

PLANNING APPLICATION
UNDER SECTION 179A OF THE PLANNING &
DEVELOPMENT ACT
PLANNING REPORT
FOR LANDS AT MAYESTON, POPPINTREE, DUBLIN 11

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**Brady Shipman
Martin**

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CLIENT
Fingal County Council

DATE
November 2023



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1 INTRODUCTION

This application for approval is made by Fingal County Council under Section 179A of the Planning and Development Act 2000, as amended. The Section 179A process commenced on 8th March 2023 as part of the Government's plan to streamline and accelerate the delivery of social, affordable and cost-rental housing under its Housing for All plan, and allows an exemption to the Part 8 planning process for local authorities once certain conditions are met. This Planning Report has been prepared to accompany this Planning Application.

The subject application site (hereafter called 'the site') is located in an established urban area on lands zoned 'RS' Residential in the Fingal Development Plan 2023-2029, to the south of the M50 motorway in the townland of Poppintree, Dublin 11. The site has a total gross site area of c.1.35 ha.

The north of the site is bound by the M50; to the east by Mayeston Green residential development; to the south by existing residential development of Mayeston Downs and Mayeston Boulevard; and to the west by extensive open space and play facilities bound by Mayeston Lawn and Mayeston Boulevard (See Fig 2.1 below).

The proposed development, as per the statutory notices, will comprise of:

- a) 119 no. apartments arranged within 5 no. blocks, ranging from 3 – 6 no. storeys in height, in a mixed tenure development (39 no. 1-beds, 68 no. 2-beds and 12 no. 3-beds) and a creche of c. 383 sqm.
- b) Landscaping works including the provision of Class 2 Open Space of c. 1,658sq.m arranged around 2 no. central spaces, communal open space of c. 1,998sq.m, natural play areas and new pedestrian connections to the open space area to the west of the site associated with the overall Mayeston development;
- c) A total of 73 no. car parking spaces including the relocation of 5 no. car parking spaces from Mayeston Green within the site boundary and 2 no. car parking spaces allocated to the creche;
- d) A total of 444 no. bicycle parking long term and short term spaces, including 2 no. external bike stores, and 26 no. bicycle parking spaces for creche use (4 no. staff spaces and 22 no. external visitor spaces).
- e) Associated site and infrastructural works including the provision of water services, foul and surface water drainage and associated connections, Sustainable Urban Drainage Systems including permeable paving, greens roofs and swales.
- f) The proposed application includes for all site enabling and development works, landscaping works, plant, PV panels, storage, boundary treatments, ESB substations, lighting, servicing, signage, and all site development works above and below ground.

This Planning Report should be read in accordance with all other plans and particulars including:

- Architectural Drawing Pack prepared by O’Briain Beary Architects
- Architectural Design Statement prepared by O’Briain Beary Architects
- Housing Quality Assessment prepared by O’Briain Beary Architects
- Universal Design Statement prepared by O’Briain Beary Architects
- Building Life Cycle Report prepared by O’Briain Beary Architects
- Property Management Strategy prepared by Aramark
- Appropriate Assessment Screening Report prepared by Brady Shipman Martin
- Environmental Impact Assessment Screening Report prepared by Brady Shipman Martin
- Preliminary Construction Environmental and Waste Management Plan (CEMP) prepared by Brady Shipman Martin
- Social Infrastructure and Childcare Demand Report prepared by Brady Shipman Martin;
- Landscape Design Report prepared Redscape Landscape Architects
- Landscape Master Plan and Section Drawings prepared by Redscape Landscape Architects
- Green Infrastructure Report (including Green Infrastructure Plan) prepared by Redscape Landscape Architects
- Infrastructure Design Report prepared by Downes Engineering
- Engineering Drawings prepared by Downes Engineering
- Flood Risk Assessment Report prepared by Downes Engineering
- Surface Water Management Plan prepared by Downes Engineering
- Traffic Report prepared by Roadplan Consulting
- Traffic Impact Assessment prepared by Roadplan Consulting
- DMURS Design Statement prepared by Roadplan Consulting
- Mobility Management Plan prepared by Roadplan Consulting
- Parking Assessment & Management Strategy prepared by Roadplan Consulting
- Public Transport Capacity Assessment prepared by Roadplan Consulting
- Road Safety Audit Stage 1/2 prepared by Roadplan Consulting
- Climate Action Energy Statement prepared by Belton Consulting Engineers
- Energy Analysis Report prepared by Belton Consulting Engineers
- Utilities and Public Lighting Report (including Lighting Layout) prepared by Belton Consulting Engineers
- Operational Waste Management Plan prepared by AWN Consulting Ltd.
- Resource Waste Management Plan prepared by AWN Consulting Ltd.
- Air Quality Assessment of Traffic Emissions prepared by AWN Consulting Ltd.
- Inward Noise Impact Assessment prepared by AWN Consulting Ltd.
- Daylight and Sunlight Assessment Report prepared by 3D Design Bureau (3DDB)

This planning application is made in accordance with the *Planning and Development Act 2000* (as amended) and the *Planning and Development*

Regulations 2001-2023. We confirm that prior to making this planning application the drawings enclosed herewith have been checked with reference to the *Planning and Development Regulations 2001-2023.*

2 SITE LOCATION AND CONTEXT

Subject Site

The subject site is located in the townland of Poppintree, to the northwest of Ballymun, and has a total site area of c.1.35ha.

The north of the site is bound by existing trees and shrubs acting as a natural buffer to the M50 motorway further beyond. The east of the site is bound by Mayeston Green (partially developed under FCC Reg. Ref. F06A/1348/E1), and by Silloge Green which currently cannot be accessed from St. Margaret's Road (R104).

To the south, the site is bound by Mayeston Downs which runs along the site boundary connecting the site to St. Margaret's Road via Mayeston Rise. The west of the site is bound by a large open space area which serves the wider Mayeston residential area which is enclosed by Mayeston Lawn, Mayeston Boulevard and the subject site.



Figure 2-1: Subject Site with Indicative Site Boundary Outlined in Red (Source: BSM 2023).

The application site forms part of a strategic landholding in the ownership of Fingal County Council (FCC) and plays a significant role in the delivery of housing

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within the Metropolitan area of Dublin providing a mix of social and affordable housing. FCC are committed to delivering a sustainable community on these lands.

The site has a permission for a Part 8 Application (FCC Reg. Ref. PARTXI/004/22) for proposed development consisting of 121 no. apartments, a creche and all associated site works. The application was granted on 11th April 2023 and is currently under Judicial Review proceedings. Please refer to Section 3.1 for further details.

Wider Area

The subject site forms part of the wider Mayeston residential area in the townland of Poppintree Dublin 11, an existing urban area in the north-west of the Dublin Metropolitan Area (DMA) and is c. 6.5km from Dublin City Centre. The lands at Mayeston are located in proximity to Charlestown (c. 1.4km to the southwest), Ballymun (c. 1.9km to the southeast) and Finglas (c. 2.6km to the south).

There are local amenities to the south of the subject site and a range of community infrastructure focused around Meakstown, Poppintree, Charlestown, Ballymun, Northwood Avenue and Finglas (see fig 2-2). Please refer to the Social Infrastructure Report prepared by Brady Shipman Martin for further details.

The area is currently served by public transport, with 3 no. bus stops located along St. Margaret's Road (R104) approximately 300m – 850m from the subject site which equates to c. 4 – 10 minute walking distance.

The proposed Bus Connects scheme launched in June 2021 includes Spine Route E2 connecting the site to the city centre with a frequency of approx. 10 minutes during AM and PM peak hours. Furthermore the site is also located c. 1.6km from the proposed Luas Green Line extension which is intended to extend to Finglas to the west, and the proposed MetroLink rail line adjacent Northwood Avenue to the east.

The site therefore benefits from physical, social, and transport infrastructure which is either in place or planned for delivery. This ensures that a holistic approach is being taken to the development of the site and the future community in this area.

3 PLANNING HISTORY REVIEW

Within recent years there has been planning activity within the site boundary however the site forms part of the overall Mayeston lands with planning activity commencing in 2006. Furthermore, lands to the west of the site have experienced planning activity in recent years (FCC Reg. Ref. FW21A/0162) and is set out below.

3.1 Subject Site

3.1.1 FCC Reg. Ref. PARTXI/004/22

Fingal County Council (the Applicant) applied for development under Part XI of the Planning and Development Act 2000 (as amended) and Part 8 of the Planning and Development Regulations 2001 (as amended) at this site. (Refer to Fig. 3-1)

The proposed development consisted of the development of 121 no. residential units and a creche arranged in 5 no. buildings ranging from 3 – 6 storeys in height. The total unit mix per block is set out below:

- Block A – 16 no. 1-bed units, 12 no. 2-bed units and 6 no. 3-bed units;
- Block B - 9 no. 1 bed units and 30 no. 2 bed units;
- Block C - 6 no. 3 bed units and creche;
- Block D - 8 no. 1 bed units and 15 no. 2 bed units;
- Block E - 3 no. 1 bed units and 16 no. 2 bed units.

The proposed development also includes for all associated car parking, bicycle parking including an external covered bike store, soft and hard landscaping, an acoustic fence to the northern boundary and acoustic screens between Blocks A, B and D, connections to existing services and all associated development works.

The application received permission on 11th April 2023 and is currently under Judicial Review.

3.1.2 FCC Reg. Ref. F07A/1423

Barina Construction Ltd. (the Applicant) applied for permission at 9 Mayeston Grove, St. Margaret's Road, Poppintree, Dublin 11, and forms part of the overall Mayeston development (Refer for Fig. 3-1).

The proposed development consists of the construction of a 2 no. storey creche with a total floor area of approximately c. 358.2 sq.m which replaces the creche building granted in the same location under FCC Reg. Ref. F06A/1348.

Fingal County Council granted planning permission on 11th April 2008 subject to 11 no. conditions.

3.1.3 FCC Reg. Ref. F06A/1348 & F06A/1348/E1

Barina Construction Ltd. (the Applicant) applied for permission on a site of c. 7.84ha on St. Margaret's Road, Poppintree, Dublin 11. The site is bound to the north by the M50 motorway, to the south by existing Mayeston Downs, to the east by Silloge Lane and to the west by public open space (Refer to Fig. 3-1).

The development consists of 136 no. residential units comprising 42 no. 1-bed apartments, 89 no. 2-bed apartments and 5 no. 3-bed apartments across 2 no. blocks ranging from 3-4 storeys. The development also includes for 1.43ha of Class 1 Public Open Space and access from St. Margaret's Road through existing Mayeston Hall development.

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This application was prepared in response to Condition No. 18 of FCC Reg. Ref. F04A/1127 which requested:

“Prior to the commencement of development on site, the applicant shall submit revised plans to the Planning Division, for the written agreement of the Planning Authority, which show the development in cell no. 2 (i.e. houses nos. 2/1 to 2/24) and cell no. 3 (houses nos. 3/1 to 3/26) removed / omitted from the proposed development. This will leave a maximum number of 373 dwellings on site.

Reason: In the interest of the proper planning and development of the area, and the safety of the public.”

Fingal County Council granted permission for 88 no. apartments only and 1 no. creche.

Barina Construction Ltd. applied for an extension of duration for development granted under F06A/1348 and an extension for a further 5 no. years was granted by Fingal County Council which expired on 16th May 2017.

3.2 Surrounding Lands

3.2.1 FCC Reg. Ref. FW21A/0162

Aimee Breen (the Applicant) applied for permission for the development of a nursery and day rooms replacing the previously permitted childcare facility under FCC Reg. Ref. F18A/049 (Refer to Fig. 3-1)

The proposed childcare facility includes 2 no. dayrooms, a nursery, a reception and a universal toilet at ground floor level and a dayroom, kitchen, staffroom and store at first floor level. The development also includes for 2 no. car parking spaces and 4 no. bicycle stands.

Fingal County Council granted planning permission on 14th December 2021 subject to 13 no. conditions.

3.2.2 FCC Reg. Ref. F18A/0494

Durkan Residential Limited (the Applicant) applied for permission for the provision of a 2 no. storey creche at Creston Avenue, Finglas, Dublin 11 (Refer to Fig. 3-1).

The proposed development included for the provision of a 2 no. storey creche, approximately 179.5 sq.m with a total height of c. 6.95m replacing the previous single storey childcare facility permitted under FCC Reg. Ref. F14A/0173, 2 no. car parking spaces, c. 178 sq.m of private open space and all associated site development works.

Fingal County Council granted planning permission on 25th January 2019 subject to 14 no. conditions.

3.2.3 DCC Reg. Ref. 2414/16 & ABP Reg. Ref. 247441

Dwyer Nolan Developments Ltd (the Applicant) applied for permission for the development of 106 no. units at a site located to the north of Poppintree Industrial Estate, bounded by St. Margarets Road to the north, Jamestown Road

to the west, and Balbutcher Lane to the southeast, Poppintree, Dublin 11 (Refer to Fig 3-1).

The proposed development seeks for an amendment to approved planning applications (DCC Reg. Ref. 4387/03 & 1742/07) to include the omission of 45 no. two and three storey houses, 40 two bed apartments and 36 duplex units and the inclusion of 46 two and three storey houses and 60 duplex units. The total number of units to be omitted is 121 and the total additional number of units proposed is 106.

Dublin City Council granted planning permission on 2nd March 2017.

3.2.4 FCC Reg. Ref. F04A/1127

Bovale Developments Ltd. applied for permission on a site of c. 7.84ha south of the M50 motorway, bounded by Silloge Lane to the east and St. Margaret's Road to the south, Dublin 11 (Refer to Fig. 3-1).

The development consists of 432 no. residential units comprising 119 no. houses and 304 no. apartments ranging from 2-6 no. storeys in height arranged across 5 no. separate blocks. The proposed development also includes for the construction of 2 no. vehicular access points and traffic management improvement works onto St. Margrets Road, landscaping works, open space provision and all associated infrastructure.

Fingal County Council granted permission for 373 no. units only on 3rd March 2005.



1 = Subject Site; 2 = FCC Reg. Ref. FW21A/0162; 3 = FCC Reg. Ref. F18A/0494; 4 = DCC Reg. Ref. 2414/16; 5 = FCC Reg. Ref. F04A/1127

Figure 3-1: Planning History on the Subject Lands and Surrounding Area (Source: FCC, DCC, BSM 2023).

4 PLANNING POLICY CONTEXT

4.1 Compliance with National & Regional Planning Policy

The key provisions of national (including relevant Section 28 Guidelines) and regional planning policy as it relates to the proposed development is set out in the following sections. The key policy and guidance documents of relevance to the proposed development are as follows:

- Affordable Housing Act 2021
- Housing For All – A New Housing Plan for Ireland (2021);
- Project Ireland 2040 - National Planning Framework (2018) ;
- Eastern and Midland Regional Assembly - Regional Spatial & Economic Strategy 2019-2031 (RSES) (2019);
- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas , and the accompanying Urban Design Manual(2009);
- Delivering Homes, Sustaining Communities (2008) and the accompanying Best Practice Guidelines - Quality Housing for Sustainable Communities;
- Sustainable Urban Housing: Design Standards for New Apartments (2022);
- Design Manual for Urban Roads and Streets (2019);
- Urban Development and Building Heights Guidelines for Planning Authorities (December 2018);
- Transport Strategy for Greater Dublin Area 2022-2042;
- The Planning System and Flood Risk Management (2009);
- Birds and Habitats Directive – Appropriate Assessment (92/43/EEC)
- EIA Directive (2014/52/EU).

4.1.1 Affordable Housing Act 2021

The Affordable Housing Act 2021 provides for the following:

- The provision of dwellings for the purpose of sale under affordable dwelling purchase arrangements;
- To provide for the provision by housing authorities of financial assistance to purchase dwellings under affordable dwelling purchase arrangements;
- To provide for dwellings to be made available on a cost rental basis;
- To provide for funding to be made available for the purchase of dwellings in accordance with a scheme of shared equity.

The proposed development provides for a total of 119 no. apartments within a mixed tenure scheme providing 62 no. social and affordable units and 57 no. cost rental units.

4.1.2 Housing for All – A New Housing Plan for Ireland 2021

Housing for All, published in September 2021, is the Government’s new housing plan to 2030. It provides an overview of the existing housing scenario as it follows:

- There are not enough houses being built by the State for those who need social housing.
- Housing has become increasingly unaffordable for the ‘squeezed middle’ who would once have expected to be able to purchase their own home.

- Too many people are experiencing homelessness or are unable to access appropriate housing.
- The cost of building housing is too high.
- Too much vacant housing stock remains unused.
- Our housing stock needs to be more environmentally friendly.

The plan provides for the following key targets / actions, among others:

- Increased supply of new housing overall, up to an average of at least 33,000 per year to 2030.
- An average of 6,000 affordable homes to be made available every year for purchase or for rent.
- Provision of more than 10,000 social homes each year, with an average 9,500 new-build Social Housing Homes to 2026.
- Increased contribution by developers under Part V, up from 10% to 20%, to include affordable housing and cost rental housing.

The estimates of housing demand which form the basis of the Housing for All plan's targets have been developed by the Department of Housing, Local Government and Heritage (DHLGH)'s Housing Need and Demand Assessment (HNDA) model, which has been adapted from the Scottish HNDA.

The proposed development is consistent with the Government's *Housing for All* plan and will provide a total of 119 no. new high-quality homes on lands zoned for residential development, in accordance with Government housing policy, providing a mixed tenure residential development.

In particular, the proposed development delivers both social and cost rental housing contributing to the achievement of the targets set out in 'Housing for All'.

4.1.3 Project Ireland 2040 National Planning Framework

Project Ireland 2040 is the Government's plan to 're-imagine' Ireland and prepare for the future. Project Ireland 2040 seeks to achieve ten strategic outcomes (common to both Plans), building around the overarching themes of wellbeing, equality and opportunity, including:

1. Compact Growth
2. Enhanced Regional Accessibility
3. Strengthened Rural Economies and Communities
4. Sustainable Mobility
5. A Strong Economy, supported by Enterprise, Innovation and Skills
6. High-Quality International Connectivity
7. Enhanced Amenity and Heritage
8. Transition to a Low Carbon and Climate Resilient Society
9. Sustainable Management of Water and other Environmental Resources
10. Access to Quality Childcare, Education and Health Services

Project Ireland 2040 contains two key plans: the National Planning Framework (NPF); and the National Development Plan Framework (NDP) which, in tandem, set out infrastructure priorities and plan regional development for the country.

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The NPF is the Government's high-level strategic plan for shaping the future growth and development of Ireland out to the year 2040.

The NPF identifies that by 2040 it is expected that an additional one million people will live in Ireland, an additional two-thirds of a million people will work here. These are huge increases: more people will be travelling to work, school and universities, more buildings will be needed to accommodate them, clean water will be needed for homes, farms and industry, more and better care facilities will be required for the elderly.

One of the key objectives of the NPF relates to compact growth. The plan seeks to carefully manage the sustainable growth of compact cities, towns and villages and to add value and create more attractive places in which people can live and work. The NPF identifies that activating 'strategic areas and achieving effective density and consolidation, rather than more sprawl of urban development' as a top priority. Policies within the NPF are structured under National Policy Objectives (NPOs). These objectives promote coordinated spatial planning, sustainable use of resources, protection of the environment and the Natura 2000 network. With regard to sustainable communities the NPF sets out the following NPOs:

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 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."

The NPF requires homes to be located in places that can support sustainable development. This includes places that are accessible to a range of local services, can encourage the use of public transport, walking and cycling, and help tackle climate change.

The proposed development is consistent with the objectives of the NPF in that it will deliver a high-quality residential development within the Dublin Metropolitan area, in an established urban residential area. The proposed development will be delivered on lands in the ownership of Fingal County Council that have been identified by Fingal County Council for residential development of this nature.

While the lands subject of the application are currently undeveloped they form part of the wider Mayeston development. The proposed development will provide a mix of units in terms of size and typology, at a density and massing that are in-line with the existing Mayeston development.

This area is accessible to local amenities to the south of the site and extensive community infrastructure based around Poppintree, Meakstown, Santry, Ballymun, Charlestown and Finglas. Future residents can avail of pedestrian and cycle networks in the area and existing and planned improvements to public transport. Therefore, the development of the lands would be consistent with the housing aims of the NPF, National Policy Objective 4 and would deliver a well-designed and sustainable community.

4.1.4 Eastern and Midland Regional Assembly – Regional Spatial & Economic Strategy (RSES)

The Regional Spatial and Economic Strategy (RSES) is a strategic plan and investment framework to shape the future development of the Eastern & Midland Region to 2031 and beyond. The region is the smallest in terms of land area but the largest in population size and is identified as the primary economic engine of the State.

The Strategy identifies that the region ‘is home to over 800,000 households, with 4 out of 5 living in conventional housing while apartments account for around 18% of our housing stock. One of the challenges facing the region is the continued growth rates of household formation coupled with a severe slowdown in the development of new housing stock during the economic recession, resulting in housing supply and affordability pressures in both sale and rental markets, particularly in Dublin and urban areas but affecting all of the region’.

The Strategy is underpinned by key principles that reflect the three pillars of sustainability: Social, Environmental and Economic, and expressed in a manner which best reflects the challenges and opportunities of the Region. The Strategy identifies that the central need is for the RSES to be people focussed, as ‘quality of life’ encapsulates strong economic output and stability, good environmental performance and a good standard of living for all.

The subject site is located within the Dublin Metropolitan Area, as designated by the Strategy. The Metropolitan Area Strategic Plan (MASP) which is part of the RSES seeks to focus on a number of large scale strategic sites, based on key corridors that will deliver significant development in an integrated and sustainable fashion. The site is located to the west of the proposed Metrolink and east of the proposed Luas Greenline Corridor connecting to Dublin City Centre.

Policy Objectives relating to Housing Delivery include:

RPO 5.4: Future development of strategic residential development areas within the Dublin Metropolitan area shall provide for higher densities and qualitative standards as set out in the ‘Sustainable Residential Development in Urban Areas’ ‘Sustainable Urban Housing; Design Standards for New Apartments’ Guidelines, and ‘Urban Development and Building Heights Guidelines for Planning Authorities’

As well as calling for increased residential density in the Dublin Metropolitan Area, the RSES emphasises the need for healthy placemaking, i.e. *“integration of better urban design, public realm, amenities and heritage to create attractive places to live, work, visit and invest in”* and *“sustainable communities to support active lifestyles including walking and cycling”*.

The proposed development provides a high quality design integrating into the existing Mayeston residential development and includes for a high quality public realm incorporating soft landscaping and secure cycle parking.

4.1.5 Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009).

The aim of these guidelines is to set out the key planning principles which should guide the delivery of residential development in urban areas. The Guidelines provide guidance on the core principles of urban design when creating places of high quality and distinct identity. The Guidelines recommend that planning authorities should promote high quality design in their policy documents and in their development management process. In this regard, the Guidelines are accompanied by a Design Manual discussed in the section below which demonstrates how design principles can be applied in the design and layout of new residential developments, at a variety of scales of development and in various settings.

The Guidelines reinforce that planning authorities ‘should promote increased residential densities in appropriate locations, including city and larger town centres’ and that ‘firm emphasis must be placed by planning authorities on the importance of qualitative standards in relation to design and layout in order to ensure that the highest quality of residential environment is achieved’.

In identifying appropriate locations for increased density, the Guidelines note that City and town centres offer ‘the greatest potential for the creation of sustainable patterns of development’ and of which in particular, brownfield sites should be promoted. In this regard, the Core Strategy of the Development Plan promotes the continued consolidation of existing zoned lands and to maximise the efficient use of existing and proposed infrastructure. In this way the Council can ensure an integrated land use and transport strategy in line with national and regional policy.

To maximise the return on public transport investment the Guidelines identify that it is important that land use planning underpins the efficiency of public transport services by sustainable settlement patterns – including higher densities – on lands within existing or planned transport corridors- this includes 500 metres walking distance of a bus stop, or within 1km of a light rail stop or a rail station.

The subject site is a brownfield site and is zoned residential. It is located in close proximity to services in surrounding service hub areas including Poppintree, Meakstown, Santry, Ballymun, Charlestown and Finglas. There are 4 no. bus stops located on St. Margaret’s Road to the south connecting the site to Dublin City Centre via bus route 140 and 155 and planned transport infrastructure under Bus Connects, Luas Extension and Metrolink programmes.

4.1.6 Urban Design Manual – A Best Practice Guide (2009)

As outlined above, the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009) are accompanied by a Design Manual which considers how design principles can be applied in the design and layout of new residential developments, at a variety of scales of development and in various settings.

The Design Manual sets out a series of 12 criteria which it recommends should be used in the assessment of planning applications. The Fingal Development Plan 2023-2029 also sets out at Objective DMSO5 that these guidelines should be considered for all large scale residential planning applications.

The scheme is considered against these criteria below and also in the Architects Design Statement prepared by O'Briain Beary Architects.

1) Context – How does the development respond to its surroundings?

The proposed development responds to various site constraints and opportunities and were identified to inform the design response to the surrounding context.

The proposed development completes the last parcel of development of the Mayeston Estate, by infilling on a brownfield site, creating an active frontage and permeability links to existing large open space.

Building heights and acoustic screens have been a key consideration in the design proposed in order to create a sense of enclosure and privacy to the development and creating a quality living environment.

2) Connections – How well connected is the new neighbourhood?

The site lies approximately 80m north of St. Margaret's Road (R104 Regional Road) and benefits from a variety of local amenity within close proximity for walking and cycling. With regard to public transport, there are 4 no. bus stops c. 300-850m located along St. Margaret's Road. Further bus services are noted on Balbutcher Drive and Belclare Park which are also served with a selection of bus services located c. 650m south of the development.

3) Inclusivity – How easily can people use and access the development?

Pedestrian and cycle routes have been incorporated into the proposed development with several sitting areas located along the routes and in open spaces.

The proposed development includes internal footpaths which link the units to the open spaces to provide accessibility to all and are designed in accordance with Part M.

4) Variety – How does the development promote a good mix of activities?

The proposed landscape scheme includes measures to accommodate different age groups and levels of mobility, including bespoke seating in the courtyard, benches and play areas, in a sheltered and secure environment.

Cycle parking provision and additional storage facilities promote the use of cycling and potentially the use of scooters, kid's bikes, cargo bikes and other mobility modes. In addition, the cycle routes promote a safe space for all ages to partake in active travel.

Located centrally in the development is a natural play space which encourages a range of activities.

5) Efficiency – How does the development make appropriate use of resources including land?

The development provides efficient land use in a suburban location Introducing high quality development within close proximity to public transport and good pedestrian and cycle links. The density of the scheme makes good use of

available land completing the last parcel of development within Mayeston Estate.

6) *Distinctiveness – How do the proposals create a sense of place?*

A series of open spaces with different characteristics are proposed to create a distinctiveness to the site and are all well connected providing permeability to through the site.

In order to achieve an overall sense of place, consistent materials and details are proposed to achieve a cohesive urban form taking into consideration the existing Mayeston development. Key facades opposing the park and approach roads have enhanced elevation treatment acting as a design feature creating a sense of place for future residents.

7) *The Layout – How does the proposal create people friendly streets and spaces?*

Blocks A, B, C, D of the proposed development are located around a central courtyard which is a key design feature for all residents to enjoy. Residents in the adjacent Block E will also have access to this courtyard in addition to its own communal open space. Integration of the blocks within the development is fostered by a quality public realm.

Pedestrian facilities allow for easy movement throughout the development which promotes active frontages. Car parking spaces are separated from the pedestrian facilities through planting zones and roads have been designed with traffic calming measures in order to create a pedestrian friendly environment.

8) *Public Realm – How safe, secure and enjoyable are the public areas?*

Access to communal amenity spaces are controlled and for resident use only. These spaces are well lit and overlooked by surrounding apartments which ensures these spaces are safe and secure at all times of the day. Parking areas are overlooked and well lit, ensuring passive surveillance of these areas.

9) *Adaptability – how will the buildings cope with change?*

The proposed unit mix of the scheme allows for a range of household sizes to accommodate families, young couples, single persons, and the aging population.

There are 20 no. units (32% of unit mix) proposed for Universal Design which provide adequate space for wheelchair turning and all have been designed with accessible bathrooms. Apartments in accordance with Universal Design (UD) are 2 bed 3 person apartments which can accommodate a carer in a single bedroom along with the residents' main bedroom.

10) *Privacy and Amenity – How does the scheme provide a decent standard of amenity?*

All apartments have been designed in accordance with the Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities 2022 (updated as of July 2023).

All apartments have internal storage and private open space in the form of balconies and terraces, with external storage for bulky items provided in the communal lobby of each apartment building.

A detailed noise assessment has been undertaken for the proposed development and noise mitigation measures outlined will be proposed to protect residential amenity. The main external amenity area and private balconies/ terraces will comply with the desirable external amenity noise level criteria.

11) Parking – How will the parking be secure and attractive?

The proposed development will include for c. 73 no. car parking spaces and c. 358 no. cycle parking spaces.

Residents ‘long-stay’ bicycle parking facilities are located internally to their building with a small number located externally close to apartments. Space for cargo bikes and e-bike charging points are also provided. All are overlooked for passive surveillance, security and safety..

Car parking spaces are provided in a maximum bay of 5 no. spaces separated by planting zones, with 20% of car parking spaces provided with EV infrastructure whilst all other spaces will be equipped for future provision of vehicle charging.

Accessible car parking spaces are located close to apartment entrances.

Both bicycle and car parking areas are designed to meet high standards and to integrate with the proposed landscape design of the public space.

12) Detailed Design – How well thought through is the building and landscape design?

The materials and external design of the buildings and landscape are all designed to make a positive contribution to the locality as a high quality, attractive place for people to live.

The landscape elements have been designed for residents to enjoy, with spaces for people to come together. The building detail design, materials and finishes have all been selected to facilitate safe, easy and regular maintenance. The accessible car parking spaces, bicycle parking enclosures and bin storage areas have been designed as an integral part of the landscape.

Please refer to the Landscape Design Statement prepared by Redscape Landscape Architects and the Architectural Design Statement prepared by O’Brian Beary Architects for further details.

4.1.7 Sustainable Urban Housing: Design Standards for New Apartments 2022 (updated as of July 2023)

The Sustainable Urban Housing Design Standards for New Apartments were approved by the Minister for Housing, Planning and Local Government and published in March 2018 and further updated in July 2023.

The Guidelines set out specific planning policy requirements (SPRRs), which planning authorities must apply, ‘*notwithstanding the objectives and requirements of development plans, local area plans and SDZ planning schemes*’.

The Guidelines note that the NPF projects a need for a minimum of 550,000 new homes, at least half of which are targeted for provision in Ireland’s five cities. Of particular relevance to this site it notes a shift in Government policy towards

securing more compact and sustainable urban development, to enable people to live nearer to where jobs and services are located, which requires at least half of new homes within Ireland's cities to be provided within the current built-up area of each, i.e. on sites within the existing urban 'envelope'.

The 2018 Guidelines updated the previous 2015 Guidelines to amend and address new areas including:

- *Enable a mix of apartment types that better reflects contemporary household formation and housing demand patterns and trends, particularly in urban areas;*
- *Make better provision for building refurbishment and small-scale urban infill schemes;*
- *Address the emerging 'build to rent' and 'shared accommodation' sectors; and*
- *Remove requirements for car-parking in certain circumstances where there are better mobility solutions and to reduce costs.*

The update of the Guidelines as of December 2022 concluded significant changes on Build to Rent (BTR) developments. Whilst not removing BTR completely, it has been disregarded as a distinct development type and all design standards must be in accordance with Appendix 1 of the Guidelines, as per all standard apartment development.

There are no other significant changes to the Guidelines and references have been updated where applicable, including the provision for daylight & sunlight assessment. Updated legislation in which daylight & sunlight should be assessed against now includes 'A New European Standard for Daylighting in Buildings IS EN17037:2018, UK National Annex BS EN17037:2019 and the associated BRE Guide 209 2022 Edition (June 2022).

The most recent update as of July 2023 relates to the significant changes made in relation to BTR developments in December 2022 with regard to proposals in Strategic Development Zones (SDZ) involving 100 units or more.

With regard to the above, the proposed development will include for a total of 119 no. apartments designed in accordance with the Sustainable Urban Housing: Design Standards for New Apartments 2022 (updated as of July 2023).

4.1.8 Urban Development and Building Heights Guidelines for Planning Authorities (December 2018)

The Urban Development and Building Height Guidelines identify that as reflected in the '*National Planning Framework ... that there is significant scope to accommodate anticipated population growth and development needs, whether for housing, employment or other purposes, by building up and consolidating the development of our existing urban areas*' and that '*securing compact and sustainable urban growth means focusing on reusing previously developed 'brownfield' land, building up infill sites (which may not have been built on before) and either reusing or redeveloping existing sites and buildings, in well serviced urban locations, particularly those served by good public transport and supporting services, including employment opportunities*'.

The Guidelines reference NPO 13 (from the NPF) which states that *'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'*.

Heights proposed in the development range from 3-6 no. storeys which effectively integrates with the surrounding and permitted context in accordance with the Urban Development and Building Height Guidelines for Planning Authorities (December 2018).

4.1.9 Design Manual for Urban Roads and Streets (DMURS) (2019)

The Design Manual for Urban Roads and Streets (DMURS), was adopted by the Department of Transport and the Department of Environment (now Housing) in 2013, and updated in 2019. It sets out design guidance and standards for constructing new and reconfiguring existing urban roads and streets in Ireland. It also outlines practical design measures to encourage more sustainable travel patterns in urban areas.

The proposed development is the outcome of an integrated urban design and landscaping approach to create lower traffic speeds through the development and thereby facilitating a safer environment for pedestrians and cyclists. Roadplan Consulting alongside the rest of the design team has interrogated DMURS principles to ensure the final layout provides a high quality urban development forming part of the overall Mayeston Estate. A DMURS Statement of Consistency has been prepared by Roadplan Consulting and is submitted as part of this planning application.

4.1.10 Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland 2009-2020.

The Smarter Transport objective contained within Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland 2009-2020 outlines the Government vision that the key goals to achieve transport sustainability are:

- i) to reduce overall travel demand
- ii) to maximise the efficiency of the transport network
- iii) to reduce reliance on fossil fuels
- iv) to reduce transport emissions and
- v) to improve accessibility to transport

The key targets that the Smarter Travel Policy sets to achieve these goals are:

- Future population and employment growth will predominantly take place in sustainable compact forms, which reduce the need to travel for employment and services
- 500,000 more people will take alternative means to commute to work to the extent that the total share of car commuting will drop from 65% to 45%
- Alternatives such as walking, cycling and public transport will be supported and provided to the extent that these will rise to 55% of total commuter journeys to work. The total kilometres travelled by the car fleet in 2020 will not increase significantly from current levels.

- A reduction will be achieved on the 2005 figure for greenhouse gas emissions from the transport sector.

The subject site encourages sustainable and smarter travel by providing high-quality development on brownfield lands in close proximity to public transport options connecting the site to employment areas within Dublin City.

The closest bus stops to the subject site are located on St. Margaret's Road (c. 280-400m). The 4 no. bus stops are served by a number of Dublin Bus services including bus service 140 and 155 connecting the site to Dublin City Centre. Balbutcher Lane, Belclare Park, and Jamestown Road are served with a further selection of Dublin Bus and GoAhead services approximately c. 600-800m from the site. These services include N6, 220, 220a and 13 which connect the site to Blanchardstown, Bray, Grangecastle and Finglas Village.

As part of the proposed MetroLink North programme, a new station is proposed on Northwood Avenue approximately 1.5km from the site (20 minute walk).

Please refer to the Traffic and Transport Assessment prepared by Roadmap Consulting for further details in relation to meeting the smarter travel objectives.

4.1.11 Transport Strategy for the Greater Dublin Area 2022-2042

The Transport Strategy for the Greater Dublin Area 2022– 2042, as prepared by the National Transport Authority, provides a framework for the planning and delivery of transport infrastructure and services in the Greater Dublin Area (GDA) over the next two decades. It also provides a transport planning policy around which statutory agencies involved in land use planning, environmental protection, and delivery of other infrastructure such as housing, water and power, can align their investment priorities. It is, therefore, an essential component, along with investment programmes in other sectors, for the orderly development of the Greater Dublin Area over the next 20 years.

The Strategy identifies the challenges for transport in the GDA as being:

- Climate change
- Recovery from the Covid-19 Pandemic
- Development Patterns
- Revitalisation of the City Centre and Town Centres
- Transformation of the Urban Environment
- Ensuring Universal Access
- Serving rural development
- Improving Health and Equality
- Delivery and Implementation of Transport Schemes

The Greater Dublin Area Transport Strategy 2022-2042 is based on national policies and consistent with the National Planning Framework 2040, Regional Spatial and Economic Strategy (RSES) 2020, low carbon legalisation and climate action plans. The potential impacts of the on-going Covid-19 pandemic, beyond the short term, have also been taken in account.

As part of the BusConnects programme launched in June 2021, Spine Route E2 will serve the site as show below.



Figure 4-1: BusConnects Routes Map (Source: Roadmap Consulting).

This route runs from Charlestown to Dun-Loaghair via the City Centre with a frequency of 8-10 minutes during peak hours on weekdays and a frequency of 10-20 minutes of weekends.

Furthermore, the site is located within 1.6km (20 minute walk) of both the proposed MetroLink route and the proposed Luas Extension terminating in Finglas village.

As such the proposed development is consistent with the objectives of the GDA Transport Strategy by developing residential development in proximity to existing public transport networks with proposed plans for expansion thereby reducing the requirement on the car and encouraging a shift to more sustainable transport methods.

4.1.12 Guidelines for Planning Authorities on 'The Planning System and Flood Risk Management (November 2009)'

These Guidelines introduce comprehensive mechanisms for the incorporation of flood risk identification and management into the planning process. In accordance with the Planning System and Flood Risk Management Guidelines a Site-Specific Flood Risk Assessment (SSFRA) has been prepared for the current application by Downes Associates Consulting Structural & Civil Engineers. The primary objective of the SSFRA is to inform a site design that can manage the impacts of surface water across the site without negatively impacting areas off the site.

The SSFRA for the proposed development notes that the subject site is outside of the 0.1% AEP (1 in 1,000) flood event for both fluvial and coastal flooding. Therefore the site can be classified as Flood Zone C and is suitable for residential development.

4.1.13 Birds and Habitats Directive – Appropriate Assessment

European sites make up a network of sites designated for nature conservation under Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora (the “Habitats Directive”) and Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds (the “Birds Directive”). The requirements for Appropriate Assessment are set out under Article 6 of the Habitats Directive, transposed into Irish law by the European Union (Birds and Natural Habitats) Regulations 2011-2015 (the “Birds and Natural Habitats Regulations”) and the Planning and Development Act, 2000 - 2022 (the “Planning Acts”).

It is necessary to establish whether, in relation to a particular plan or project, Appropriate Assessment is required. Section 177U of the Planning Acts requires that the AA screening test must be applied to the proposed development, as follows:

- To assess, in view of best scientific knowledge, if the development, individually or in combination with another plan or project is likely to have a significant effect on the European site;
- An Appropriate Assessment is required if it cannot be excluded, on the basis of objective information, that the development, individually or in combination with other plans or projects, will have a significant effect on a European site.

For further details and conclusions, please refer to the Appropriate Assessment (AA) Screening Report prepared by Brady Shipman Martin.

4.1.14 EIA Directive

The proposed development has been subject to screening for the requirement for Environmental Impact Assessment (EIA) in accordance with requirements of the EIA Directive 2014/52/EU (which amends Directive 2011/92/EU), national legislation and relevant guidance. The proposed development is not of a type in Part 1 of Schedule 5 of the Planning and Development Regulations 2001-2023 (PDR 2001), and does not meet or exceed a stated threshold in Part 2 of Schedule 5 of the PDR 2001, for which an EIA would be a mandatory requirement. As a ‘sub-threshold development’ of 119no. residential units on a site of 1.35 hectares, the proposed development actually represents c.24% of the 500 unit threshold under class 10(b)(i) for ‘residential development’ and c.13.5% of the 10 hectares threshold under class 10(b)(iv) for ‘urban development’ as set out in Part 2 of Schedule 5 of the PDR 2001. Nevertheless, the proposed development has been subject to screening for the requirement for a ‘sub-threshold EIA’ in accordance with Schedules 7A and 7 of the PDR 2001, and it has been concluded that there is no likelihood of significant environmental effects and therefore, an EIA, including the preparation of an Environmental Impact Assessment Report (EIAR), is not required.

Please refer to the EIA Screening Report prepared by Brady Shipman Martin for further details.

4.2 Compliance with Local Planning Policy - Fingal Development Plan 2023-2029

This section provides an overview of consistency with local planning policy. The site is located within the administrative area of Fingal County Council and is

therefore subject to the land use policies and objectives of the Fingal Development Plan 2023-2029.

The following areas are considered of key relevance:

4.2.1 Strategic Vision

The Plan is underpinned by a strategic vision intended to guide the sustainable future growth of Fingal. At the core of the vision is healthy placemaking, building cohesive and sustainable communities, where our cultural, natural and built environment is protected.

The Strategic Vision aims to *“embrace health placemaking and economic prosperity through building cohesive and sustainable communities, where our cultural, natural and built environment is protected.”*

Section 1.4 of the Plan sets out the Strategic Policy through a series of 13 no. Strategic Objectives delivering the main aims of the Plan. In particular, we wish to highlight objective Nos. 2 & 3 in this context which aim to:

Objective 2:

- *Continue the development of a network of well-serviced, well-connected, sustainable neighbourhoods which have a range of facilities, a choice of tenure and universally designed acceptable house types, promote social inclusion and integration of all minority communities.*

Objective 3:

- *Ensure new residential development is of the highest quality, endorsing the principles of healthy placemaking, enabling life cycle choices and physical, community, recreation and amenity infrastructure are provided in tandem, to create sustainable, healthy, inclusive and resilient communities.*

The proposed development supports the achievement of these objectives through the delivery of a new residential community which is of a high-quality design, which is well-connected, provides high quality public and private open space and links to existing community uses, which will contribute to a sustainable community.

The proposed development will provide 119 no. apartment units on lands within the ownership of FCC and zoned for residential use in accordance with both the Core Strategy and Settlement Hierarchy of the Fingal Development Plan 2023-2029. The proposed development does not exceed the core strategy and therefore objective CS03 of the Development Plan does not apply.

4.2.2 Land Use Zoning

The subject site is zoned ‘RS – Residential’ which has an overall objective ‘to provide for new residential communities subject to the provision of necessary social and physical infrastructure’.

A small portion of lands in the north-west of the site are zoned Open Space and no works are proposed in this area.

The vision for residentially zoned lands is to ensure the provision of high quality new residential environments with good layout and design, with adequate public transport and cycle links and within walking distance of community facilities. Provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities

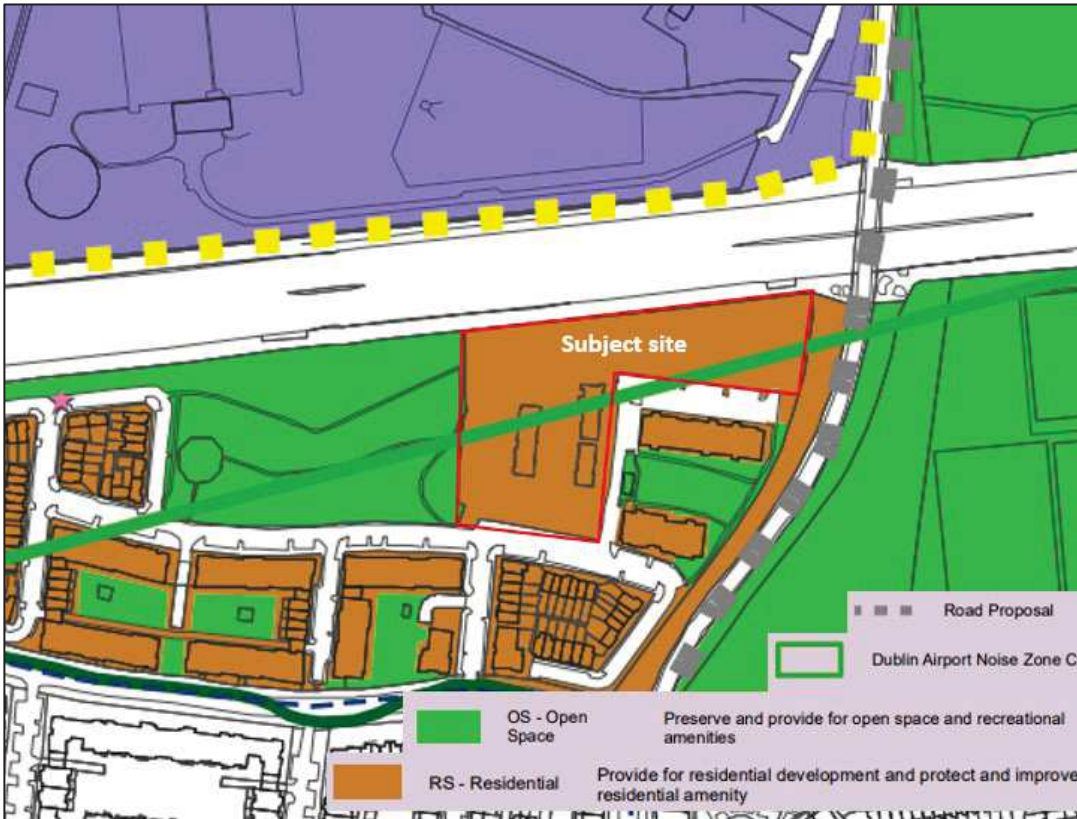


Figure 4-2: Land Use Zoning (Source: Fingal Development Plan Map Sheet 11, BSM Annotation 2023).

Uses permitted in principle on 'RS – Residential' includes the following:

- Bed and Breakfast
- Childcare Facilities
- Community Facility
- Education
- Guest House
- Office Ancillary to Permitted Use
- Open Space Residential
- Care Home/
- Retirement Home
- Retirement Village
- Sheltered Accommodation
- Traveller Community
- Accommodation
- Utility Installations

The proposed development is therefore in accordance with the 'RS – Residential' land use zoning objective of the Fingal Development Plan 2023-2029.

A road proposal identified on the map in a dashed grey line runs along the east of the subject site. The northern portion of the site is located within Dublin

Airport Noise Zone C as identified by the green line traversing the subject site. This is set out in Section 4.2.5 in further detail.

4.2.3 Core Strategy and Settlement Hierarchy

Chapter 2 of the Development Plan identifies the quantum, location and phasing of development for the plan period that is consistent with regionally defined population targets and settlement hierarchy. It reflects the availability of existing services, planned investment, sequential development and environmental requirements (i.e. an evidence-based approach in determining the suitability of lands for zoning purposes).

The requirement for a Metropolitan Area Strategic Plan (MASP) to be prepared for Dublin as part of the Regional Spatial and Economic Strategy is set out in Project Ireland 2040 – National Planning Framework. The MASP is an integrated land use and transportation strategy for the Dublin Metropolitan Area.

Whilst Poppintree is not specifically identified within the Core Strategy, it is located in the Metropolitan Area under 'Santry and Ballymun' which is identified as a Dublin City and Suburbs Consolidated Area.

This area has a total capacity for 1,791 no. units with c. 36ha of residential zoned land available and is considered as a distinctive area on the outer suburb north of Dublin City Centre.

The Settlement Hierarchy identifies a hierarchy of settlement types within the Metropolitan and Core areas of each county and the appropriate policy for growth within them. Table 2.14 of the Development Plan sets out the total land and housing capacity for the 2023-2029 Development Plan. The emphasis of the Development Plan is to continue to consolidate the existing zoned lands and to maximise the efficient use of existing and proposed infrastructure which are supported through a series of settlement objectives. In this way the Council can ensure an integrated land use and transport strategy in line with national and regional policy.

With reference to Policy CSP14 below, the subject site is a brownfield site forming part of the Mayeston area completing the residential area as it is the last remaining site to be developed. A density of 88 units per hectare is proposed alongside a creche on a site that is well serviced by both existing (bus) and proposed transport services. Further details of the proposed development is set out in Section 5 below.

We note the following policies in relation to the Core Strategy and general settlement policy 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.

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.

Policy CSP14 – Consolidation and Re-Intensification of Infill/ Brownfield Sites

Support the consolidation and re-intensification of infill/brownfield sites to provide high density and people intensive uses within the existing built up area of Dublin City and suburbs and ensure that the development of future development areas is co-ordinated with the delivery of key water infrastructure and public transport projects.

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.

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.



Figure 4-3: Core Strategy Map (Source: Fingal County Council Development Plan 2023-2029)

4.2.4 Green Infrastructure Themes

All proposals for development must take account of the Fingal’s Strategic Green infrastructure (GI) resources and ensure that these are protected, managed and enhanced as new development takes place. Development proposals must seek to provide for the protection and provision of green infrastructure which addresses the GI themes identified in the Development Plan in a coherent and integrated manner.

The five GI themes set out in the Development Plan include Biodiversity, Parks, Open Space and Recreation, Sustainable Water Management, Archaeological and Architectural Heritage, and Landscape. The following themes are set out below:

The Council has identified a number of key Green Infrastructure (GI) themes. These are:

- Biodiversity
- Parks, Open Space and Recreation
- Sustainable Water Management
- Archaeological and Heritage Landscape
- Landscape

<p>Biodiversity Theme</p>	<p>Objective GINHO3 <i>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.</i></p> <p>Objective GINHO4 <i>Resist development that would fragment or prejudice the County’s strategic green infrastructure network.</i></p>
<p>Parks, Open Space and Recreation Theme</p>	<p>Objective GINHO7 <i>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.</i></p> <p>Objective GINHO8 <i>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.</i></p>
<p>Sustainable Water Management Theme</p>	<p>Objective GINHO12 <i>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.</i></p> <p>Objective GINHO14 <i>Seek the provision of green roofs and green walls as an integrated part of Sustainable Drainage Systems (SuDS) and which provide benefits for biodiversity, wherever possible.</i></p> <p>Objective GINHO15 <i>Limit surface water run-off from new developments through the use of appropriate Sustainable Urban Drainage Systems (SuDS) using nature-based</i></p>

	<i>solutions and ensure that SuDS is integrated into all new development in the County.</i>
Archaeological and Heritage Landscape Theme	<p>Objective GINO17 <i>Protect, conserve and enhance landscape, natural, cultural and built heritage features, and support the objectives and actions of the Fingal Heritage Plan.</i></p> <p>Objective GINO18 <i>Ensure, wherever possible and appropriate, that elements of the archaeological and heritage landscape are fully integrated into proposals for new developments at the project design stage.</i></p>
Landscape Theme	<p>Objective GI36 <i>Ensure green infrastructure provision responds to and reflects landscape character including historic landscape character, conserving, enhancing and augmenting the existing landscapes and townscapes of Fingal which contribute to a distinctive sense of place.</i></p>

Objective GINHO20: Where new residential development is proposed, seek, where appropriate to maximise the use and potential of existing parks, open spaces and recreational provision, by upgrading and improving the play and recreational capacity of these existing facilities through development contributions in lieu of new open space or play provision.

The Development Plan provides measures intended to preserve the quality and appearance of sensitive landscapes. Plans and applications will need to have regard to visual impact in certain areas.

Section 9.6.14 of the Development sets out the Development Plan's Landscape Character Assessment for Fingal which assess Fingal's landscape by types, values and sensitivities. The subject lands are located within the 'Low lying Agricultural' character type which is of 'low sensitivity' and 'modest value'.

Key principles of the landscape strategy involve:

- Protect
- Preserving existing tree belts
- Establishing riparian corridors along watercourse
- Preserving natural boundaries

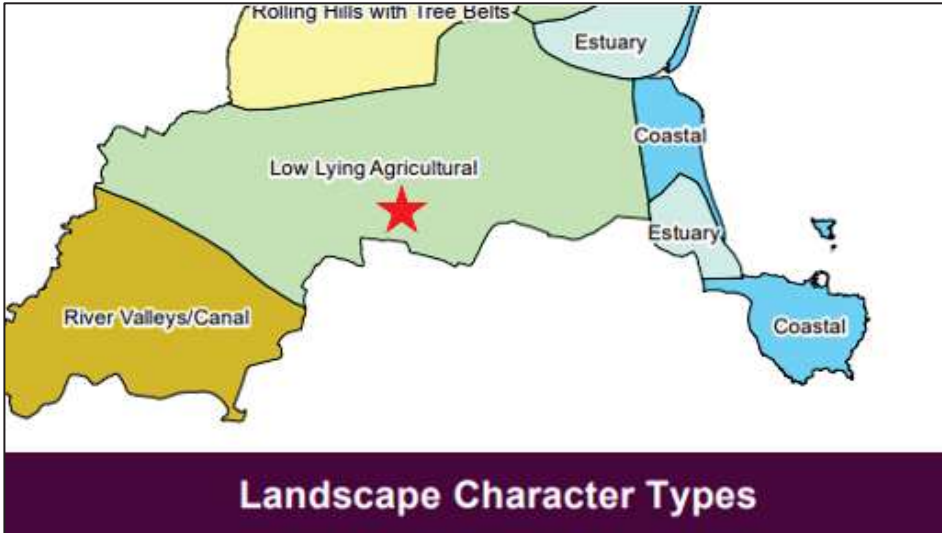


Figure 4-4: Extract from Fingal Green Infrastructure Map 1 (Source: FCC Development Plan 2023-2029) (Red Star indicates subject lands).

FCC provides a number of ‘Green Infrastructure Maps’ (Map Sheet 14, 15 and 16) within their Development Plan. We note the following objectives which are reflected on these maps:

Map 14 – Green Infrastructure Map 1	Map 14 does not identify any specific Green Infrastructure objectives on the site.
Map 15 – Green Infrastructure Map 2	Map 15 does not identify any specific Green Infrastructure objectives on the site.
Map 16 – Green Infrastructure Map 3	Map 16 identifies a ‘river’ and associated potential flood risk to the north of the site.

There are no specific Green Infrastructure (GI) objectives relative to the site.

4.2.5 Noise Zones

Fingal County Council has set out Noise Zones in relation to aircraft noise associated with Dublin Airport. The Fingal Development Plan 2023-2029 notes that noise zones were updated in 2019 and set out in Variation No. 1 of the Fingal Development Plan 2017-2023, which still applies to the 2023-2029 Development Plan (page 322).

The subject site is partly located within Dublin Airport Noise Zone C, with the main development area falling outside of this noise zone. The overall objective for Noise Zone C is:

“To manage noise sensitive development in areas where aircraft noise may give rise to annoyance and sleep disturbance, and to ensure, where appropriate, noise insulation is incorporated within the development.” The proposed development has therefore been informed by the provisions of the Fingal Development Plan

2023-2029 as amended by Variation No. 1 of the Fingal Development Plan 2017-2023 (adopted on 9th December 2019).



Figure 4-5: Variation No. 1 of the Fingal Development Plan 2023-2029 – Dublin Airport Noise. Indicative Subject Site in Red.

The Development Plan further states:

“Noise sensitive development in this zone is less suitable from a noise perspective than in Zone D. 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.”

In this regard, identified ‘noise sensitive’ development include hospitals, residential care facilities and schools. The proposed childcare facility is proposed within Block C to the south of the site, and outside of Noise Zone C, in order to avoid the sensitivities of this zone.

An Inward Noise Assessment has been prepared by AWN and is submitted as part of this application.

4.2.6 Development Management Standards

The Development Plan (Chapter 14) sets out development management standards and criteria to promote sustainable and efficient development. Objectives relevant to the proposed development are set out below:

High Quality Urban Design

‘Objective DMS05 – Design Statement’ of the Development Plan states “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.

- *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 sustainability for the scheme, its context and the streetscape.*

Please see Architectural Design Statement and Housing Quality Assessment and drawings prepared by O’Brian Beary Architects, and Landscape Design Statement and drawings prepared by Redscape Landscape Architects , for details in compliance with the above.

Design Criteria for Residential Development

'Chapter 14 – Development Management Standards' of the Plan sets out design criteria for Residential Development in Fingal. The following areas have been carefully considered by the Design Team:

- *Design and Layout: The proposed layout of the scheme has been designed in accordance with the national, regional and local policy as set out in Chapter 3 of this Report and in accordance with section 14.6.1 of the Plan.*
- *Mix of Dwellings: The development will provide a sustainable mix of unit types, sizes and tenure enabling a choice of housing for a broad section of the population.*
- *Residential Density: The proposed density has been carefully considered in the context of the established urban area in accordance with Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009).*

Qualitative Residential Development Standards

The Development Plan sets out a range of quantitative standards including minimum size of habitable rooms for all houses/ apartments and flats in accordance with national guidelines and standards.

The following general standards apply:

- Objective DMSO19 – New Residential Development
Require that applications for residential developments comply with all design and floor area requirements set out in:
 - *Quality Housing for Sustainable Communities – Best Practice Guidelines 2007,*
 - *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas 2009, the companion Urban Design Manual – A Best Practice Guide, DEHLG 2009,*
 - *Sustainable Urban Housing: Design Standards for New Apartments 2022 (updated as of July 2023)*
- 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.
- 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.

The proposed development has been designed in accordance with national, regional and local planning policy.

A Schedule of Accommodation (Housing Quality Assessment) has been prepared by O’Brian Beary which sets out in tabular format the proposed development meeting or exceeding standards set out in planning policy. A complete set of proposed floor plans for each unit type has been prepared by O’Brian Beary.

Other Residential Development Standards

The proposed development meets the relevant standards in relation to other design standards set out in the Development Plan, including separation distances, daylight, sunlight & overshadowing, in order to achieve a high standard of accommodation for future residents. This is set out in Section 5 below.

All other residential development standards are fully considered within the proposed development, which is in accordance with both the Fingal Development Plan 2023-2029, and the Sustainable Urban Housing Design Standards for New Apartments 2022 (updated as of July 2023). This is set out fully in Section 5 where the Proposed Development is detailed, and within the accompanying application documentation.

5 PROPOSED DEVELOPMENT

5.1 Overall Design Rationale

The proposed development is designed in accordance with the objectives and principles of both the Fingal Development Plan 2023-2029, and national guidelines on apartment development.

The proposed development sits within an existing mixed tenure neighbourhood within Dublin City north suburbs, to the south of the M50 motorway, and is well connected to surrounding suburban areas of Poppintree, Meakstown, Santry, Ballymun, Charlestown and Finglas.

The scale of the application integrates the site into the existing residential area and enables the creation of a distinct sense of place and character on these lands. A strategic approach has been taken regarding the landscape of the site to ensure distinctiveness and permeability is provided through these remaining lands within the Mayeston residential area.

For further details on the design approach, please refer to the Architectural Design Statement prepared by O’Brian Beary Architects and the accompanying Landscape Design Statement by Redscape Landscape Architects.

5.2 Residential Accommodation & Unit Mix

The proposed scheme provides for 119 no. apartment and duplex units comprising 39 no. 1-bed units, 68 no. 2-bed units and 12 no. 3-bed units.

The proposed scheme provides the following unit mix:

Unit Type	Unit Breakdown	No. Units	%
1-Bed apartment	1 bed apartment	39	32.77%
2-Bed apartment	2 bed 3 person apartment	13	10.92%
	2 bed 3 person apartment*	20	16.81%
	2 bed 4 person apartment	35	29.41%
3-Bed Apartment	3 bed 5 person apartment	6	5.04%
Duplex	3 bed 5 person duplex	6	5.04%
	Total	119 no. units	100%

* Universal Design Apartments

The unit mix has been selected to reflect the current housing need and the objective to achieve a balanced mix of unit sizes at an appropriate location, and complying with SPPR1 of the Sustainable Urban Housing Guidelines, which sets an upper limit of 50% for studio and 1-bed units.

As shown above, 20 no. 2-bedroom 3 person apartments have been designated as Accessible Units in accordance with the Universal Design Guidelines for Homes in Ireland in accordance with Objective SPQHO22 of the Development Plan:

Objective SPQHO22 – Accessible Housing

“Fingal County Council recognises the importance of social inclusion and aims to make 30% of social housing should be fully accessible and built with a universal design approach which will mean that the property will be flexible and changed as needed over the course of the occupant’s lifetime.”

Objective DMSO37 – Age Friendly Housing

“Require new residential developments in excess of 100 units provide 10% of the units as age friendly accommodation.”

The proposed development is in accordance with the policies noted in the objectives above and will deliver 119 no. homes in Poppintree as part of the wider Mayeston Estate. The scheme includes 62 no. social and affordable homes (52.1%) and 57 no. cost rental homes (47.9%) including 20 no. apartments (32.26%) designed in accordance with universal access standards.

The scheme proposes a mixed tenure scheme comprising a total of 57 no. cost rental homes (47.9%) and 62 no. Social & Affordable Homes (52.1%) contributing to Fingal County Council’s policy objective to provide social, affordance and cost rental housing and various tenure types:

Policy SPQHP30 – Social, Affordable and Cost Rental Housing

“Promote the provision of social, affordable and cost rental housing in accordance with the Fingal County Council Housing Strategy, Part V of the Planning and Development Act 2000, (as amended) by the Affordable Housing Act 2021 and government policy as outlined by the Department of Housing Local Government and Heritage Housing for All – A new Housing Plan for Ireland to 2030.”

Policy SPQHP31 – Housing Type and Tenure

“Support Local Authorities, Approved Housing Bodies and other sectoral agencies in the provision of a greater diversity of housing type and tenure including social and affordable housing and explore new models of low-cost rental and affordable home ownership.”

For further details on residential accommodation please refer to the Schedule of Accommodation (Housing Quality Assessment) prepared by O’Brian Beary Architects.

5.3 Residential Quality Standards

The vision for residentially zoned lands is to ensure the provision of high quality new residential developments with good layout and design, within close proximity to community facilities, and with an appropriate mix of house sizes, types and tenures.

The proposed development is fully in compliance with the Fingal County Council Development Plan Standards, as set out in Chapter 14, and with the Sustainable Urban Housing, Design Standards for New Apartments Guidelines for Planning Authorities 2022 (updated as of July 2023) where applicable.

This section of the Planning Report sets out compliance with these standards in tandem with the detail set out in the Housing Quality Assessment (HQA) prepared by O’Brian Beary Architects and is submitted as part of this S179a Planning Application.

How this development complies with all FCC Development Plan standards and with the Sustainable Urban Housing Guidelines is set out more fully in the Architectural Design Statement and Housing Quality Assessment which forms part of the enclosed documentation.

5.3.1 Residential Quality Standards – Apartments

Apartment – Unit Size and Mix

The proposed unit mix is in compliance with the unit mix requirements of SPPR1 of the Sustainable Urban Housing Design Standards for New Apartments Guidelines for Planning Authorities which states:

SPPR 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.

It is considered that with regard to the range of unit types proposed for this development (as set out above), that the inclusion of 39 no. 1-bed apartment units within the overall housing mix at this location is in compliance with the

Development Plan and the Sustainable Urban Housing Guidelines, equating to 32.7% of the overall unit mix.

Floor Areas

The proposed floor areas are in compliance with the requirements of SPPR 3 of the Apartment Guidelines which states:

SPPR 3

Minimum Apartment Floor Areas:

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

Figure 5-1: SPPR 3 of the Sustainable Urban Housing: Design Standards for New Apartments 2022 (updated as of July 2023)

The proposed development includes units above the minimum floor areas. It is a requirement 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 unit types, by a minimum of 10%.

The proposed residential units meet or exceed the minimum standards for apartment sizes. As outlined in the HQA prepared by O’Brian Beary Architects, a total of 65 no. units are at least 10% greater than the minimum area required which equates to a total of 55% of the overall unit mix.

Compliance with minimum aggregate floor areas and widths for living/dining/kitchen rooms and bedrooms is further outlined in the HQA submitted as part of this S179a application.

Dual Aspect

With regards to dual aspect units, the Development Plan notes that proposed apartments must be in accordance with SPPR 4 of the Sustainable Urban Design Standards for New Apartments 2022 (updated as of July 2023):

SPPR 4

- There shall be a minimum of 33% dual aspect units 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 to ensure good street frontage.

- 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.
- For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, the Apartment Guidelines state that 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.

While SPRR4 states *‘In relation to the minimum number of dual aspect apartments that may be provided in any single apartment scheme, the following shall apply: (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.’.*

The Development Plan standards state that apartment units shall be provided with a good level of daylight and sunlight which contribute to a high quality living space.

Additionally the 2022 Guidelines (as updated in July 2023) state at Section 3.18 that *“Where single aspect apartments are provided, the number of south facing units should be maximised, with west or east facing single aspect units also being acceptable. Living spaces in apartments should provide for direct sunlight for some part of the day. North facing single aspect apartments may be considered where overlooking a significant amenity such as a public park, garden or formal space or a water body or some other amenity feature.”*

The proposed development is in compliance with the requirements of Section 3.17 and SPPR 4 of the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities 2022 (updated as of July 2023) by providing approximately 82 no. dual aspect units (equating to 69% of the unit mix). Whilst the remaining units are single aspect, no apartments are single-aspect north facing units and have been designed so that the living area is either east, west or south facing to ensure adequate indoor lighting.

Floor to Ceiling Height

SPPR 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 floor units have a ceiling height of 2.8m or greater with a minimum ceiling height of 2.5m at upper levels. These heights are greater than required and are set out in the Architectural drawings prepared by O’Brian Beary Architects.

Internal Storage:

The apartments have been designed in accordance with the minimum storage space requirements as set out in Appendix 1 of the Apartment Guidelines 2022 (updated as of July 2023):

Studio	3 sq.m
One bedroom	3 sq.m
Two bedrooms (3 person)	5 sq.m
Two bedrooms (4 person)	6 sq.m
Three or more bedrooms	9 sq.m

As set out in the Housing Quality Assessment prepared by O’Brian Beary Architects the internal storage included within the apartments is in accordance with the Sustainable Urban Design Standards for New Apartments 2022 (updated as of July 2023) and the Fingal Development Plan 2023-2029.

Separation Distances

The proposed development achieves the minimum separation distance set out in Objective DMSS021 of the Development Plan below:

Objective DMSS021 – Separation Distance	<i>“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.”</i>
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The proposed development achieves the minimum separation distance set out above. Please refer to the Architectural Design Statement prepared by O’Brian Beary Architects for further details.

Lift and Stair Cores

The Development Plan notes that the number of lift and stair cores is principally governed by the dual aspect ratios specified in the Apartment Guidelines. SPPR 6 sets out a maximum of 12 apartments per floor per core to be provided in apartment schemes.

SPPR 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.

The proposed development includes a maximum of 8 no. apartments per lift and stair core in compliance with SPPR6 and the Development Plan.

5.4 Open Space, Public Realm and Green Infrastructure

With regard to public, private and communal open space, the proposed development has been designed in accordance with the following objectives of the Development Plan:

Objective SPQH035 – Public Open Space	Public open space provision in new residential developments must comply with the quantitative and qualitative standards set out in Chapter 14 Development Management Standards.
Objective GINH03 – 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.
Objective DMSO64 – Design of Open Space	Ensure open space provision is suitably proportioned and inappropriate narrow tracts are not provided.

Public Open Space

The proposed development provides for quality public open space. Public open space is located in the centre and northeast of the site in 2 no. connected zones. These open spaces play a key part in a wider open space strategy and provide permeability to surrounding lands and form part of a network of public open space through Mayeston and onwards to Lanesborough Park to the southwest, westwards to the Ballymun United Soccer Complex and Poppintree Park to the south.

It is intended that these 2 no. public open spaces will naturally lead people from one to the next whilst the form of buildings and inclusion of an acoustic fence along the M50 has been designed to protect the open space and the development.

The proposed development provides a total of c. 1,658 sq.m of public open space within the centre and northeast of the site. The central location is the smaller zone of public open space and provides a flexible green space with wildflower planting in order to promote biodiversity in an attractive space. The second zone of public open space is located to the northeast of the site and provides play space for older children. Both of these spaces are well lit with street lighting and have good passive surveillance from overlooking apartments.

Open Space Provision

As per Fingal Development Plan 2023-2029 requirements which seeks 12% of Class 2 Open Space for *New residential development on infill/brownfield sites* (as per Table 4.3), a total of c. 1,658 sq.m of Class 2 Public Open Space is provided on site which equates to c.12.3% of the overall site area.

In addition, as per section 4.5.2.3 and Objective DMS051 there is an objective *“...for all developments with a residential component, the overall standard for public open space provision is a minimum 2.5 hectares per 1000 population. In general, this shall be provided at a ratio of 75% Class 1 and 25% Class 2.”*

Objective DMS051 – Minimum Public Open Space Provision

“Require 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.”

In this proposed development this equals to a population-based requirement of public open space of c. 0.4 ha comprised of 0.3ha of Class 1 Open Space and 0.1 ha of Class 2 open space. Class 2 Open Space requirement is met by on-site provision of c.1,658 sqm, with Class 1 Open Space requirement met by FCC’s Lanesborough Park c. 800m to the southwest which is subject to the permitted ‘Lanesborough Park Development Part 8 Project’ (FCC Reg. Ref. PARTXI/006/21).

Communal Open Space

Secure, accessible and usable communal space is provided for future residents and in particular families with young children and for less mobile older people based on space requirements defined by the Sustainable Urban Housing Apartment Guidelines 2022 (updated as of July 2023).

The Guidelines require the following minimum communal open space areas:

- Studio 4 sq.m
- 1-bed 5 sq.m.
- 2-bed (3person) 6sqm
- 2-bed (4person) 7 sq.m.
- 3-bed 9 sq.m.

Based on a total of 119 no. apartment units, a total of c. 1,998 sq.m of communal open space (COS) is proposed which is in excess of the required c. 746 sq.m (set out below in Table 5-2).

Unit Type	No. of Units	Required COS
1 bed apartment	39	195 sq.m
2 bed 3 person apartment	33	198 sq.m
2 bed 4 person apartment	35	245 sq.m
3 bed 5 person apartment	12	108 sq.m
Total		746 sq.m

Figure 5-2: Communal Open Space Required under the Apartment Guidelines 2022 (updated as of July 2023).

The Apartment Guidelines 2022 (updated as of July 2023) also require that communal amenity space must be provided within a scheme which can be in the form of courtyards, roof gardens etc. In addition in larger schemes communal internal spaces are to be provided for residents use only i.e. multi-purpose rooms, cinema rooms, gym etc.

Two primary areas of Communal Open Space are located within the site, in the form of a courtyard amenity provided centrally within the site which is enclosed by Block A, Block B, Block C and Block D, and a communal amenity space to the south of Block E. With regard to the modest scale of apartment development, it is not considered that internal communal spaces are required. However, a multi-functional space is provided within the creche facility for community use outside of creche opening hours.

The central courtyard provides natural play for young children and seating areas to cater for all levels of mobility and accessibility. The courtyard will be enclosed via access gates which will remain open during daytime hours and the use of the gates will be monitored in accordance with the usage of the space to ensure safety for those availing of the space. The courtyard is centrally located which allows for passive surveillance from apartments at ground floor and upper levels.

The communal amenity space to the south of Block E is bound by low lying hedging and is controlled with a pedestrian gate. The space includes seating areas and is well overlooked by apartments on the southern façade of Block E.

Private Open Space

Within the proposed scheme the majority of private amenity space is proposed to be east, west or south of the units in order to ensure adequate sunlight on these spaces. The duplex units have private amenity space both to the north and south which providing sunlight for the full day.

Private amenity space is provided in the form of a patio/ garden for ground floor level apartments, balconies at upper levels for apartments and terraces to the front and rear of the proposed duplex units.

Where balconies or terraces are provided, they should be functional, screened with opaque material, have a sunny aspect, and be of a minimum depth of 1.5m. The Guidelines require the following minimum private amenity sizes:

- Studio 4 sq.m
- 1-bed 5 sq.m.
- 2-bed (3person) 6sqm
- 2-bed (4person) 7 sq.m.
- 3-bed 9 sq.m.

The proposed balconies and terraces meet or exceed the minimum standards for private open space and landscape design has incorporated measures to distinguish between private, communal, and public spaces including planting and

hedge rows, and low level railings. All balconies are guarded in accordance with guidance set out in Building Regulations Technical Guidance Document K.

Patio/ gardens of ground floor level apartments have hedging to ensure privacy whilst privacy screens are provided for apartments at upper levels. Balconies closest to the M50 motorway are enclosed inside glazing which are referred to as winter gardens. The glazing ensures a high level of private amenity is provided and reduces potential noise impacts from the M50 motorway to the north of the site.

The duplex units have large terraces both to the front and rear of the unit with a privacy screen provided on the rear terrace.

Please see Landscape Design Report prepared by Redscape Landscape Architects and Architectural Drawings and Design Statement prepared by O'Briain Beary Architects for further details.

Play Policy

The proposed development includes for c. 482 sq.m of play provision, which is greater than the minimum requirement outlined in 'Space for Play – A Play Policy for Fingal', and in excess of 4 sq.m per residential unit as required under Objective DMSO68 of the Fingal Development Plan 2023-2029.

The central green area located between Block A, B, C and D provides a large natural play area within a courtyard setting which is illustrated on the Proposed Site Layout Plan, in addition to a smaller play space between Blocks A and D, which serve all the proposed residential buildings including Block E,. This is in accordance with Section 4.13 and 4.14 of the Sustainable Urban Housing: Design Standards for New Apartments 2022 (updated as of July 2023) which notes the perimeter block within a central communal open space is particularly appropriate for children's play.

A second area of play is provided in the Public Open space area to the northeast and is aimed at older children. Further details are included in the Landscape Design Statement prepared Redscape Landscape Architects, and in the Architectural Design Statement prepared by O'Briain Beary Architects.

Sustainable Drainage Systems (SuDS)

The Sustainable Drainage Systems (SuDS) elements adopted on site will include permeable paving systems, swales, tree pits, attenuation storage system (existing) and green roofs on proposed bicycle storage sheds. The selection of SuDS components for this development was based on site opportunities and constraints and in order to maximise the sustainability of the system in accordance with Policy CAP11 of the Development Plan:

Policy CAP11 – Climate Adaptation Actions in the Built Environment

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“Development proposals should demonstrate sustainable design principles for new buildings/ services/site. The Council will promote and support development which is resilient to climate change. This would include:

- a. Measures such as green roofs and green walls to reduce internal overheating and the urban heat island effect;*
- b. Ensuring the efficient use of natural resources (including water) and making the most of natural systems both within and around buildings;*
- c. Minimising pollution by reducing surface water runoff through increasing permeable surfaces and use of Sustainable Drainage Systems (SuDS);*
- d. Reducing flood risk, damage to property from extreme events– residential, public and commercial;*
- e. Reducing risks from temperature extremes and extreme weather events to critical infrastructure such as roads, communication networks, the water/drainage network, and energy supply;*
- f. Promoting and protecting biodiversity and green infrastructure.”*

The proposed SuDS elements have regard to Fingal’s Green Blue Infrastructure for Development Guidance Note 2020. In addition a Surface Water Management Plan has been prepared by Downes Association in accordance with the Objective IUO15 of the Fingal Development Plan 2023-2029:

Objective IUO15 – Surface Water Management Plan

“Require the preparation of a Surface Water Management Plan as part of all new developments which shall include the following:

- *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.”*

For details on SuDS features please refer to the Surface Water Management Plan prepared by Downes Engineering and the Landscape Design Report prepared by Redscape Landscape Architects

5.5 Access, Car & Cycle Parking

Access

Vehicular access to the development is proposed via an extension to the existing vehicular entrance to Mayeston Green which connects to the R104 St. Margaret’s Road and is a single carriageway road that is approximately 5.5m wide. All roads

are designed to the standards as set out in Design Manual for Urban Roads and Streets (DMURS 2019).

Car Parking

The approach to car parking has been to balance the requirement for car parking provision with the need to promote sustainable transport including walking and cycling, maximising use of existing and planned public transport services in the vicinity of the site, and ensure that parking provision minimises potential negative impact on the public realm and on residential amenity.

The overall car parking layout comprises surface car parking broken down by landscaped areas and is proposed in 2 no. main car parking areas to the north of the site.

Car Parking Provision

The Fingal Development Plan (2023 – 2029) sets out residential parking provision with two distinct car parking zones:

- *“Zone 1: relates to developments within 800m of Bus Connects spine route, or 1,600m of an existing or planned Luas/Dart/Metro Rail station or within an area covered by a Section 49 scheme, or in lands zoned Major Town Centre.*
- *Zone 2: Relates to all other areas within the County.”*

As set out in the Parking Assessment & Management Strategy prepared by Roadplan Consulting, the proposed development is within 800m of the proposed E2 Spine Bus Connects Route and is located c. 1.6km east of the planned Finglas Luas Stop under the proposed Luas Extension programme, and c.1.6 km west of the proposed future Metrolink stop at Northwood. The subject development site is therefore identified as being in Zone 1 in parking provision terms.

With improved public transport access planned for the area in close proximity to the lands (detailed in the Public Transport Capacity Assessment submitted with this application), it is considered that the level of car parking proposed is appropriate to this location and the creation of a sustainable residential development.

A total of 73 no. car parking spaces are proposed to serve the subject development, with 5% disabled spaces provided (3 no. spaces), and 20% equipped with charging points for electric vehicles (15 no. spaces). A further 8 no. motorcycle spaces are proposed for the apartments. This also includes for the relocation of 5 no. car parking spaces from Mayeston Green to within the site boundary in order to integrate the site with existing residential development and to facilitate site access.

This is in compliance with the Fingal Development Plan requirements. Please see below Figure 5-3:

Land use	Parking Requirement (max)	Units	Total
Pre-school facilities/creche	0.5 per classroom	4	2
Residential (1–2 Bedroom)	0.5 space per unit	107	54
Residential (3–3+ Bedroom)	1 space per unit	12	12
			68

Figure 5-3: Car Parking Compliance Table (Source: Extract from PA&MS Report by Roadplan, 2023).

A total of 68 no. car parking spaces are provided in addition to the car parking spaces relocated from Mayeston Green which results in an overall total of 73 no. car parking spaces.

Accessible Parking

Access from parking spaces to residential entrances will comply with Part M Access and Use, of the Building Regulations. Designated accessible parking bays are located in close proximity to residential units. Please see Proposed Site Layout (dwg no. PI000) prepared by O’Briain Beary Architects for parking layout.

EV Parking Spaces

In accordance with Section 14.17.10 of the Fingal Development Plan, 20% Electric vehicle parking spaces are provided, with ducting provision for the remainder of parking spaces for future provision of electric vehicle charging. This is fully set out in Section 3.1 of the Parking Assessment & Management Strategy prepared by Roadplan Consulting.

Bicycle Parking

Bicycle parking standards for new developments are set out in Table 14.17 of the Fingal Development Plan (2023 – 2029), and are summarised below:

Land Use Category	Bicycle Parking Standards	
	Long-Stay	Short-Stay
Residential (1-2 Bedroom)	1, plus 1 per bedroom	0.5 per unit (for apartment blocks only)
Residential (3+ Bedroom)	2, plus 1 per bedroom	0.5 per unit (for apartment blocks only)

Bicycle Parking Standards Extract – Table 14.7 Fingal Development Plan 2023-2029

The proposed development exceeds the requirements of the FCC Development Plan (requiring 426 no. spaces), and provides 444 no. bicycle parking spaces made up of 358 long term resident spaces and 86 short stay visitor spaces.

Resident spaces (long term bike parking) are located in secure rooms at ground floor level with either stacked allocated bike lockers or in a double-stacked

arrangement. All bike stores are located internally adjacent the main entrance to the building except for 2 no. external bike stores adjacent to Block B and Block E. These external bike stores are safe, well lit, overlooked, and secure, and for resident access only.

Visitor cycle spaces (short term bike parking) are provided in the form of Sheffield stands in close proximity to the entrance of each building.

It is submitted that bicycle parking provision in the proposed scheme meets the requirements of the Fingal Development Plan 2023-2029, as per Section 14.17.2.1, and Objective DMSO109.

Please see enclosed Architectural Design Statement prepared by O’Brian Beary Architects and the Parking Assessment and Management Strategy for further details on proposed cycle parking and cycle storage.

5.6 Refuse Storage and Bins

The proposed development meets the relevant Development Plan standards in relation to Refuse Storage and Bins:

Objective DMSO239 – Refuse Storage Areas	<i>“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 or other such mitigation measures are provided.”</i>
Objective DMSO249 – Distance to Communal Bin Areas	<i>“Ensure the maximum distance between the front door to a communal bin area does not exceed 50 metres.”</i>

Waste generated by residents in apartments will be stored in dedicated communal bins storage areas, strategically located close to the entrances for each block. Bin stores have been adequately sized to accommodate weekly storage of organic, dry mixed recyclables, glass and mixed non-recyclable waste.

Proposed refuse storage is in accordance with Objective DMSO238 and DMSO40 and does not exceed the maximum distance of 50m from front door to communal bin area.

Please refer to the Operational Waste Management Plan prepared by AWN Consulting and the Housing Quality Assessment and Architectural Design Statement prepared by O’Brian Beary Architects for further details on refuse storage and design.

Bring Banks

Objective DMSO234 of the Fingal Development Plan has regard to the provision of public bring banks noting:

“Ensure the provision of public bring banks in all large retail developments, unless there are existing facilities within a 1km radius. Bring bank facilities will generally be required at appropriate locations in the following development types: [...]

- *In conjunction with medium and large scale residential and mixed-use developments providing in excess of 10 residential units, proposals should be a residential scheme being delivered as part of a wider development of residential at Mayeston. FCC is committed to providing such facilities in a more publicly accessible space within Poppintree and the wider area in accordance with DMSO234 above.*

5.7 Sunlight and Daylight

The overall configuration and design of the proposed development has been influenced by the need to achieve the best possible levels of sunlight and daylight penetration into the development.

The proposed development has been designed with careful consideration to daylight and sunlight in accordance with Objective DMSS022 of the Development Plan:

Objective DMSS022 – Daylight and Sunlight Analysis	<i>“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.”</i>
Objective DMSO71 – Overshadowing of Private Open Space	<i>“Ensure private open spaces for all residential unit types are not unduly overshadowed.”</i>

The Daylight and Sunlight Assessment follows methodologies set out in the Building Research Establishment’s (BRE) publication titled “Site Layout Planning for Daylight and Sunlight. A Guide to Good Practice – Third Edition 2022 (hereinafter referred to as BR209-2022) and are considered as the most appropriate reference document.

In summary, the Daylight/ Sunlight Assessment prepared by 3D Design Bureau, and included in this application documentation, concludes:

- The sun on ground (SOG) assessment across all 5 no. open spaces assessed achieved compliance in excess of the 50% threshold under BRE guidelines (ranging from c. 92% and 100%).
- The Spatial Daylight Anatomy (SDA) assessment shows full compliance in 3 no. different scenarios including ‘no trees’ in the calculations, trees in a winter state and trees in their full state during summer.
- The Sunlight Exposure (SE) assessment has a compliance rate exceeding 89% which demonstrates that the majority of apartment units within the proposed development has adequate sunlight levels under BRE guidelines.

Please refer to the Daylight Sunlight Assessment prepared by 3DDB included with this application.

5.8 Social Infrastructure & Childcare Facilities

With regard to childcare provision, please refer to Appendix A – ‘Childcare Provision Note’.

In summary, the Guidelines for Planning Authorities on Childcare Facilities (2001) indicate that Development Plans should facilitate the provision of childcare facilities in appropriate locations. These include larger new housing developments where planning authorities should require the provision of a minimum of one childcare facility with 20 places for each 75 dwellings.

As part of the proposed development a creche facility of c. 383 sq.m is provided. Based on the creche size and childcare operator’s requirements of floor space per child (approximately 5 – 7 sq.m depending on the operator), a total number of approximately 54 – 76 no. childcare spaces can be accommodated. It is considered that the proposed creche will serve childcare demand from the proposed development and serve further demand generated by the wider Mayeston and Poppintree area. It is also noted that an existing creche is located in the Mayeston Estate.

A separate Social and Community Infrastructure Report is prepared by Brady Shipman Martin and is submitted as part of this Section 179a planning application. The report sets out existing social infrastructure within a 2km radius of the subject site and concludes that the site is well serviced by social and community infrastructure including community services, healthcare, open space & parks, religious facilities and public transport services.

5.9 Part V Requirements

As the proposed development is promoted by Fingal County Council under S179a of the Planning and Development Act for residential development, Part V requirements are fully met, with the proposed scheme proposing a mixed tenure residential development consisting of 57 no. cost rental homes (c.47.9%) and 62 no. social homes (52.1%).

6 CONCLUSION

It is respectfully submitted that the proposed development will provide an appropriate form of high-quality residential development for this zoned strategic residential site. The proposed development will provide for a total of 119 no. apartments on a total site of approximately 1.34ha.

This Planning Report demonstrates that the proposed development is in accordance with National Regional and Local Policy including the Fingal County Development Plan 2023-2029, Sustainable Urban Housing Design Standards for New Apartments, Guidelines for Planning Authorities December 2022 (updated

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as of July 2023), and with the proper planning and sustainable development of the area.

It is considered that the proposed development is consistent with proper planning and sustainable development of the area, and it is respectfully requested that permission is granted for the proposed development which will positively contribute to mixed tenure housing delivery in Mayeston, Poppintree and the wider area.

Appendix A –

Childcare Provision Note

Appendix A - Childcare Provision Note

1. Introduction

The Fingal Development Plan 2023-2029 (Development Plan) notes how the provision of high-quality accessible childcare and early learning facilities in existing and new communities is an important factor for economic and social wellbeing, with key policies and objectives are set out in Section 2. At the time of publishing the Development Plan, Fingal Childcare Committee had 320 no. registered childcare services within area the of Fingal.

2. Policy Context

Fingal Development Plan 2023-2029

With regard to the provision of Childcare Facilities, the Development Plan includes the following policies:

Objective CIOSO27 – Optimum Childcare Locations Encourage the provision of childcare facilities in appropriate locations, including residential areas, town and local centres, areas of employment and areas close to public transport nodes. Encourage the co-location of childcare facilities and community facilities where appropriate, such as community centres and schools, with an emphasis on community and not for profit childcare facilities where appropriate.

Objective CIOSO28 – Childcare Facilities and New Development Require the provision of appropriate childcare facilities as an essential part of new residential and mixed-use developments in accordance with the provisions of the Childcare Facilities Guidelines for Planning Authorities 2001 or any superseding Guidelines, or as required by the Planning Authority. Such facilities should be provided in a timely manner and be an integral part of the development proposal.

Objective CIOSO29 – Community Based Childcare Promote the establishment of community-based, non-profit, childcare in future Fingal community facilities.

As part of the proposed development, a creche facility of c. 383 sq.m will be provided at ground floor level of Block C with an indicative layout illustrated on Block C Ground Floor & First Floor Plans (dwg no. PI040) prepared by O’Brian Beary Architects.

Childcare Facilities Guidelines for Planning Authorities (2001)

Childcare Facilities Guidelines for Planning Authorities, published in June 2001, provides a framework to guide local authorities in preparing development plans and assessing applications for planning permission; and, developers and childcare providers in formulating development proposals.

The Guidelines state that the local authority policies should focus on: *“The identification of appropriate locations for the provision of childcare facilities including city centres, district centres, neighbourhood centres, residential areas, places of employment, and educational institutions and convenience to public transport nodes as a key element in the development of sustainable communities.”*

Appendix 2 of the Childcare Guidelines 2001 sets out the threshold in which childcare facilities should be established based on the geographical distribution of childcare facilities and the emerging demographic profile of the area stating, ‘for housing, a benchmark provision of one childcare facility per 75 dwellings is recommended’, providing a minimum of 20 childcare spaces.

It is further noted that any modification to the indicative standard of one childcare facility per 75 dwellings should have regard to ‘the make-up of the proposed residential area’.

Section 2.4 discusses appropriate locations for childcare facilities:

New communities/Larger new housing developments. - Planning authorities should require the provision of at least one childcare facility for new housing areas unless there are significant reasons to the contrary such as *“development consisting of single bed apartments or where there are adequate childcare facilities in adjoining developments.”*

The Guidelines also state: *“The threshold for provision should be established having regard to the existing geographical distribution of childcare facilities and the emerging demographic profile of areas.”*

Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2022 (updated as of July 2023).

The Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2022 (updated as of July 2023) include specific guidance on childcare provision. This gives an indication of the revised approach currently evolving in relation to childcare facilities particularly in the context of the dated current guidelines.

Section 4.7 of the Guidelines state as follows: *“Notwithstanding the Planning Guidelines for Childcare Facilities (2001), in respect of which a review is to be progressed, and which recommend the provision of one child-care facility (equivalent to a minimum of 20 child places) for every 75 dwelling units, the threshold for provision of any such facilities in apartment schemes should be established having regard to the scale and unit mix of the proposed development and the existing geographical distribution of childcare facilities and the emerging demographic profile of the area. 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 also apply in part or whole, to units with two or more bedrooms.”

Unit Type	No. of Units	%
1 bed apartment	39	32.77%
2 bed 3 person apartment	13	10.92%
2 bed 3 person apartment (UD)	20	16.81%
2 bed 4 person apartment	35	29.41%
3 bed 5 person apartment	6	5.04%
3 bed 5 person duplex	6	5.04%
Total	119	100%
Total exc. 1 bedroom units	80	

Table 1: Overview of Unit Mix

Approximately 33% of units in the proposed development are 1 bedroom apartments and are discounted as part of the unit mix when calculating the number of childcare places required. Therefore it is anticipated that the potential for children living in the scheme is limited to 80 no. units in accordance with these Guidelines.

3. Childcare Provision Summary

As noted above, the Childcare Facilities: Guidelines for Planning Authorities (2001) recommend an average of one childcare facility of minimum 20 no. childcare spaces, for each 75 no. dwellings.

On the basis of a total number of 80 no. apartment units (total unit mix excluding 39 no. 1-bedroom units), a total number of approximately 21 no. childcare spaces would be required by the proposed development based on Childcare Guidelines 2001. This calculation also includes units that are designated Universal Design units.

Based on the proposed childcare facility of approximately 383 sq.m and the standard floor space requirement per child as used by the majority of operators (5-7 sq.m depending on the operator), the proposed childcare facility will accommodate for **c. 54 – 76 no. childcare spaces**. As noted above, the creche is provided at ground floor level of Block C with an associated external play space of c. 130 sq.m.

The proposed creche will serve to augment social infrastructure provision in the area, catering to childcare demand from the proposed development and takes into consideration potential demand generated from the overall Mayeston lands, adjacent Hampton Woods (DCC Reg. Ref. 2414/16) and wider Poppintree area.

Appendix B –

Primary & Secondary School Provision Note

Appendix B – Primary and Secondary School Provision Note

1. Introduction

This note has been prepared in response to the requirements of Fingal County Council who will consider future school developments having regard to specific requirements of the Department of Education and Skills and guidance set out within The Provision of Schools and the Planning System, A Code of Practice for Planning Authorities, the Department of Education and Science, and the Department of the Environment, Heritage and Local Government, 2008 (The Provision of Schools Guidelines, 2008).

The Fingal Development Plan 2023-2029 (the Development Plan) acknowledges that Fingal County Council is the youngest Local Authority in the State (at 33.8 years) and as such demand for school places and new schools is high in the County.

New schools shall be developed in areas where new/additional schools are required as identified by the Department, referred to as School Planning Areas, and/or within existing school/ education sites.

2. Policy Context

Fingal Development Plan 2023-2029

With regard to school provision within the County, the Development Plan includes the following policies:

Objective CIOSO17 – Encourage the continued use and possible intensification of existing educational infrastructure where appropriate. Facilitate the development of new schools, the re-development of existing schools and extensions planned as part of the Government’s School Building Programme

Objective CIOSO18 – Identify sites for primary and secondary schools in consultation with the Department of Education based on future population growth projections and in accordance with the Core Strategy and Settlement Hierarchy

Objective CIOSO19 – Facilitate the development of additional schools, including Gaelscoileanna and Gaelcholáistí, at both primary and secondary level in a timely manner in partnership with the Department of Education and Skills and/or other bodies.

The Provision of Schools and the Planning System: A Code of Practice (2008)

The Provision of Schools and the Planning System: A Code of Practice 2008 (Provision for School Guidelines 2008) sets out several initiatives to promote proper planning and sustainable development with regard to the effective co-ordination of development and school provision.

The document was designed to facilitate the provision of schools and related infrastructure alongside mechanisms for new schools through the following actions:

1. *Forecasting Future Education Demand*
2. *Planning for New Schools through Local Authority Development Plans*
3. *Location of Schools – Planning Considerations*
4. *Site Development Standards*
5. *School Development Proposals and the Development Management Process*
6. *School Site Identification and Acquisition*

In relation to Development Management Guidelines, The Provision for School Guidelines 2008 require planning authorities to:

“Take due account of the requirements of section 4.4 of the draft planning guidelines on Sustainable Residential Development in Urban Areas, which requires planning applications for major housing proposals to be accompanied by assessments of the capacity of local schools to accommodate the proposed development.”

3. Primary & Secondary School Provision

Within 2km of the site there are 5 no. primary schools with an overall enrolment of 1,077 no. pupils recorded in 2022/2023. These primary schools include:

- St Joseph’s Junior School – 148 no. pupils
- Holy Spirt Girls National School – 259 no. pupils
- Holy Spirt Boys National School – 291 no. pupils
- Our Lady of Victories – 189 no. pupils
- Virgin Mary Girls National School - 190 no. pupils

Based on an eight-year primary school cycle, as one year group leaves an average total of 134 no. childcare places will become available (26 no. places per school).

Within 3km of the site there are 5 no. secondary schools with an overall enrolment of 2,608 no. pupils recorded in 2022/2023. These secondary schools include:

- Beneavin De La Salle College – 576 no. pupils

- Trinity Comprehensive School – 555 no. pupils
- St. Kevin’s College – 535 no. pupils
- St Micheals Secondary School – 634 no. pupils
- Colaiste Eoin – 308 no. pupils

Based on a six-year secondary school cycle, as one year group leaves an average total of 434 no. secondary school places will become available (86 no. places per school).

4. Estimated School Demand

The estimated school demand from the site is estimated using the ‘Regional Projections of full-time enrolments, Primary and Secondary Level 2021-2040’ produced by Department of Education, ‘Provision of Schools and the Planning System: A Code of Practice 2008’ and CSO data of the site and surrounding area (Dubber ED).

The site is located within Dubber ED which recorded an average household size of 2.93 persons in 2022. Based on an average of 12% of the population expected to be present for primary education as per ‘The Provision of Schools and the Planning System: A Code of Practice (2008)’, the likely primary school demand from the proposed development is set out below in Table 1:

Units	Average HH (Dubber ED)	Population of proposed development	Projected Primary School Population (12%)
80 (119 total units excluding 1-beds)	2.93	234	c. 28 no. pupils

Table 1: Estimated Demand of Primary School Provision (Source: CSO and Department of Education, ‘Provision of Schools and the Planning System: A Code of Practice 2008)

The demand for primary school places generated by the proposed development is c. 28 no. places, which equates to approximately 3 no. places per year group based on an eight-year primary school cycle.

Based on an average of 7.8% of the state enrolled in secondary schools as per the most recent Census 2022 results , the likely secondary school demand from the proposed development is set out below in Table 2:

Units	Average HH (Dubber ED)	Population of proposed development	Projected Primary School Population (7.8%)
80 (119 total units excluding 1-beds)	2.93	234	c. 18 no. pupils

Table 2: Estimated Demand of Secondary School Provision (Source: CSO 2023).

The demand for secondary school places generated by the proposed development is c. 18 no. pupils, which equates to approximately 3 no. places per year group based on a six-year primary school cycle.

5. Conclusion

The proposed development at Mayeston represents an opportunity to deliver new development offering a quality living environment, respectful of its site context and surroundings, within the existing Mayeston residential area.

The primary school demand generated from the development (28 no. spaces) is less than the estimated number of spaces (134 no. spaces) per year which will become available within 5 no. primary schools within 2km of the site. Furthermore it is estimated as one year group leaves a total of 26 no. spaces will become available in each primary school.

Similarly, the secondary school demand generated from the development (18 no. spaces) is less than the estimated number of spaces (86 no. spaces) per year which will become available within 5 no. secondary schools within 3km of the site.

Therefore surrounding primary and secondary schools within a c. 2km and c. 3km radius of the subject site will sufficiently serve the estimated school demand from the proposed development.

We consider the proposed development to be fully in accordance with Government guidance in relation to: Provision of Schools and the Planning System 2008; Fingal Development Plan 2023-2029 policies and objectives; and, the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities December 2022 (updated as of July 2023).