond features a permanent water depth of 1m, with an allowance of another 1m for the 1:30 year storm event, an additional 1m for the increase associated with the

1:100 year event, plus a freeboard allowance of 500mm, ie 3.5m depth of which 1m is permanent water retention. There is concern that the pond depth will be visually obtrusive, restrictive in terms of land use and potentially hazardous. In terms of SuDS the pond is most welcome as it offers superb water quality enhancement, attenuation, and bio-diversity and amenity value under the right conditions.

Therefore, the applicant is requested to;

- Further develop the details of the proposed pond
- Provide additional sections through the pond
- Extend the sections to better indicate how the pond blends within the wider landscape/streetscape.
- All aspects of the pond must align with the recommendations of the CIRIA C753 SuDS Manual.
- Aligned with this it is noted that site topography necessitates a steep slope between the top of the pond embankment and the existing estate road to the north (Beechwood). Design levels indicate a c.4.2m drop over c.5-6m which again could be obtrusive and unsafe.

Transportation and Access

I. Access/Sightlines

- A detailed sightline drawing should be provided for the vehicular entrance onto the Malahide Road, demonstrating sightlines as per the requirements of DN-GEO-03060 (as published by Transport Infrastructure Ireland (TII)) and DMURS.
- The Transportation Planning has no objection to the general principle of the location of the proposed vehicular entrance and access road to the south-west of the site; and it is recommended that the applicant give further consideration to the following; that the shared cycle/pedestrian route/greenway that runs north-south on the eastern side of the site be further developed to provide continuous connectivity in the south-western direction adjacent to the access road to connect up to the Malahide Road and the vicinity of the St. Nicholas of Myra National School.

II. Car Parking

- The applicant has provided a dedicated drawing for car parking and bicycle parking titled 'site plan parking allocation'. The applicant should take note of the Councils taking in charge policy in regard to on-street carparking.

III. Bicycle Parking

- The Transportation Planning Section recommend that the applicant give further consideration to ensuring that the development management company/owners management company would provide that the cycle parking areas are subject of a funded maintenance regime that ensures that facilities are kept clean, free of graffiti, well-lit and the parking equipment will be properly maintained.

IV. Layout

The Transportation Planning Section recommend that the applicant give further consideration to the following, and amend the layout where necessary:

- The Transportation Planning has generally no issue with the general location of the proposed vehicular entrance and access road to the south-west of the site, and it is recommended the applicant give further consideration to the layout of the shared cycle/pedestrian route/greenway that runs north-south on the eastern side of the site, so that it provides continuous connectivity in the south-western direction adjacent to the access road to connect up to the Malahide Road and the vicinity of the ST. Nicholas of Myra National School.
Preference that a verge and street trees would be provided between the road carriageway and this 'greenway/ shared cycle/pedestrian route'.
- The Transportation Planning Section recommend that the applicant give further consideration to the layout of the cycle/pedestrian route/greenway that runs north-south on the eastern side of the site, to provide continuous connectivity right up into the north-east corner of the site to tie-into the existing footpaths in 'Beechwood' and 'New Park Drive'.
- The Transportation Planning Section recommend that the applicant give further consideration to the east-west 'greenway/ shared cycle/pedestrian route', where it intersects with the Malahide Road, as the intersection appears to be too wide, and the greenway should maintain its consistent width where it intersects with the existing footpath. The detail of this intersection should be further developed, the existing vehicular entrance should be replaced with a footpath with a full height kerb.
- The Transportation Planning Section recommend that the applicant give further consideration to the proposed new footpaths adjacent to the northern vehicular entrance into 'Beechwood', which should tie-into the existing footpaths, and the redline boundary should include this 'tie-in'.
- Consideration should be given to providing a continuous footpath along the entire length of 'road 1', on one side of the road; to provide a continuous footpath connection to the creche from the north and south directions.
- The main road running north-south as you enter the site from the south is long, at circa 180m in length; and this should be further considered to ensure it complies with DMURS guidance.
- More consideration and detail is required on Road 6 and how it's proposed to operate as a one-way system; such as details on signage, the direction of flow, the direction of flow on the adjacent street.

- The Transportation Planning Section recommend that the applicant give further consideration to some sections of the 'shared surface/homezones', which appear to have a carriageway that is too wide, and should be further developed as per DMURS guidance. DMURS states the maximum carriageway width should be 4.8m, and DMURS gives further guidance on the use of flush kerbs, step-in bays and change in surface materials to achieve this.
- A statement of consistency with DMURS should be provided.
- The Transportation Planning Section recommend that the applicant give further consideration to the road carriageways in the 'shared surface/homezones', which should have a different surface colour from the other standard road carriageways, such as a red asphalt surface (the acceptable FCC specification for the material can be provided).
- The Transportation Planning Section recommend that the applicant give further consideration to the interface of the 'greenways' with the road/street surfaces, the detail should be further be developed and the detail provided. It should be clarified how it is differentiated, so that a driver of a motorised vehicle knows not to drive on it; are bollards proposed?
- The Transportation Planning Section recommend that the applicant give further consideration to the proposed surface finish and surface colour for the greenways, and the detail should be provided; and we recommend that you engage with the Councils Parks and Green Infrastructure Division in regard to their surface preference.
- The Transportation Planning Section recommend that the applicant give further consideration to demonstrating that the dimensions of the parallel carparking spaces is sufficient and that they comply with the DMURS guidance; and if necessary, a swept path analysis may be required in some instances.
It is recommended that the applicant give further consideration to the layout of the parallel spaces for the creche drop-off, which should be thoroughly checked that it functions well, and a swept path analysis provided.
- The Transportation Planning Section recommend that the applicant give further consideration to the detail where parking spaces with permeable paving are located directly adjacent to road carriageways, a construction detail preventing the road build up being undermined by surface water should be provided.
- The Transportation Planning Section recommend that the applicant give further consideration to a detail plan drawing demonstrating road kerb levels for the full site.

V. Public Lighting

- The Transportation Planning has a strong preference that the greenway routes are sufficiently illuminated with public lighting, and coordination with the requirements of the Councils Public Lighting Section, the Parks and Green Infrastructure Division, and Ecologist may be required.

VI. Pedestrian and Cycling Connectivity

The provision of off-road 'greenways/ shared cycle/pedestrian routes is welcome, and we have the following comments for consideration:

- The Transportation Planning Section has a preference that the shared cycle/pedestrian route/greenway that runs north-south on the eastern side of the site is further developed to provide continuous connectivity in the south-western direction adjacent to the access road to connect up to the Malahide Road and the vicinity of the ST. Nicholas of Myra National School.
- The Transportation Planning Section has a preference that a verge and street trees would be provided between the road carriageway and this 'greenway/ shared cycle/pedestrian route'.
- The Transportation Planning Section has a strong preference that the shared cycle/pedestrian route/greenway that runs north-south on the eastern side of the site is further developed to provide continuous connectivity right up into the north-east corner of the site to tie-into the existing footpaths in 'Beechwood' and 'New Park Drive'.
- The east-west 'greenway/ shared cycle/pedestrian route', where it intersects with the Malahide Road appears to be excessively wide and should maintain its consistent width where it intersects with the existing footpath. The detail of this intersection should be further developed, the existing vehicular entrance should be replaced with a footpath with a full height kerb.
- The proposed new footpaths adjacent to the northern vehicular entrance into 'Beechwood' must tie-into the existing footpaths, the redline boundary should include this.

VII. Road Safety Audit

- The Transportation Planning Section recommend that the applicant give further consideration to providing a Stage 1 Road Safety Audit, carried out by an independent 3rd party, in compliance with the TII Publication 'Road Safety Audit GE-STY-01024'. It should ideally be carried out on the final layout proposed/intended for planning permission submission.

VIII. Taking in-charge

- The applicant is advised to engage with the Councils Taking in Charge Section for any discussion required on the Councils taking in charge requirements, who can be reached at ticestates@fingal.ie.

IX. Electric Vehicle (EV) charging

- All of the 'non-in-curtilage/on-street' residential carparking spaces shall incorporate functioning EV charging points at a minimum rate of 20% of the proposed parking spaces, and appropriate infrastructure (e.g. ducting) to allow for future fit out of a charging points at the remaining 80% of residential non-in-curtilage/ on-street parking spaces. Publicly accessible EV parking spaces shall be clearly marked and be capable of communicating usage data with the National Charge Point Management System. EV parking spaces for accessible spaces shall also be included in the development where these exist.
- It appears on the site layout drawing that there are over 100 'non-in-curtilage/on-street' residential carparking spaces that would need to be considered for the requirement for EV charging. The applicant should provide more clarification on this.

X. Traffic Impact Assessment

- The applicant has provided a traffic impact assessment, which is generally a thorough assessment, and the approach taken is generally acceptable; however, the 'operational assessment' does not assess the existing junctions 1 (Chapel Rd-Malahide Road Junction) and junction 2 (Baskin Lane-Malahide Road Junction), and for completeness, we request that this is included.

XI. Creche

- The proposed development would provide a 4-room creche in the northwest corner of the development. As the creche is slightly remote from the new greenways proposed, we recommend that the applicant give further consideration to providing a continuous footpath along the entire length of 'road 1', on one side of the road; to provide a continuous footpath connection to the creche from the north and south directions.

Environmental

The applicant should carry out due diligence in respect of Appropriate Assessment and Environmental Impact Assessment and submit the necessary reports in this respect with any future applications.

Admin

- I. Correct number of sets and copies of application as discussed.
- II. Electronic copy on USB/CD/DVD. File transfers etc not currently accepted due to internal I.T policies but you can contact LRD section prior to submissions for an update.
- III. All requirements can be found at the following webpage:
<https://www.fingal.ie/large-scale-residential-developments-lrd>.