



**THORNTON O'CONNOR**  
TOWN PLANNING

# Planning Report

Prepared in Respect of a Proposed  
Residential and Crèche Development at

A Site of 4.72 Ha at New Road,  
Donabate, Co. Dublin

On Behalf of Fingal County Council

April 2024

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Planning Department  
Fingal County Council  
County Hall  
Main Street  
Swords  
Co. Dublin

Thursday, 4<sup>th</sup> April 2024

Dear Sir/Madam,

**RE: PLANNING REPORT IN RESPECT OF A DEVELOPMENT COMPRISING 175 NO. RESIDENTIAL UNITS AND CRÈCHE PROPOSED AT A SITE OF 4.72 HA AT NEW ROAD, DONABATE, CO. DUBLIN**

## **1.0 INTRODUCTION**

Thornton O'Connor Town Planning<sup>1</sup> (TOC), in association with Waterman Moylan Consulting Engineers<sup>2</sup> (Waterman Moylan), JV Tierney<sup>3</sup>, Áit Urbanism + Landscape<sup>4</sup>, Enviroguide Consulting<sup>5</sup> (Enviroguide), 3D Design Bureau<sup>6</sup> (3DDB), Charles McCorkell Arboricultural Consultancy<sup>7</sup>, Rubicon Heritage<sup>8</sup> and AWN Consulting<sup>9</sup>, have been retained by Fingal County Council<sup>10</sup> (FCC) to collaborate with its Architecture Department to prepare this submission in respect of a proposed development comprising 175 No. residential units and crèche at a site located at New Road, Donabate, Co. Dublin. At the outset, we note that the units will be of a mixed tenure (social and affordable housing).

### **1.1 Development Proposed and Delivered Under Section 179A of the *Planning and Development Act 2000* (as amended)**

It should be noted that the proposed development falls within the provisions of Section 179A of the *Planning and Development Act 2000* (as amended). Section 179A is a "...temporary exemption for local authorities from the 'Part 8' approval process to construct housing developments on local authority and designated State owned lands zoned to include residential

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<sup>9</sup> The Tecpro Building, Clonsaugh Business & Technology Park, Dublin 17

<sup>10</sup> County Hall, Main Street, Swords, Co. Dublin

use... and specifies exempted development status for the provision of specified forms of housing development on designated State lands.”<sup>11</sup>

Section 179A(1) applies to development:

- “(a) that is carried out by, on behalf of, or jointly or in partnership with, a local authority pursuant to a contract entered into by the local authority concerned, whether in its capacity as a planning authority or in any other capacity,*
- (b) that does not materially contravene the development plan or local area plan for the area,*
- (c) that is in accordance with the strategy included in the development plan for the area in accordance with section 94(1),*
- (d) that is not subject to a requirement, in accordance with the Environmental Impact Assessment Directive, for an assessment with regard to its effects on the environment,*
- (e) that is not subject to a requirement, in accordance with the Habitats Directive, for an appropriate assessment,*
- (f) that is on land—*
  - (i) that is owned by a local authority or a State Authority,*
  - (ii) that is zoned for residential use, and*
  - (iii) that has access, or can be connected, to public infrastructure and facilities, including roads and footpaths, public lighting, foul sewer drainage, surface water drainage and water supply, necessary for dwellings to be developed and with sufficient service capacity available for such development, and*
- (g) that is commenced on or before 31 December 2024.”*

Section 179A(5) augments this, clarifying what is considered to be “housing development”:

- “‘housing development’ includes—*
- (a) the construction or erection of a house or houses,*
  - (b) the construction of a new road or the widening or realignment of an existing road, to serve houses referred to in paragraph (a),*
  - (c) the construction or erection of pumping stations, treatment works, holding tanks or outfall facilities for waste water or storm water, to serve houses referred to in paragraph (a),*
  - (d) the laying underground of sewers, mains, pipes or other apparatus,*
  - (e) the provision of open spaces, recreational and community facilities and amenities and landscaping works to serve houses referred to in paragraph (a), and*
  - (f) the provision of car parks, car parking places, surface water sewers and flood relief work, and ancillary infrastructure to serve houses referred to in paragraph (a)”*

The amended Act is supplemented by the *Planning and Development (Section 179A) Regulations 2023* which provide further details and procedural guidance.

In relation to the criteria set out in Section 179A(1) of the *Planning and Development Act 2000* (as amended), compliance with same has been summarised in Table 1.1 below for clarity.

<b>Requirement of development proposed under Section 179A(1) of the <i>Planning and Development Act 2000</i> (as amended):</b>	<b>Proposed Development’s Compliance:</b>
<i>(a) that is carried out by, on behalf of, or jointly or in partnership with, a local authority pursuant to a contract entered into by the local</i>	The development is being pursued by Fingal County Council.

<sup>11</sup> Circular Letter: ‘Housing 09/2023’ and Planning ‘PL 01/2023’ (Dated 10th March 2023)

Requirement of development proposed under Section 179A(1) of the <i>Planning and Development Act 2000</i> (as amended):	Proposed Development's Compliance:
<i>authority concerned, whether in its capacity as a planning authority or in any other capacity,</i>	
<i>(b) that does not materially contravene the development plan or local area plan for the area,</i>	As detailed in this Report and the content of the Design Pack, the proposed development does not materially contravene the <i>Fingal County Development Plan 2023–2029</i> .
<i>(c) that is in accordance with the strategy included in the development plan for the area in accordance with section 94(1),</i>	The development has been designed in accordance with the <i>Housing Strategy</i> (of the <i>Fingal County Development Plan 2023–2029</i> ), seeking to deliver an appropriate mix of dwelling types, sizes, tenures.
<i>(d) that is not subject to a requirement, in accordance with the Environmental Impact Assessment Directive, for an assessment with regard to its effects on the environment,</i>	Permanent, long-term significant effects on the environment have been screened out – see Section 6.11 below.
<i>(e) that is not subject to a requirement, in accordance with the Habitats Directive, for an appropriate assessment,</i>	The possibility of significant effects on European sites has been excluded – see Section 6.11 below.
<i>(f) that is on land— (i) that is owned by a local authority or a State Authority, (ii) that is zoned for residential use, and (iii) that has access, or can be connected, to public infrastructure and facilities, including roads and footpaths, public lighting, foul sewer drainage, surface water drainage and water supply, necessary for dwellings to be developed and with sufficient service capacity available for such development, and</i>	The subject site: (i) Is in the ownership of Fingal County Council. (ii) Is zoned 'RS – Residential' (and partially 'RA – Residential Area'), where 'residential' is a "permitted in principle use". (iii) Has access to existing infrastructure capable of accommodating the proposed development or to which it can be connected.
<i>(g) that is commenced on or before 31 December 2024</i>	It is intended that the development will commence before 31 <sup>st</sup> December 2024.

**Table 1.1:** Requirement of development proposed under Section 179A(1) of the *Planning and Development Act 2000* (as amended)

**Source:** Thornton O'Connor Town Planning (2024)

## 1.2 Summary of the Proposed Development

The subject site and proposed development are described in the statutory notices as follow:

*"The development is proposed at a site of 4.72 hectares at New Road, Donabate, Co. Dublin. The site is generally bound by: a site which is currently being developed to the north; Lanestown View residential development to the east; New Road and existing residential dwellings fronting same to the south; and Saint Patrick's Park residential development to the west. The site includes: part of New Road for road junction, cycle track, footpath and*

*water service connection works; and part of the site to the north for water service connection works.*

*The proposed development will principally comprise the construction of 175 No. residential dwellings (123 No. houses and 52 No. apartments) and a single-storey crèche of 365 sq m (with outdoor play area and external stores). The 123 No. houses, which are part-1-/part-2-storey and 2-storey in height, include 30 No. 2-bed units, 82 No. 3-bed units and 11 No. 4-bed units. The 52 No. apartments include 26 No. 1-bed units, 20 No. 2-bed units and 6 No. 3-bed units and are contained in a single block ranging in height from 1 No. to 4 No. storeys.*

*The development will also include the following: 2 No. new multi-modal entrances/exits at New Road; 2 No. multi-modal connections to existing and under construction residential developments to the east and north respectively; cycle track and footpath along New Road; 139 No. car parking spaces; 4 No. set down bays; 6 No. motorcycle parking spaces; cycle parking; hard and soft landscaping, including public open space, communal amenity space and private amenity spaces (which include gardens, balconies and terraces facing all directions); boundary treatments; 1 No. sub-station; bin stores; lighting; PV panels atop houses; green roofs, PV panels, lift overruns and plant atop the apartment block; green roofs and PV panels atop the crèche building; and all associated works above and below ground.”*

### **1.3 Purpose and Structure of this Report**

The purpose of this *Planning Report* is to provide a comprehensive introduction to the subject site and the proposed development, as well as outlining its compliance with key planning guidance. It continues in 7 No. further Sections:

**Section 2** – Site Location, Description, Context and Accessibility

**Section 3** – Planning History

**Section 4** – Development Description

**Section 5** – Strategic Planning Policy Context

**Section 6** – Planning Overview and Assessment

**Section 7** – Document Register and Administration

**Section 8** – Conclusion

The Report should be read in conjunction with the materials prepared by the various members of the Design Team, as listed in Section 7.0.

## 2.0 SITE LOCATION, DESCRIPTION, CONTEXT AND ACCESSIBILITY

### 2.1 Site Location and Description

The subject site, which measures 4.72 Ha in area and is greenfield in nature, is located in the settlement of Donabate, approximately 350 metres (as the crow flies), at its closest, to the south-east of Donabate Main Street. It is generally bound to the north by lands currently under construction, to the south by New Road, to east by a residential development permitted under Fingal County Council Reg. Ref. F20A/0510 / An Bord Pleanála Case Reference PLo6F.311447 (as amended by Fingal County Council Reg. Ref. F22A/0686), and to the west by Saint Patrick’s Park Residential Development (Figure 2.1). The character of the local area is subject to change, as detailed in Section 2.2 and Section 3.2 following.

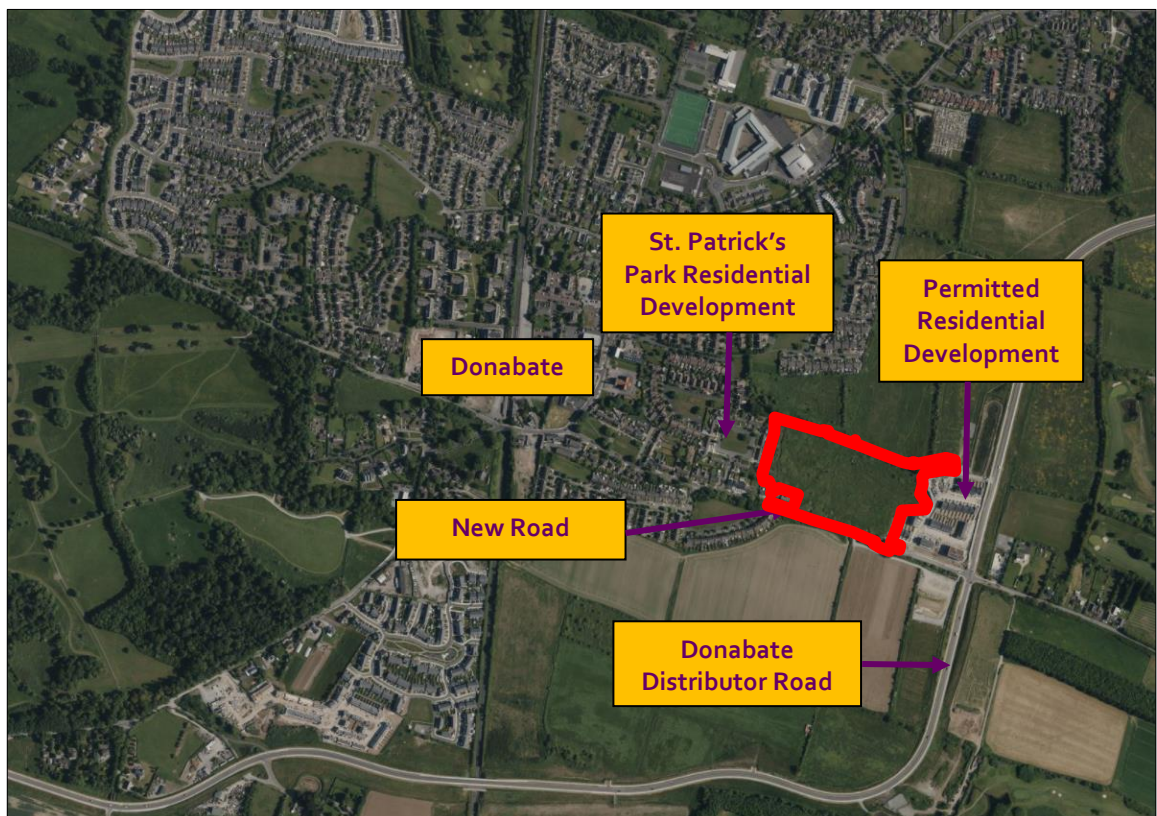


Figure 2.1: Aerial view with the indicative boundary of the subject site outlined in red

Source: Bing Maps, annotated by Thornton O’Connor Town Planning (2024)

### 2.2 Site Context

The surrounding context is generally characterised by (i) residential development, and (ii) greenfield lands, with a mix of uses including commercial development located further west. The character of the immediate area is evolving, with a residential development permitted under Fingal County Council Reg. Ref. F20A/0510 / An Bord Pleanála Case Reference PLo6F.311447 (as amended by Fingal County Council Reg. Ref. F22A/0686) on lands to the immediate east of the subject site (Figure 2.2), and a mixed-use development permitted under An Bord Pleanála Case Reference TA06F.311059 and a residential development permitted under Fingal County Council Reg. Ref. F22A/0527 on lands to the south of the subject site. There is also a live Planning Application for a residential development on lands to the south of the subject site as per Fingal County Council Reg. Ref. F24A/0169.





**Figure 2.2:** South-east corner of the site with residential development permitted under Fingal County Council Reg. Ref. F20A/0510 / An Bord Pleanála Case Reference PLo6F.311447 (as amended By Fingal County Council Reg. Ref. F22A/0686) on the right-hand side of the frame

**Source:** 3D Design Bureau (2024)

## 2.3 Site Accessibility

### 2.3.1 Rail Infrastructure

The subject site is located approximately 500 metres (as the crow flies), at its closest, to the east / east-south-east of Donabate Train Station. Donabate Train Station, which is an approximately 8-minute / 600 metre walking distance or an approximately 2-minute / 650 metre cycling distance from the closest entrance to the proposed development, is served by both the 'Dublin–Dundalk Commuter' and the 'DART and Dublin Commuter' services<sup>12</sup>. The proximity of the subject site to Donabate Train Station provides it with good accessibility to Dublin City Centre, as well as north towards Belfast.

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<sup>12</sup> According to: <https://www.irishrail.ie/en-ie/train-timetables/timetables-by-station>



**Figure 2.3: Dublin rail map with Donabate Train Station circled in red**

**Source:** irishrail.ie, Annotated By Thornton O’Connor Town Planning (2024)

Under the *Greater Dublin Area Transport Strategy 2022–2042*, the *National Planning Framework* and the *National Development Plan 2021–2030*, repeated commitment has been expressed to the upgrading and improvement of services on the DART and Commuter Rail Network to provide an overall enhanced service which will support the ongoing urban expansion of Donabate.

### 2.3.2 Bus Services

In addition to the proximate Donabate Train Station, 4 No. Bus Routes serve the nearby Main Street in Donabate Town Centre, namely:

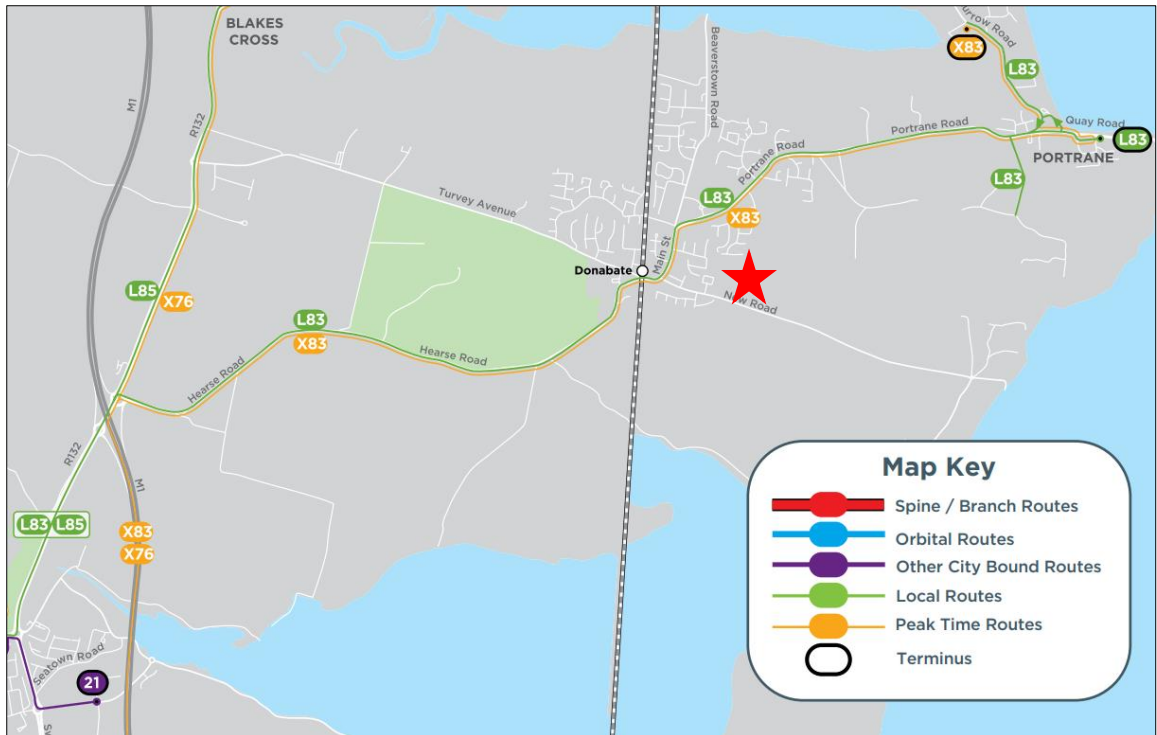
#### Dublin Bus

- **Route No. 33D:** Portrane to Custom House Quay / St. Stephen’s Green.
- **Route No. 33E:** Abbey Street Lower to Skerries.

#### Go Ahead

- **Route No. 33B:** Portrane to Swords.
- **Route No. 33T:** Donabate to Portrane and/or Lusk (Route Varies Throughout Day).

Under BusConnects, which is a national program for investment in the bus network in cities across Ireland, the bus network will be redesigned, and a more legible and accessible transport network created. A key principle underpinning this network is the notion of “Abundant Access” which is the idea that through simple connections and transfers between public transport services, more of the city should be accessible to passengers within a reasonable travel time. Under BusConnects, a Local and Peak Time Route are proposed to serve the nearby Main Street in Donabate Town Centre. The proposed network in the vicinity of the subject site, which will enhance connectivity with the surrounding area and beyond, is shown in Figure 2.4.



**Figure 2.4: Proposed Route Network in the Vicinity of the Subject Site (Indicative Location Denoted By Red Star)**

**Source:** BusConnects.ie, annotated by Thornton O’Connor Town Planning (2024)

As can be seen in Figure 2.4 above and Table 2.1 below, the following proposed bus routes are particularly relevant to the subject site.

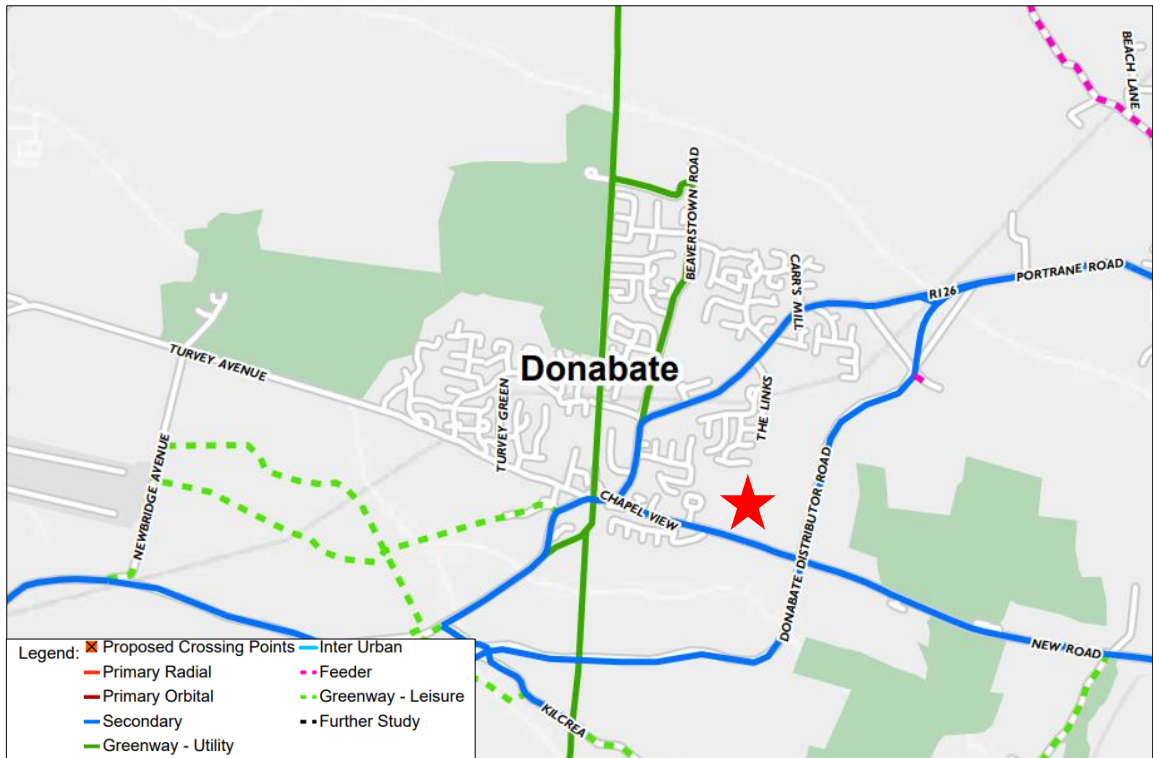
Proposed Bus Routes			
Bus Route		Destination	Weekday Frequency
<b>Local Routes</b>			
Route No.	L83	Portrane – Donabate – Swords – Airport	30 No. Minutes (06.00 – 23.00)
<b>Peak-Only / Express Routes</b>			
Route No.	X83	Portrane – Donabate – City Centre – UCD	1 No. Trip Per Hour Between 08.00 and 09.00 and 17.00 and 18.00

**Table 2.1: Proposed bus routes in the vicinity of the subject site**

**Source:** BusConnects.ie

### 2.3.3 Cycle Infrastructure

Whilst cycle infrastructure in Donabate is currently limited, the nearby Donabate Distributor Road comprises two-way cycle lanes. It is also proposed under the National Transport Authority’s *Greater Dublin Area Cycle Network Plan* to enhance the cycle network in the Greater Dublin Area, with a range of cycle infrastructure proposed which will greatly expand coverage, range and comfort for cyclists. In the vicinity of the subject site, a Secondary Route is proposed along New Road to the immediate south of the subject site, for example, which the existing cycle infrastructure on the Donabate Distributor Road will connect to.

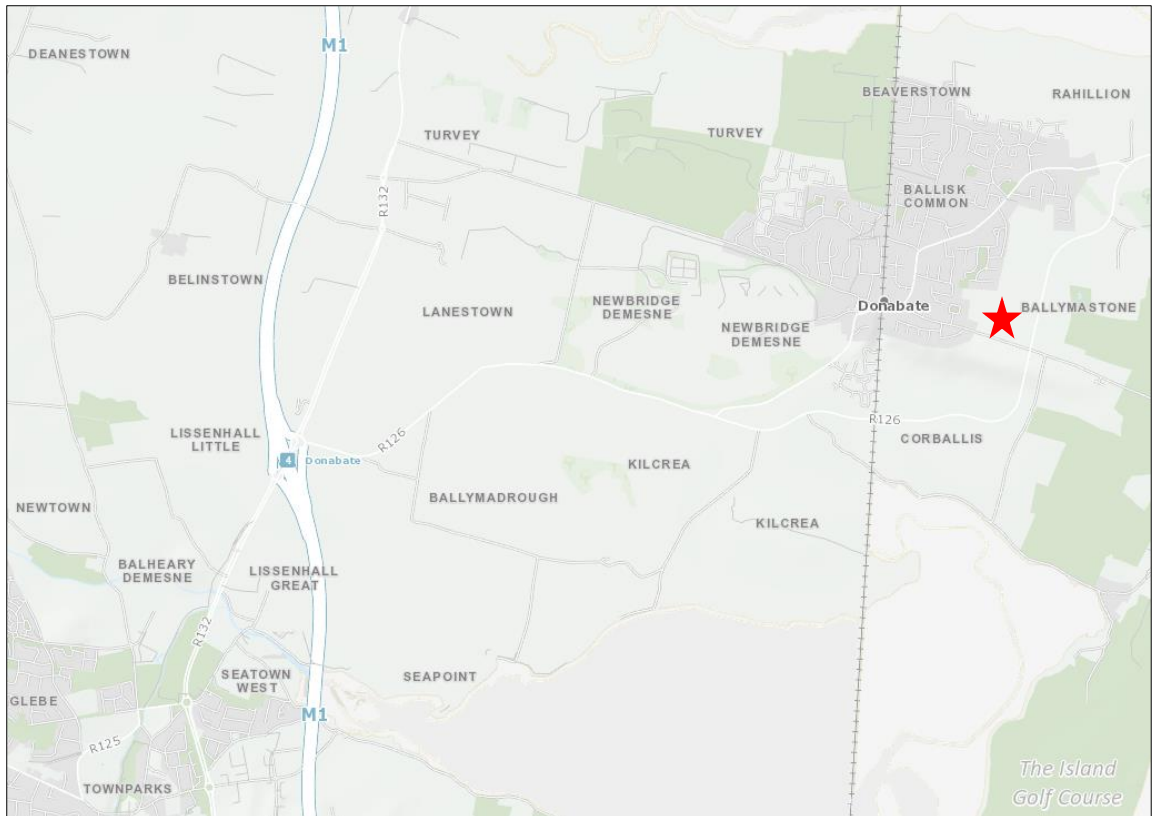


**Figure 2.5:** Existing and proposed cycle infrastructure surrounding the subject site (indicative location denoted by red star)

**Source:** National Transport Authority's 2022 *Greater Dublin Area Cycle Network Plan – Lusk, Rush and Donabate*, annotated by Thornton O'Connor Town Planning (2024)

### 2.3.4 Road Infrastructure

The subject site is located within immediate proximity of the Donabate Distributor Road (a 4 kilometre road which connects Hearse Road (R126), across the Dublin – Belfast Railway Line, to Portrane Road (R126)). The R126 Regional Road ultimately joins Junction No. 4 of the M1 Dublin – Belfast Motorway which is located within a 7-minute drive of the subject site. The location of the subject site relative to the R126 Regional Road and M1 Motorway is shown in Figure 2.6.



**Figure 2.6: Road Network Map (Indicative Location of the Subject Site Denoted By Red Star)**

**Source: Myplan.ie, Annotated By Thornton O'Connor Town Planning (2024)**

### 3.0 PLANNING HISTORY

#### 3.1 Subject Site

According to the Online Planning Register, there have been 2 No. Planning Applications of note<sup>33</sup> made in respect of the subject site, details of which are provided below:

#### Fingal County Council Reg. Ref. F17A/0373 – Residential Development

<b>FCC Reg. Ref.</b>	<b>F17A/0373</b>
<b>Application Date</b>	30 <sup>th</sup> June 2017
<b>Brief Development Description</b>	The development will consist of: the construction of a Residential Development comprising 151 No. dwellings (41 No. 2.5 No. storey, three-bedroom terrace dwellings; 2 No. 2.5 No. storey, three-bedroom semi-detached dwellings; 9 No. 2 No. storey, two-bedroom detached dwellings; 9 No. 2 No. storey, three-bedroom detached dwellings; and 90 No. two-bedroom duplex units arranged in a split-level design over 3 No. storeys), and 1 No. 2 No. storey crèche / childcare facility, all with associated car parking. The development will also include: 1 No. new link road with new pedestrian and vehicular entrance from New Road connecting to 'The Links' Housing Estate to the north; 2 No. additional vehicular and pedestrian entrances to the proposed development from New Road and associated upgrade works; landscaping including public, communal and private open space; boundary treatments; a temporary Wastewater Pumping Station to serve the development; and all associated site and engineering works necessary to facilitate the development.
<b>FCC Decision Date</b>	23 <sup>rd</sup> August 2017
<b>FCC Decision</b>	Grant Permission Subject to 31 No. Conditions
<b>ABP Case Reference</b>	PL06F.249206
<b>ABP Decision Date</b>	17 <sup>th</sup> April 2019
<b>ABP Decision</b>	Grant Permission Subject to 23 No. Conditions

Under Fingal County Council Reg. Ref. F17A/0373, permission was sought for a Residential Development comprising 151 No. dwellings and a crèche on the subject site.

The Planning Officer, in considering the proposed development, noted the following regarding same:

*"It is considered that the proposed development is visually acceptable and will provide a visually attractive development on New Road, Donabate. It is accepted that the area has a unique character through its semi-rural nature at present. However, the development of the Donabate Distributor Road (DDR) and continued residential development in Donabate as guided by both the Development Plan and the Donabate LAP will inevitably change the character of the area. However, the design, layout and type of accommodation provided within the scheme are satisfactory and accord with the proper planning and sustainable development of the area."*

<sup>33</sup> Planning Applications which were not invalidated or withdrawn.

Fingal County Council decided to Grant Permission for the Residential Development on 23<sup>rd</sup> August 2017, subject to 31 No. Conditions. However, the Decision of the Planning Authority was the subject of a Third Party Appeal to An Bord Pleanála. The Board, in considering the Residential Development subject to Appeal, decided to defer further consideration thereof and issue a Section 137 Notice. In response thereto, the Residential Development was amended to increase the quantum of dwellings from 151 No. to 199 No. The Board, in considering the Residential Development as modified, decided to Grant Permission therefor on 17<sup>th</sup> April 2019, subject to 23 No. Conditions.

### Fingal County Council Reg. Ref. F05A/0438 – Mixed-Use Development

<b>FCC Reg. Ref.</b>	<b>F05A/0438</b>
<b>Application Date</b>	31 <sup>st</sup> March 2005
<b>Brief Development Description</b>	The development will consist of: the construction of a Mixed-Use Development comprising 9 No. houses (6 No. 2.5 No. storey, three-bedroom semi-detached units and 3 No. 2.5 No. storey, three-bedroom terraced units), 52 No. apartments (2 No. one-bedroom and 30 No. two-bedroom apartments in 2 No. 2 – 3 No. storey blocks, and 4 No. one-bedroom and 16 No. two-bedroom apartments in 1 No. 2 – 3 No. storey block) and 1 No. ground floor commercial unit (c. 148.4 sq m). The development, which will be accessed from New Road / Balcarrick Road, will also include: car parking; landscaping; boundary treatment; bin stores; and drainage works.
<b>FCC Decision Date</b>	24 <sup>th</sup> May 2005
<b>FCC Decision</b>	Refuse Permission

Under Fingal County Council Reg. Ref. F05A/0438, permission was sought for a Mixed-Use Development comprising 61 No. dwellings and 1 No. commercial unit on the subject site. Fingal County Council, in considering the Planning Application, decided to Refuse Permission for the Mixed-Use Development due to prematurity pending the adoption of the *Donabate Local Area Plan* and determination of the Road Proposal connecting Hearse Road to the Townlands of Ballalease North and Ballymastone, and insufficient capacity in the Donabate / Portrane Wastewater Treatment Plant.

### 3.2 Immediate Vicinity of the Subject Site

A review of the Online Planning Database has revealed a number of recent Planning Applications of note pertaining to lands in the immediate vicinity of the subject site. The indicative location of the Planning Applications of note, details of which are provided below, is shown in Figure 3.1 below.

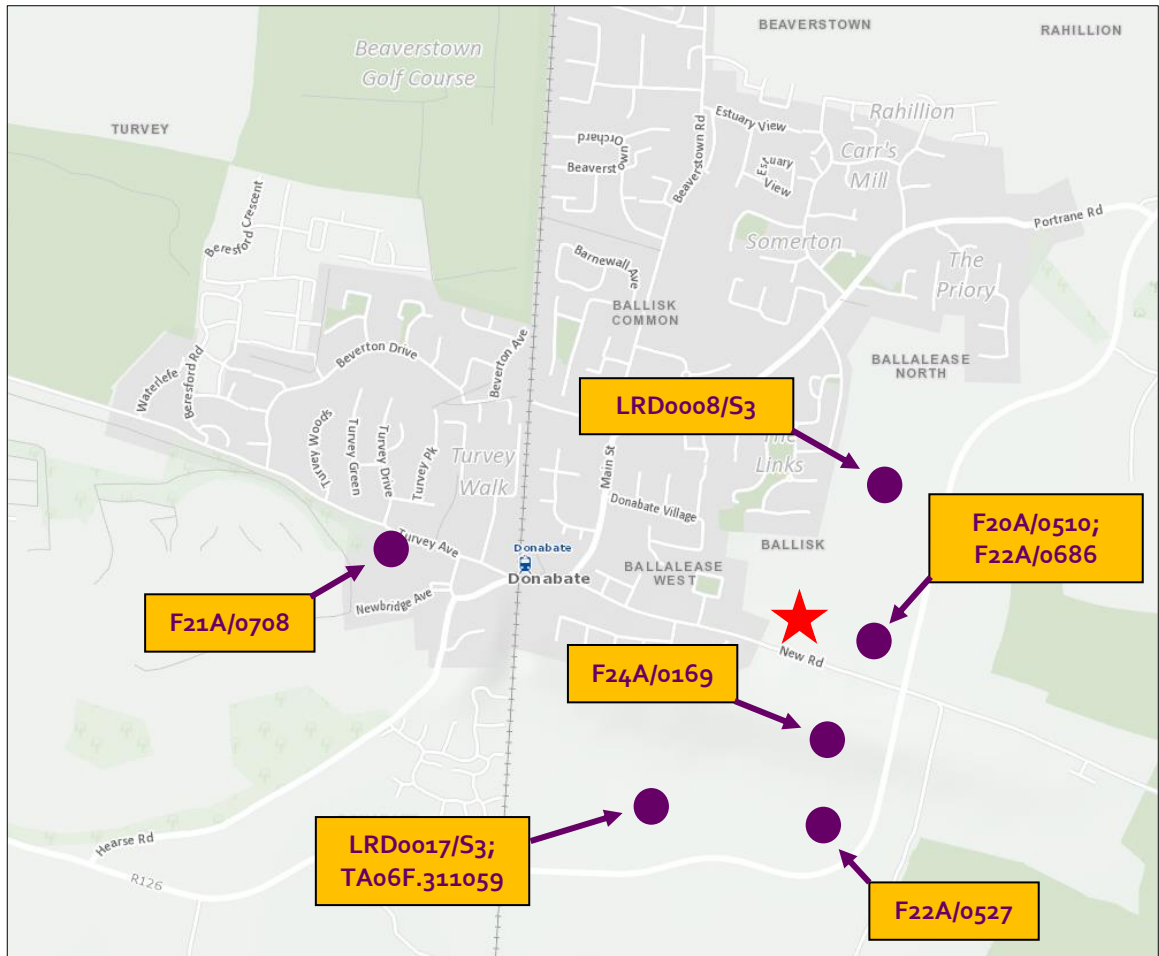


Figure 3.1: Notable recent planning applications in the immediate vicinity of the subject site (indicative location of the subject site denoted by red star)

Source: Fingal County Council Online Planning Database Map, annotated by Thornton O'Connor Town Planning (2024)

### 3.2.1 Planning Application on Lands to the North / North-East of the Subject Site

Fingal County Council Reg. Ref. LRD0008/S3 – Large-Scale Residential Development on Lands in Ballymastone

FCC Reg. Ref.	LRD0008/S3
Location	Ballymastone, Donabate, Co. Dublin
Application Date	16 <sup>th</sup> September 2022
Brief Development Description	The development will consist of: the construction of a Residential Development, which represents Phase 1 of the wider development of the Ballymastone Lands (as identified in the <i>Donabate Local Area Plan 2016</i> (as extended)), ranging in height from 2 to 6 No. storeys to accommodate 432 No. dwellings (including a mix of apartments, duplexes and houses) and a crèche. The development will also include landscaping including public and communal open space, car and bicycle parking, new pedestrian / cycle links, road improvements, storage, services, plant areas and all associated site and development works above and below ground.



<b>FCC Decision Date</b>	11 <sup>th</sup> November 2022
<b>FCC Decision</b>	Grant Permission Subject to 35 No. Conditions
<b>ABP Case Reference</b>	LH06F.315288
<b>ABP Decision Date</b>	28 <sup>th</sup> March 2023
<b>ABP Decision</b>	Grant Permission Subject to 27 No. Conditions

Under Fingal County Council Reg. Ref. LRD0008/S3, permission was sought for a Residential Development comprising 432 No. dwellings and a crèche on lands in Ballymastone.

The Planning Officer, in assessing the proposed development, concluded that:

*"Having regard to the following:*

- (a) the location of the site on lands with a Zoning Objective for 'RA' and the site forming part of lands within the Donabate LAP 2016 as extended until 2026,*
- (b) the nature, scale and design of the proposed development which is consistent with the provisions of the Fingal County Development Plan 2017-2023,*
- (c) the Rebuilding Ireland Action Plan for Housing and Homelessness (Government of Ireland, 2016),*
- (d) the Design Manual for Urban Roads and Streets (DMURS) 2019,*
- (e) the Guidelines for Planning Authorities on Sustainable Urban Housing: Design Standards for New Apartments, 2018,*
- (f) the availability in the area of a wide range of social, community and transport infrastructure,*
- (g) the pattern of existing and permitted development in the area, and*
- (h) to the submissions and observations received,*

*it is considered that, subject to compliance with the conditions set out below, the proposed development would constitute an acceptable residential density in this outer suburban location, would not seriously injure the residential or visual amenity of the area, would be acceptable in terms of urban design, height and quantum of development and would be acceptable in terms of pedestrian and traffic safety."*

Fingal County Council decided to Grant Permission for the Residential Development on 11<sup>th</sup> November 2022, subject to 35 No. Conditions. However, the Decision of the Planning Authority was the subject of a Third Party Appeal to An Bord Pleanála. The Board ultimately decided to uphold the Decision of the Planning Authority and Granted Permission for the Residential Development on 28<sup>th</sup> March 2023, subject to 27 No. Conditions.

### 3.2.2 Planning Applications on Lands to the South of the Subject Site

**Fingal County Council Reg. Ref. F24A/0169 – Residential Development on Lands in Corballis East**

<b>FCC Reg. Ref.</b>	<b>F24A/0169</b>
<b>Location</b>	Lands at Corballis East, Donabate, Co. Dublin
<b>Application Date</b>	29 <sup>th</sup> February 2024
<b>Brief Development Description</b>	The development, which will have a total Gross Floor Area of 8,028 sq m, will consist of: the construction of a Residential Development comprising 98 No. units including 70 No. two storey houses (35 No. 2 bed units and 35 No. 3 bed units), 4 No. three storey 4 bed houses,

	and 6 No. two storey maisonette buildings comprising a total of 24 No. 1 bed units. The development will also comprise of: alterations to the access road associated with the Residential Development permitted under Fingal County Council Reg. Ref. F22A/0527; the provision of internal roads and footpaths; pedestrian connections to the Donabate Distributor Road; pedestrian and vehicular connections to the adjoining site to the west (subject to a Live Planning Application for a Large-Scale Residential Development as per Fingal County Council Reg. Ref. LRD0017/S3); 73 No. car parking spaces; 5 No. car club spaces; bicycle and bin stores; hard and soft landscaping; balconies and terraces; boundary treatments; solar panels; 2 No. ESB substations; public lighting; and all other associated site and development works above and below ground.
<b>FCC Decision Date</b>	Decision Pending (At Time of Writing)
<b>FCC Decision</b>	Decision Pending (At Time of Writing)

**Fingal County Council Reg. Ref. LRD0017/S3 – Large-Scale Residential Development on Lands in Corballis East**

<b>FCC Reg. Ref.</b>	<b>LRD0017/S3</b>
<b>Location</b>	Lands at Corballis East, Donabate, Co. Dublin
<b>Application Date</b>	12 <sup>th</sup> September 2023
<b>Brief Development Description</b>	The development will consist of: the construction of a Large-Scale Residential Development comprising 1,020 No. dwellings including 490 No. houses (38 No. 2 bed units, 300 No. 3 bed units, 141 No. 4 bed units and 11 No. 5 bed units) and 530 No. apartments (133 No. 1 bed units including 51 No. sheltered housing units, 213 No. 2 bed units and 184 No. 3 bed units) with associated communal amenities and facilities, 2 No. childcare facilities, 3 No. retail units, 2 No. café units, a community centre and medical centre. The development will also include: car and bicycle parking; a series of public parks, open spaces, pocket parks and communal open spaces; provision of the Corballis Nature Park; modifications to Phase 1 (permitted under Fingal County Council Reg. Ref. F20A/0204 / An Bord Pleanála Case Reference PLo6F.308446) to facilitate vehicular access to the car parking associated with the permitted Block No. 4 and all associated amendments to the layout of Phase 1; pedestrian and cycle connectivity between the proposed development and the permitted Phase 1 Development; future potential pedestrian, cycle and vehicular links to existing and proposed adjoining developments; extension of the existing footpath incorporating a cycleway by approximately 215 metres from The Strand to the proposed new entrance on New Road to the west, and 85 metres of footpath incorporating 73 metres of cycleway to the east of the new entrance on New Road, along the southern side of New Road, together with all associated works; and all enabling and site development works, landscaping, boundary treatments, lighting, services and connections. Vehicular access to the Main Development Site will be via 2 No. existing junctions from the Donabate Distributor Road to the south and a new vehicular entrance to the north-east at New Road.
<b>FCC Decision Date</b>	23 <sup>rd</sup> February 2024

<b>FCC Decision</b>	Notification of Decision to Grant Permission (Subject to 47 No. Conditions)
<b>Final Grant Date</b>	Pending (At Time of Writing)

**Fingal County Council Reg. Ref. F22A/0527 – Residential Development on Lands in Corballis East**

<b>FCC Reg. Ref.</b>	<b>F22A/0527</b>
<b>Location</b>	Landholding in Corballis East, Donabate, Co. Dublin
<b>Application Date</b>	30 <sup>th</sup> September 2022
<b>Brief Development Description</b>	The development will consist of: the construction of 96 No. residential units including 61 No. two storey houses (6 No. 2 bed units and 55 No. 3 bed units) and 7 No. three storey 4 bed houses, with associated private open space in the form of gardens and/or terraces facing all aspects, and 2 No. three storey duplex buildings comprising a total of 28 No. duplex units (14 No. 2 bed units and 14 No. 3 bed units) with associated balconies / terraces predominantly facing north, south, east and west; and 1 No. two storey crèche with associated rooflight to atrium (595 sq m). The development will also comprise of the following on the western site: a vehicular access from the Donabate Distributor Road; internal roads, footpaths and a shared pedestrian and cyclist link; pedestrian connections to the Donabate Distributor Road; pedestrian and vehicular connections to the adjoining site to the west (subject to a Live Planning Application for a Mixed-Use Development as per An Bord Pleanála Case Reference TA06F.311059); car parking; setdown areas; bicycle and bin stores; hard and soft landscaping; boundary treatments; green roof; solar panels; plant; 2 No. ESB substations; lighting; signage; drainage works; and all other associated site and development works above and below ground.
<b>FCC Decision Date</b>	20 <sup>th</sup> July 2023
<b>FCC Decision</b>	Grant Permission Subject to 39 No. Conditions
<b>Final Grant Date</b>	30 <sup>th</sup> August 2023

Under Fingal County Council Reg. Ref. F22A/0527, permission was sought for a Residential Development comprising 96 No. dwellings and a crèche on a landholding in Corballis East.

Further Information and subsequently Clarification of Additional Information was sought by and submitted to Fingal County Council on matters relating to, *inter alia*, drainage proposals and public open space, which resulted in modifications to the Residential Development as originally lodged with the Planning Authority.

The Planning Officer, in assessing the proposed development, noted the following regarding the Net Residential Density thereof:

*"The Donabate LAP identifies lands at Corballis [that] have the potential to provide approximately 1,850 units based on a density of 35 units per hectare and taking into account the land-take for the DDR; and those lands unsuitable for development due to flood risk. The proposed development would have a density of 36 u/ha, and although higher than specified in the LAP is not considered excessive and would fall within the general range of 35-50 dwellings per hectare for Outer Suburban/'Greenfield' sites as specified in the*

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

Fingal County Council decided to Grant Permission for the Residential Development on 20<sup>th</sup> July 2023, subject to 39 No. Conditions. A Final Grant was issued on 30<sup>th</sup> August 2023.

**An Bord Pleanála Case Reference TA06F.311059 – Strategic Housing Development on Lands in Corballis East**

<b>ABP Case Reference</b>	<b>TA06F.311059</b>
<b>Location</b>	Lands at Corballis East, Donabate, Co. Dublin
<b>Application Date</b>	9 <sup>th</sup> August 2021
<b>Brief Development Description</b>	The development will consist of: the construction of a Mixed-Use Development comprising 1,365 No. dwellings including 346 No. houses (9 No. 2 bed units, 206 No. 3 bed units and 131 No. 4 bed units) and 1,019 No. apartments (254 No. 1 bed units including 40 No. sheltered housing units, 599 No. 2 bed units including 9 No. sheltered housing units and 166 No. 3 bed units) with associated communal amenities and facilities, 3 No. childcare facilities and 7 No. retail / café units. The development will also include: the reconfiguration of the existing car park serving Smyths Bridge House (a Protected Structure), car and bicycle parking, a series of public parks, open spaces, pocket parks and communal open spaces, provision of the Corballis Nature Park, pedestrian connections from the Donabate Distributor Road to Corballis Cottages Road, landscaping, boundary treatments, lighting, services and connections, including connection to the Wastewater Pumping Station permitted under Reg. Ref. F19A/0472, waste management, ESB substations, and all other ancillary works above and below ground.
<b>ABP Decision Date</b>	10 <sup>th</sup> November 2022
<b>ABP Decision</b>	Grant Permission Subject to 29 No. Conditions

Under An Bord Pleanála Case Reference TA06F.311059, permission was sought for a Mixed-Use Development comprising 1,365 No. dwellings, 3 No. childcare facilities and 7 No. retail / café units on lands in Corballis East. An Oral Hearing was held and associated Further Information was submitted in respect of the Mixed-Use Development.

The Board, in considering the proposed development following receipt of Further Information in respect thereof, noted that:

*"I recognise that the proposed apartment blocks contrast to the established scale of built context in the vicinity to the site, and even with the alternative design option, the proposed development would represent a change to the landscape setting, as I have identified in my assessment above. However, it is necessary to also consider this change in light of the national planning policy approach which requires a compact growth model that focuses efficient housing delivery in appropriate areas, with in principle support at development management level for at least three to four storeys in areas outside of city and town centre areas, in more suburban areas (para.1.9 of the guidelines). The proposed layout focuses these taller elements to the area of the proposed local centre which is supported in provisions under the LAP."*

An Bord Pleanála decided to Grant Permission for the Mixed-Use Development on 10<sup>th</sup> November 2022, subject to 29 No. Conditions. This Decision by An Bord Pleanála was subsequently subject to Judicial Review. The aforementioned Planning Application for a Large-Scale Residential Development (Fingal County Council Reg. Ref. LRD0017/S3) was submitted in tandem with the legal challenge to the permitted Mixed-Use Development at the site.

### 3.2.3 Planning Applications on Lands to the East of the Subject Site

#### Fingal County Council Reg. Refs. F20A/0510 and F22A/0686 – Residential Development on Lands in Ballymastone

<b>FCC Reg. Ref.</b>	<b>F20A/0510</b>
<b>Location</b>	Lands at Ballymastone, Donabate, Co. Dublin
<b>Application Date</b>	12 <sup>th</sup> October 2020
<b>Brief Development Description</b>	The development will consist of: the construction of a Residential Development comprising 36 No. houses (10 No. 4 bed, 2 No. storey, semi-detached houses, 18 No. 3 bed, 2 No. storey, semi-detached houses, and 8 No. 2 bed, 2 No. storey, terrace houses), each with a private rear garden and roof mounted solar panel or photovoltaic panels; and 28 No. apartment / duplex units (14 No. 2 bed apartments and 14 No. 3 bed duplex units), each with a private balcony or terrace, in 3 No. 3 No. storey blocks (the 3 No. blocks proposed are served by 430 sq m of communal amenity space and roof mounted solar panel or photovoltaic panels). The development also includes: car and bicycle parking; public open space, including playground; creation of a new vehicular entrance from New Road along the southern boundary of the site; alterations to existing site levels; and all associated site, landscaping and infrastructural works; boundary treatments; street lighting; ESB substations; internal roadways, footpaths and shared surfaces; and foul / SuDS drainage. Temporary permission (5 years) is also sought for: the erection of 3 No. advertising signs for the purposes of marketing on the sites eastern and southern boundaries.
<b>FCC Decision Date</b>	26 <sup>th</sup> August 2021
<b>FCC Decision</b>	Grant Permission Subject to 28 No. Conditions
<b>ABP Case Reference</b>	PL06F.311447
<b>ABP Decision Date</b>	11 <sup>th</sup> February 2022
<b>ABP Decision</b>	Grant Permission Subject to 23 No. Conditions

Under Fingal County Council Reg. Ref. F20A/0510, permission was sought for a Residential Development comprising 64 No. dwellings on lands in Ballymastone.

Further Information and subsequently Clarification of Additional Information was sought by and submitted to Fingal County Council on matters relating to, *inter alia*, the design of the buildings fronting New Road and bicycle parking, which resulted in modifications to the Residential Development as originally lodged with the Planning Authority.

The Planning Officer, in assessing the proposed development as modified in response to the *Request for Further Information and Clarification of Additional Information*, noted that:

*"...the proposed development by virtue of its improved design at this prominent corner location would not detract from the visual amenity of the surrounding area. The proposed development is therefore considered to be acceptable and in accordance with the proper planning and sustainable development of the area."*

Fingal County Council decided to Grant Permission for the Residential Development on 26<sup>th</sup> August 2021, subject to 28 No. Conditions. However, the Decision of the Planning Authority was the subject of a Third Party Appeal to An Bord Pleanála. The Board ultimately decided to uphold the Decision of the Planning Authority and Grant Permission for the Residential Development on 11<sup>th</sup> February 2022, subject to 23 No. Conditions.

Permission was subsequently sought in December 2022 for the following amendments to the Residential Development permitted under Fingal County Council Reg. Ref. F20A/0510 / An Bord Pleanála Case Reference PLo6F.311447:

<b>FCC Reg. Ref.</b>	<b>F22A/0686</b>
<b>Location</b>	Lands at Ballymastone, Donabate, Co. Dublin
<b>Application Date</b>	12 <sup>th</sup> December 2022
<b>Brief Development Description</b>	The development will consist of: amendments to the Residential Development permitted under Fingal County Council Reg. Ref. F20A/0510 / An Bord Pleanála Case Reference PLo6F.311447 comprising: (i) relocation of ESB substation; (ii) rearrangement of 3 No. vehicular parking bays with no resultant change in the quantum of vehicular parking spaces; (iii) revisions to the roof level of Apartment Block including an increase in parapet height from 20.93 metres to 21.085 metres (0.155 metre increase) and the provision of a lift shaft overrun; (iv) revision to the Ground Floor Level of the Apartment Block comprising the replacement of balconies with private paved patios; (v) minor revisions to the eastern and southern elevations of the Apartment Block comprising changes to fenestration details and revised finishing materials; (vi) minor revisions to the roof pitch and roof level of all House Types; (vii) minor changes to elevation finishing materials (brick to be replaced with render) to House Types B1 / B3; (viii) minor changes to fenestration details to House Types A / B1 / B2; and, (ix) all ancillary works necessary to facilitate the development.
<b>FCC Decision Date</b>	13 <sup>th</sup> February 2023
<b>FCC Decision</b>	Grant Permission Subject to 7 No. Conditions
<b>Final Grant Date</b>	22 <sup>nd</sup> March 2023

### 3.2.4 Planning Application on Lands at Turvey Avenue

#### Fingal County Council Reg. Ref. F21A/0708 – Supermarket on Lands at Turvey Avenue

<b>FCC Reg. Ref.</b>	<b>F21A/0708</b>
<b>Location</b>	Lands at Turvey Avenue, Donabate, Co. Dublin
<b>Application Date</b>	23 <sup>rd</sup> December 2021
<b>Brief Development Description</b>	The development will consist of: the construction of a Retail Supermarket (including an ancillary off-licence), with a Gross Floor Area of 1,835 sq m and a Net Floorspace of 1,320 sq m. The development will also include: 80 No. car parking spaces; 16 No.

	bicycle parking spaces; loading bay; signage; landscaping; boundary treatments; and all associated site and development works above and below ground, including the moving of the proposed bus stop on Turvey Avenue.
<b>FCC Decision Date</b>	25 <sup>th</sup> May 2022
<b>FCC Decision</b>	Grant Permission Subject to 16 No. Conditions
<b>ABP Case Reference</b>	PLo6F.313836
<b>ABP Decision Date</b>	24 <sup>th</sup> January 2024
<b>ABP Decision</b>	Grant Permission Subject to 19 No. Conditions

Under Fingal County Council Reg. Ref. F21A/0708, permission was sought for a Retail Supermarket on lands at Turvey Avenue.

Further Information was sought by and subsequently submitted to Fingal County Council on matters relating to, *inter alia*, transportation and landscaping, which resulted in modifications to the Retail Development as originally lodged with the Planning Authority.

The Planning Officer, in assessing the proposed development as modified in response to the *Request for Further Information*, noted the following:

*"It is considered that the proposal would form a contemporary block which has the potential to positively contribute to the streetscape and enhance the retail offering in Donabate."*

Fingal County Council decided to Grant Permission for the Retail Supermarket on 25<sup>th</sup> May 2022, subject to 16 No. Conditions. However, the Decision of the Planning Authority was the subject of a Third Party Appeal to An Bord Pleanála. The Board ultimately decided to uphold the Decision of the Planning Authority and Grant Permission for the Retail Development on 24<sup>th</sup> January 2024, subject to 19 No. Conditions.

### 3.3 Planning History Assessment

Having reviewed the recent Planning Applications made in respect of lands in the immediate vicinity of the subject site, it is clear that Donabate is undergoing urban change and expansion, with the principle of residential development in the area considered acceptable to both Fingal County Council and An Bord Pleanála. The proposed residential development comprising 175 No. dwellings in this area has been well considered by a highly experienced Design Team, cognisant of the planning history of the surrounding area and having due regard to national, regional and local level planning policy. The proposed development will, *inter alia*, provide a high-quality living environment that provides opportunities for social interaction and integration and enhance permeability and connectivity in the area.

#### 4.0 DEVELOPMENT DESCRIPTION

The following Section sets out a description of the proposed development, with key site and development statistics set out in Table 4.1 below.

<b>Total Gross Site Area</b>	4.72 Ha
<b>Net Site Area</b> (i.e. the main site area excluding water service connections, road works at New Road, the main link road through to Ballymastone and the crèche site)	4.07 Ha (or approximately 4.17 Ha if the crèche is factored back into the site area)
<b>Overall Total Floor Area</b>	14,265.5 sq m
<b>Residential Floor Area</b>	13,900.5 sq m
<b>Crèche Floor Area</b>	365 sq m
<b>Plot Ratio</b> (Based on Net Developable Area)	0.34 (if the crèche plot is factored back into the site area)
<b>Residential Density – Units per Hectare</b>	<ul style="list-style-type: none"> <li>42.9 uph based on the above Net Site Area</li> <li>44.1 uph based on the methodology contained in the Compact Growth Guidelines</li> </ul> <p><i>Please refer to Section 6.4 below for further details.</i></p>
<b>Height</b>	Ranging from 1 No. to 4 No. storeys
<b>Public Open Space</b>	<ul style="list-style-type: none"> <li>Total: 7,260 sq m (17.8% of Net Site Area)</li> <li>Excluding SuDS: 6,110 sq m (15% of Net Site Area)</li> </ul>
<b>Communal Amenity Space</b>	680 sq m
<b>No. of Car Parking Spaces</b>	139 No. (137 No. residential and 2 No. for the crèche)

**Table 4.1: Site and development statistics**

**Source:** FCC Architecture Department and Thornton O'Connor Town Planning (2024)

#### 4.1 Residential Use

The main aspect of the development is the residential component, comprised of 175 No. dwellings: 123 No. houses and 52 No. apartments. The dwellings have the mix set out in Table 4.2 below.

Unit Size	Main Residential Area		Total (No.)	Total (%)
	House	Apartment		
1-bed	0	26	26	14.9%
2-bed	30	20	50	28.6%
3-bed	82	6	88	50.3%
4-bed	11	0	11	6.3%
<b>Total</b>	<b>123</b>	<b>52</b>	<b>175</b>	<b>100.0%</b>

**Table 4.2: Proposed dwelling mix**

**Source:** FCC (2024)



The houses are comprised of 3 No. main types (with slight variations based on mid- or end-of-terrace positions):

- Type A are 2-bed, 4-person, 2-storey dwellings;
- Type B are 3-bed, 5-person, 2-storey dwellings;
- Type C are 4-bed, 7-person, part-1-/part-2-storey dwellings.

The houses are located within the centre of the site (Figure 4.1), as well as along its south-eastern and western boundaries so as to respect existing patterns of development and to accommodate appropriate transition in height.



**Figure 4.1:** CGI of the houses within the centre of the proposed development

**Source:** 3D Design Bureau (2024)

The 52 No. apartment units are located in a single block that ranges in height from 1 No. to 4 No. storeys (Figure 4.2), which is generally laid out in an 'S-shape' along a north-south axis. The apartments include 5 No. different types, as detailed in Table 4.3 below.

Apartment Type	No. Bedrooms	No. Units	% Units
D	1-bed (2-person)	18	35%
D1	1-bed (2-person)	8	15%
E	2-bed (3-person)	6	12%
F	2-bed (4-person)	14	27%
G	3-bed (5-person)	6	12%
Total		52	100%

**Table 4.3:** Proposed apartment units

**Source:** FCC (2024)



**Figure 4.2:** CGI of the proposed apartment building demonstrating the appropriateness of its 3-storey and 4-storey elements

**Source:** 3D Design Bureau (2024)

The design of the houses, as detailed below, is generally in accordance with *Quality Housing for Sustainable Communities* and the Development Plan. For the apartments, the design is generally in accordance with the *Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities* and the Development Plan. Compliance with the guidance and standard of these planning documents will ensure the delivery of attractive, high amenity dwellings.

#### 4.2 Crèche Use

The proposed crèche is a single-storey, primarily brick material building proposed at the eastern side of the site. It has a gross floor area of 365 sq m, which includes 4 No. main childcare rooms. Other internal spaces include: communal/dining room; staff room; nappy change room; sleep room; kitchen; and reception.

The crèche is supplemented by an outdoor play area of 320 sq m to its east side, which can be accessed from the 4 No. childcare rooms and the communal/dining room.

An external store, bin store and enclosed cycle store provide additional, practical space and are proposed within the curtilage of the crèche.

#### 4.3 Open Space

Open space is provided in the proposed development as public, communal and private spaces. These are described in detail in Section 6.5 below and in the materials prepared by Áit.

The public open space extends to 7,260 sq m, equivalent to 18% of Net Site Area (or 6,110 sq m and 15% of Net Site Area if SuDS are excluded), in 2 No. parcels. It contains a variety of features, including seating, play areas, kickabout space, sensory garden, etc. to give the spaces

purpose. They have been attractively and considerably designed to also benefit local ecology and will integrate with open space proposed on adjoining lands.

Communal open/amenity space is proposed in 2 No. locations to the west and east of the apartment building. It totals 680 sq m and in addition to planting, contains seating and cycle parking. Appropriate buffer planting is proposed around ground floor level private amenity spaces so protect privacy and residential amenity.

Private open/amenity space is proposed as balconies/terraces for the apartments and as rear gardens for the houses. All balconies/terraces are at least 1.5m in depth and meet or exceed the minimum standards set by the Apartment Design Guidelines. Gardens for houses are provided with adequate space and width to give them purpose and functionality, with areas meeting or exceeding the minimum standards set by the Compact Growth Guidelines.

#### **4.4 Access and Permeability**

As shown on the *Proposed Site Development Plan*, the site will principally be served by 2 No. multi-modal access points from New Road to the south. Additional multi-modal connections are also proposed to the completed Lanestown View residential development to the east and the under construction residential development to the north. Additional cycle and pedestrian connections are proposed to these northern and eastern developments as part of the public open space areas and homezone.

Footpaths are proposed throughout the development, accommodating safe and easy movements for future residents. These are augmented by the inclusion of 2 No. homezones and raised tables at junctions and crossings points.

A positive addition to the local area is the provision of a new cycle track along New Road to the south, tying in with existing infrastructure.

#### **4.5 Water Services Infrastructure**

##### **Surface Water**

To address surface water, the site has been divided into 3 No. catchments. Catchment 1 drains into the existing surface water network at New Road to the south and catchments 2 and 3 will drain into the ditch system to the north-east. Sustainable Drainage Systems (SuDS) have been incorporated into the development to manage surface water, provide some filtration and generate ecological benefits.

Amongst the proposed SuDS features are the following:

- Green/sedum roofs;
- Permeable paving;
- Bio-retention tree pits;
- Swales;
- Detention basin; and
- Petrol interceptor.

### **Foul Water**

It is proposed to serve the development with a series of 150 mm and 225 mm diameter networks, which will outfall to the adjacent Ballymastone development to the north, which is currently under construction on lands owned by the Council.

### **Mains Water**

The proposed development is to be served by 3 No. watermain connections (all of which being 150 mm diameter). Of these, 2 No. are proposed to the existing 6 uPVC watermain to the south of the site at New Road, whilst the third is from a 100mm diameter spur at the under construction Ballymastone development to the north.

## 5.0 STRATEGIC PLANNING POLICY CONTEXT

The following Sub-Sections detail the high-level national and regional policy that guides and defines planning and development throughout the State and within the Eastern and Midland Region.

### 5.1 *Project Ireland 2040: National Planning Framework*

*Project Ireland 2040: National Planning Framework* (NPF) is the Government's high-level overarching strategic plan that aims to shape the future growth and development of the country. The NPF is a long-term Framework that sets out how Ireland can move away from the current 'business as usual' pattern of development.

As set out in Section 6.6 of the NPF, core principles to "allow for choice in housing location, type, tenure and accommodation in responding to need" and to "tailor the scale and nature of future housing provision to the size and type of settlement where it is planned to be located."

In light of same, it is contended that the provision of 175 No. high-quality residential units, comprising a mix of 1-, 2-, 3- and 4-bedroom apartments at the subject site will contribute to achieving these core principles of the NPF.

In terms of housing supply, the NPF calculates that:

***"Between 2018 and 2040, an average output of at least 25,000 new homes will need to be provided in Ireland every year to meet the needs for well-located and affordable housing, with increasing demand to cater for one and two-person households." [emphasis added]***

However, we now know this figure to be significantly below the real housing requirement. The Minister for Housing, Local Government and Heritage has acknowledged low targets of just 33,000 No. units per year up to 2030 (*Housing for All*), but with estimates from multiple parties indicating that the annual housing requirement for the State for the coming years is up to 50,000 No. units<sup>14</sup> or even up to 62,000 No. units<sup>15</sup> per annum. **However, Dr Ronan Lyons has been recorded as stating that up to 74,000 No. units<sup>16</sup> per annum are, in fact, required.** These figures are from informed parties and are all markedly greater than the now dated and inaccurate housing targets of the NPF and *Housing for All*.

Pragmatically, the NPF recognised that "...achieving this level of supply will require increased housing output into the 2020s to deal with a deficit that has built up since 2010."

<sup>14</sup> Minister Simon Coveney in April 2023: <https://www.independent.ie/news/up-to-50000-homes-a-year-needed-to-meet-demand-minister-admits/42439785.html#:~:text=News-,Up%20to%2050%2C000%20homes%20a%20year%20needed%20to%20meet%20demand,9%2C000%20social%20homes%20in%202022.&text=Ireland%20needs%20up%20to%2050%2C000,than%20it%20did%20last%20year.>

<sup>15</sup> Housing Commission unpublished report sent to Minister O'Brien in November 2022: <https://www.irishtimes.com/ireland/housing-planning/2023/01/26/ireland-needs-almost-double-amount-of-new-builds-in-housing-targets-research-finds/>

<sup>16</sup> Dr Ronan Lyons in October 2023: <https://businessplus.ie/news/houses-building/>

The NPF highlights in Section 6.6 that 7 No. out of 10 No. households in the State consist of three people or less, with evidence of smaller household sizes necessitating more dwellings.

The proposed development is a direct response to the national housing shortage that is readily reported and identified in recent planning policy. The proposed development is consistent with the principles set out throughout this Section, as it provides a variety of dwelling sizes and typologies to meet the need for additional housing, which will be catered for and complemented by childcare services on-site.

Section 2.2 of the NPF sets out an overview of the Strategy which includes reference to 'Compact Growth' as follows:

- *"Targeting a greater proportion (40%) of future housing development to be **within and close to the existing 'footprint' of built-up areas.***
- ***Making better use of under-utilised land and buildings, including 'infill', 'brownfield' and publicly owned sites and vacant and under-occupied buildings, with higher housing and jobs densities, better serviced by existing facilities and public transport."** [emphasis added]*

The NPF expressly seeks the densification of infill sites close to existing public transport and services and facilities such as at the subject site. National Policy Objective 35 states that it is an objective to:

*"Increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration and increased building heights."*

The NPF also sets out the following regarding future growth needs in Section 6.6:

***"Increased residential densities are required in our urban areas...to more effectively address the challenge of meeting the housing needs of a growing population in our key urban areas, it is clear that we need to build inwards and upwards, rather than outwards. This means that apartments will need to become a more prevalent form of housing, particularly in Ireland's cities."** [emphasis added]*

The NPF recognises that building inwards and upwards is important to effectively address the housing crisis in a more environmentally efficient and sustainable way. Therefore, it is contended that there is a significant importance placed in the NPF on developing high-quality accommodation by increasing the density of developments in the Dublin area.

Therefore, the NPF supports the delivery of the proposed development through increased density and height at the subject site, having regard to the design of the development which considers existing residential amenity, its proximity to public transport and local amenities, retail and commercial services and facilities.

Section 10.3 of the NPF identifies a list of 10 No. National Strategic Outcomes (NSOs), which define its vision. They are as follows:

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, Waste and other Environmental Resources; and
10. Access to Quality Childcare, Education and Health Services.

A series of key National Policy Objectives (NPOs) are also defined by the NPF and are the more detailed means through which the NSOs will be achieved. NPO 74 sets this:

*"Secure the alignment of the National Planning Framework and the National Development Plan through delivery of the National Strategic Outcomes."*

The table below sets out how the proposed development will contribute towards achieving the 10 No. NSOs identified in the NPF as follows:

No.	National Strategic Outcome	How it is addressed by this development	Criteria met?
1	<b>Compact Growth</b>	Sustainable and efficient redevelopment of an underutilised, greenfield, infill site within the existing settlement of Donabate.	Yes
2	<b>Enhanced Regional Accessibility</b>	Site is proximate to existing bus and rail services and within short walking and cycling distances of the established centre of the town and a host of local services and amenities. Wider connectivity is achieved thanks to proximity to the M1 motorway.	Yes
3	<b>Strengthened Rural Economies and Communities</b>	N/A, as this NSO relates to rural areas.	N/A
4	<b>Sustainable Mobility</b>	Site ties in with existing infrastructure and the development includes footpaths and cycle tracks. It is within reasonable walking and cycling distances of a host of services, facilities and amenities (see also the enclosed <i>Social Infrastructure Audit</i> ).  Additionally, the site is within 600 m of Donabate Train Station and bus stops at Main Street, which provides sustainable public transport options. A mix of uses on-site, introduced by the inclusion of the crèche will reduce trips and trip distances.	Yes
5	<b>A Strong Economy supported by Enterprise, Innovation, and Skills</b>	The proposed development will accommodate additional residential population, thereby introducing greater spending power within the settlement to support trading businesses and to encourage the establishment of new enterprises.  The crèche will create new employment opportunities and spin-off economic benefits.	Yes

No.	National Strategic Outcome	How it is addressed by this development	Criteria met?
6	High Quality International Connectivity	N/A, as the proposed development is principally residential in nature.	N/A
7	Enhanced Amenity and Heritage	<p>The proposed development respects the existing pattern of development in the area, whilst delivering increased densities on this infill site. No Protected Structures are present on-site. RMPs/SMRs have been given appropriate regard and we refer the Reader to Rubicon's enclosed <i>Archaeological, Architectural and Cultural Heritage Impact Assessment Report</i>.</p> <p>The line of historic townland boundaries will be respected by the layout of development.</p> <p>New planting will provide ecological and biodiversity benefits.</p>	Yes
8	Transition to a Low Carbon and Climate Resilient Society	The residential development will be delivered to a high-standard, mindful of the need to minimise environmental impacts. The site's proximity to the town centre and day-to-day services, facilities and amenities will encourage active modes of transport, rather than the use of cars.	Yes
9	Sustainable Management of Water, Waste and other Environmental Resources	Nature-based SuDS are proposed as part of the development, and foul will be separate from surface water discharge. Waste generated during construction will be minimised in accordance with the submitted RWMP and waste generated during operation will be minimised and managed in accordance with the submitted OWMP.	Yes
10	Access to Quality Childcare, Education, and Health Services	As demonstrated in the enclosed <i>Social Infrastructure Audit</i> , the proposed development will be adequately served in relation to key social and community infrastructure. The crèche will be a positive contribution to the town that will cater for new residents of the development and existing, established residents of the area.	Yes

The above NSOs are supplemented by NPOs, with some of those of relevance to the proposed development outlined below:

**NSO 2a** – "A target of half (50%) of future population and employment growth will be focused in the existing five Cities and their suburbs."

**NPO 3a** – "Deliver at least 40% of all new homes nationally, within the built-up footprint of existing settlements."



**NPO 3b** – *“Deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints.”*

**NPO 3c** – *“Deliver at least 30% of all new homes that are targeted in settlements other than the five Cities and their suburbs, within their existing built-up footprints.”*

**NPO 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.”*

**NPO 5** – *“Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment and prosperity.”*

**NPO 6** – *“Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area.”*

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

**NPO 27** – *“Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages.”*

**NPO 28** – *“Plan for a more diverse and socially inclusive society that targets equality of opportunity and a better quality of life for all citizens, through improved integration and greater accessibility in the delivery of sustainable communities and the provision of associated services.”*

**NPO 28** – *“Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.”*

**NPO 28** – *“Increase residential density in settlements, through a range of measures including reductions in vacancy, reuse of existing buildings, infill development schemes, area or site-based regeneration and increased building heights.”*

**The development proposed herein is wholly supported by, and supportive of, the foregoing NPOs. As a higher density development of residential units and a crèche, it seeks to sustainably and efficiently use this infill site within the existing Donabate settlement. It integrates with established public transport and will achieve the consolidation of this eastern edge of the town.**

## **5.2 Urban Development and Building Heights – Guidelines for Planning Authorities**

The *Urban Development and Building Heights: Guidelines for Planning Authorities* (Height Guidelines) established a series of national rules in relation to building heights and new developments. The Height Guidelines were prepared to work in concert with the objectives of the NPF and other national Guidelines for the delivery of sustainable development and compact growth.

The Guidelines are intended to set a more proactive policy and regulatory framework for planning the growth and development of cities and towns upwards rather than outwards. The Guidelines note that increasing prevailing building heights has a critical role to play in addressing the delivery of more compact growth in urban areas, particularly cities and large towns by enhancing both the scale and density of development. Accordingly, the planning process must actively address how this objective will be secured.

The Guidelines remark that:

*"...it is Government policy that building heights must be generally increased in appropriate urban locations. There is therefore a presumption in favour of buildings of increased height in our town/city cores and in other urban locations with good public transport accessibility."*

The Height Guidelines are explicit in their consideration for prevailing heights of development, stressing that such heights should not dictate/constrain the scale of new development, but should still be respected.

Under Specific Planning Policy Requirement 1, Planning Authorities are required to avoid the application of blanket height restrictions, but through the plan-making process, identify areas where increases in height can be pursued:

*"In accordance with Government policy to support increased building height and density in locations with good public transport accessibility, particularly town/ city cores, planning authorities shall explicitly identify, through their statutory plans, areas where increased building height will be actively pursued for both redevelopment, regeneration and infill development to secure the objectives of the National Planning Framework and Regional Spatial and Economic Strategies and shall not provide for blanket numerical limitations on building height."*

The *Fingal Development Plan 2023–2029* does not appear to have specified heights for Donabate in particular, with general guidance set out to both respect prevailing heights and scales of development increase the density/intensity of development in urban areas.

Under Specific Planning Policy Requirement 4, the Guidelines state that:

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

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

In relation to the first point listed in SPPR 4, we direct the Reader to Sections 5.4 and 6.4 below which directly address densities and in the context of the recently adopted *Sustainable Residential Development and Compact Settlements: Guidelines for Planning Authorities (2024)*, which have replaced the *Sustainable Residential Development in Urban Areas Guidelines*.

In relation to the second and third bullet-points, the proposed development has been designed with a range of different dwelling types (houses and apartments), sizes (1-bed up to 4-bed) and sizes/designs (2-storey houses up to 4-storey apartment block). This results in a differentiated built-form and series of styles, giving variety and intrigue to the design, which has respected existing and emerging patterns of development (see Section 6.3 below). It also broadens the local housing stock, accommodating a diversity of different future residents.

### 5.3 **Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities**

In 2023, the Irish Government updated the document *Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities* (Apartment Design Guidelines). The Guidelines set out the preferred locations for apartment developments to encourage higher densities and consolidated residential development, and the development management standards to which they should be designed.

The Apartment Design Guidelines prescribe a series of Specific Planning Requirements (SPPRs) which apartment developments must comply, although with dispensations in some instances. The SPPRs of relevance to the proposed development are identified and responded to below.

#### **Specific Planning Policy Requirements**

##### **Specific Planning Policy Requirement 1:**

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

No HNDA unit mix is contained in the Development Plan. Therefore, the quantitative dwelling mix set by SPPR 1 applies.

No studio units are proposed, and 1-bed units account for 50% of apartments units and 14.9% of the total number of units proposed.

Therefore, the proposed development complies with this SPPR.

##### **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"*

As detailed in the materials prepared by FCC and summarised in Section 6.7.1 below, all units exceed the minimum floor area requirements prescribed. Furthermore, the exceedance of floor areas takes account of the need to allocate additional floor spaces in accordance with

*"safeguarding higher standards", as required by the supplementary guidance within the Apartment Design Guidelines.*

**Specific Planning Policy Requirement 4:**

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

- (i) A minimum of 33% of dual aspect units will be required in more central and accessible urban locations, where it is necessary to achieve a quality design in response to the subject site characteristics and ensure good street frontage where appropriate in.*
- (ii) In suburban or intermediate locations it is an objective that there shall generally be a minimum of 50% dual aspect apartments in a single scheme.*
- (iii) For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha , planning authorities may exercise further discretion to consider dual aspect unit provision at a level lower than the 33% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects.*

*Given the particular location of the subject site ("suburban or intermediate"), it is deemed appropriate to meet a minimum 50% dual aspect requirement. Accordingly, 26 No. apartment units (50%) have been designed as dual or triple aspect. Including the houses, a total of 149 No. or 85.1% of units are dual or triple aspect.*

*Additionally, we note that all 6 No. of the 3-bed apartment units are dual aspect and only 1 No. north-facing unit is proposed, but with the benefit of an aspect directed towards landscaped public open space.*

**Specific Planning Policy Requirement 5:**

*"Ground level apartment floor to ceiling heights shall be a minimum of 2.7m and shall be increased in certain circumstances, particularly where necessary to facilitate a future change of use to a commercial use. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha , planning authorities may exercise discretion on a case-by-case basis, subject to overall design quality."*

*As detailed in the drawings prepared by FCC, all ground floor level apartment units have been designed with floor-to-ceiling heights of 2.7 m.*

**Specific Planning Policy Requirement 6:**

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

*As detailed in the drawings prepared by FCC, the apartment block has been designed with 2 No. cores to serve up to 14 No. units on a level. Therefore, no more than 12 No. units are served by a single core.*

In addition to the above SPPRs, the Apartment Design Guidelines set supplementary guidance and various minimum areas (within units – e.g. storage) and requirements (e.g. communal amenity space). The proposed development complies with these requirements, as relevant and

applicable, as detailed in the Sections of this Report below and the materials prepared and submitted by the other members of the Design Team.

#### 5.4 **Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities**

*Sustainable Residential Development and Compact Settlements: Guidelines for Planning Authorities* (Compact Growth Guidelines) were adopted in January 2024, replacing *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas* (2009). Their purpose is to promote and accommodate more sustainable development (residential in particular); setting density standards and a suite of design requirements, such as those relating to parking and public open space.

As with the Apartment Design Guidelines, the Compact Growth Guidelines define a series of SPPRs, as well as a suite of 'Policies and Objectives'. The rest of this Sub-Section lists these and provides brief responses to demonstrate the proposed development's compliance with same.

##### **Specific Planning Policy Requirements**

###### **SPPR 1 (Separation Distances):**

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

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

*In all cases, the obligation will be on the project proposer to demonstrate to the satisfaction of the planning authority or An Bord Pleanála that residents will enjoy a high standard of amenity and that the proposed development will not have a significant negative impact on the amenity of occupiers of existing residential properties.*

*This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail."*

*\* "Any reference to a statutory development plan(s) in these Guidelines refers to all development plans made under the Planning and Development Act 2000 (as amended) or under any replacement Planning and Development Act, including local area plans and strategic development zones planning schemes.*

*\*\* "Refer to definition in Appendix A: Glossary of Terms." The Appendix defines this as "Primary living spaces such as living rooms, dining rooms, studies and bedrooms."*

As a general rule, SPPR 1 ultimately requires a separation distance of at least 16 m between opposing windows of habitable rooms at the rear and side of dwellings at above ground floor level. No minimum separation distance applies at ground floor levels or to the front of dwellings.

The approach to the design of the proposed development has been to protect and respect residential amenity, whilst aligning with the standard set by the Guidelines. Throughout the development, the minimum separation of 16 m has been exceeded and this is evident on the *Proposed Site Development Plan* prepared by FCC.

Further detail is contained in Section 6.7.7 below.

### **SPPR 2 (Minimum Private Open Space Standards for Houses):**

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

- 1 bed house 20 sq.m*
- 2 bed house 30 sq.m*
- 3 bed house 40 sq.m*
- 4 bed + house 50 sq.m*

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

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

*For building refurbishment schemes on sites of any size or urban infill schemes on smaller sites (e.g. sites of up to 0.25ha) the private open space standard may be relaxed in part or whole, on a case-by-case basis, subject to overall design quality and proximity to public open space.*

*In all cases, the obligation will be on the project proposer to demonstrate to the satisfaction of the planning authority or An Bord Pleanála that residents will enjoy a high standard of amenity.*

*This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail."*

SPPR 2 requires houses to be designed to comply with the minimum private open space standards set out above, but that apartments should comply with the private amenity space standards of the Apartment Design Guidelines.

In all instances, the private open space assigned to each house exceeds the minimum standards. This is evident in the materials prepared by FCC (see the *Housing Quality Assessment* in the *Architectural Report*).

The apartments must accord with the Apartment Design Guidelines and the Reader is

directed to Sections 5.3 and 6.7.3 of this Report for further details.

**SPPR 3 (Car Parking):**

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

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

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

*This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail."*

Based on the definitions provided in Tables 3.1, 3.2 and 3.8 of the Guidelines, in our opinion, the site falls within the *"intermediate and peripheral locations"* categorisation. Therefore, a maximum of 2 No. spaces per dwelling applies, albeit requiring justification to the satisfaction of the Planning Authority.

The rates of car parking provision are proposed as follows, having been informed by the maximum standards set by the Development Plan:

- 1-bed apartments** – 0.5 No. spaces per unit
- 2-bed apartments** – 0.5 No. spaces per unit
- 3-bed apartments** – 1 No. space per unit
- 2-bed houses** – 0.5 No. spaces per unit
- 3-bed houses** – 1 No. space per unit
- 4-bed houses** – 1 No. space per unit

In total, 137 No. residential car parking spaces are proposed to cater for the 175 No. dwellings, equivalent to a car parking ratio of 0.78. Therefore, the rate of provision does not exceed the maximum standards set by the Guidelines.

Please refer to Section 6.8.1 for further details.

#### SPPR 4 (Cycle Parking and Storage):

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

*The following requirements for cycle parking and storage are recommended:*

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

SPPR 4 requires the provision of at least 1 No. cycle parking space per bedroom, plus visitor parking, for all units without adequate ground floor level open space.

Cycle parking has, however, been provided for the apartment and mid-terrace units at the higher rate set by the Development Plan:

- **1-bed and 2-bed units** – 1 No. per unit plus 1 No. per bedroom. (With an extra 0.5 No. spaces per unit for apartments.)
- **3-bed and larger units** – 2 No. plus 1 No. per bedroom. (With an extra 0.5 No. spaces per unit for apartments.)

For the apartments, a total of 142 No. cycle parking spaces for residents is proposed, along with 28 No. visitor spaces.

The approach to the design has been for the cycle parking of all end-of-terrace units to be accommodated in rear private amenity areas, where adequate access and space is provided. This is in accordance with SPPR 4. For mid-terrace units, it is proposed to exceed the SPPR 4 standard and to meet the Development Plan standards listed above. Based on the number of such units, there is a total cycle parking requirement of 375 No. spaces, which is to be provided in enclosed and covered stores to the front of the relevant houses.

The minimum standard for residential cycle parking set by SPPR 4 has been exceeded.

### Policies and Objectives

#### Policy and Objective 3.1 (Densities)

*"It is a policy and objective of these Guidelines that the recommended residential density ranges set out in Section 3.3 are applied within statutory development plans and in the consideration of*



*individual planning applications, and that these density ranges are refined further at a local level using the criteria set out in Section 3.4 where appropriate.”*

Informed by this, we contend that the subject site falls within the category of ‘Metropolitan Towns (>1,500 population) – Suburban / Urban Extension’, as detailed in Table 3.3 of Section 3.3.3 of the Guidelines, which state:

*“Suburban areas are the low density car-orientated residential areas constructed at the edge of the town, while urban extension refers to greenfield lands at the edge of the existing built-up footprint that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential densities in the range 35 dph to 50 dph (net) shall generally be applied at suburban and edge locations of Metropolitan Towns, and that densities of up to 100 dph (net) shall be open for consideration at ‘accessible’ suburban / urban extension locations (as defined in Table 3.8).”*

This is based on Donabate’s position within the Dublin Metropolitan Area, as defined by the *Regional Spatial and Economic Strategy for the Eastern and Midlands Region 2019–2031* (RSES)<sup>17</sup>, and the site’s position within the town and its existing infrequent urban bus service. We also note that the site’s position within the settlement of Donabate does not align with the definition for ‘Metropolitan Towns (>1,500 population) – Centre and Urban Neighbourhoods’ in the Guidelines.

**Consequently, a net density in the range of 35–50 units per hectare (uph) should be sought.**

Given the full detail and justification required, we direct the Reader to Section 6.4 below.

#### **Policy and Objective 4.1 (DMURS)**

*“It is a policy and objective of these Guidelines that planning authorities implement the principles, approaches and standards set out in the Design Manual for Urban Roads and Streets, 2013 (including updates) in carrying out their functions under the Planning and Development Act 2000 (as amended) and as part of an integrated approach to quality urban design and placemaking.”*

The proposed development has incorporated the principles, approaches and standards of the *Design Manual for Urban Roads and Streets* (DMURS) in its design. This is evident in the drawings prepared by FCC and Waterman Moylan, and as espoused in the *DMURS Report* prepared by Waterman Moylan.

#### **Policy and Objective 4.2 (Quality Urban Design and Placemaking)**

*“It is a policy and objective of these Guidelines that the key indicators of quality urban design and placemaking set out in Section 4.4 are applied within statutory development plans and in the consideration of individual planning applications.”*

The “key indicators of quality urban design and placemaking” set out in Section 4.4 of the Guidelines fall under the headings of:

<sup>17</sup> See Figure 5.1 in the RSES and Appendix E in the RSES.

- **"Sustainable and Efficient Movement"**

*"Ensuring places are well connected and accessible by sustainable modes. Also acknowledging that quality of journey is equally important and that places are perceived as safe and are not dominated cars."*

- **"Mix and Distribution of Uses"**

*"Promoting the integration of land uses and transportation and a diverse and innovative mix of housing that can facilitate compact housing and provide greater housing choice."*

- **"Green and Blue Infrastructure"**

*"Placing and [sic] emphasis on the protection of natural assets and biodiversity, whilst also taking a more strategic view as to how open space networks are formed to balance the needs of communities."*

- **"Responsive Built Form"**

*"Placing an emphasis on the creation of a coherent urban structure and design approach that responds to local character and is attractive."*

**"Sustainable and Efficient Movement"**

The proposed development integrates with the existing footpath and cycle track networks of the town, which includes segregated infrastructure to the immediate south of the site to be improved as part of this development. This will accommodate and promote sustainable and healthy active modes to avail of Donabate's local services, amenities and facilities (see enclosed *Social Infrastructure Audit*). Bus and rail services are also within short walking distances, thereby allowing for onward connections.

The internal network includes a series of safe routes for pedestrian and cyclists, including homezones. Connections to immediately adjoining developments to the north and east will enhance permeability and mitigate the need for overly circuitous access/egress routes.

**"Mix and Distribution of Uses"**

With 175 No. units proposed, the development does not trigger a need for, or generate the critical mass to sustain, various standalone services and amenities. However, a crèche is proposed to meet the childcare needs of the development, and those of the surrounding area. Positively, the additional population will further support and sustain existing businesses and services provision, and promote their expansion.

**"Green and Blue Infrastructure" (We note that later in the Guidelines "Public Open Space" is included as an apparent fifth key indicator, so is incorporated below.)**

The development seeks to retain several of the trees on-site, but ultimately proposed the planting of a large number of new species, including native and fruiting plant species, such as oak, birch and hawthorn.

The public open spaces will provide for active and passive recreation, giving variety to the purpose and scale to the spaces. Adjacency to public open space in other developments will create a hub of green infrastructure and amenity along the northern and north-eastern

extents of the site.

The full detail of the proposed green infrastructure is set out in Ait's *Landscape Report*, submitted under separate cover.

### **"Responsive Built Form"**

The proposed site layout is comprised of a series of 'blocks' of varying sizes and forms to give variety and to define character. Varying and transitional heights avoid an overly monotonous built-form, with the apartment block – whilst a focal point at up to 4 No. storeys – not of an overbearing mass.

Heights and housing styles respect the existing and emerging form in the area, with the houses and the apartment block of up to 4 No. storeys both sympathetic to prevailing patterns but also progressive in the context of current planning policy in support of densification.

Legibility of the streetscape is simply expressed, with permeability and navigability prioritised; cul de sacs are avoided, with connection provided throughout and between the site and neighbouring development.

### **Policy and Objective 5.1 (Public Open Space)**

*"It is a policy and objective of these Guidelines that statutory development plans include an objective(s) relating to the provision of public open space in new residential developments (and in mixed-use developments that include a residential element). The requirement in the development plan shall be for public open space provision of not less than a minimum of 10% of net site area and not more than a minimum of 15% of net site area save in exceptional circumstances. Different minimum requirements (within the 10-15% range) may be set for different areas. The minimum requirement should be justified taking into account existing public open space provision in the area and broader nature conservation and environmental considerations.*

*In the case of strategic and sustainable development sites, the minimum public open space requirement will be determined on a plan-led basis, having regard to the overall approach to public park provision within the area.*

*In the case of sites that contain significant heritage, landscape or recreational features and sites that have specific nature conservation requirements, a higher proportion of public open space may need to be retained. The 10-15% range shall not therefore apply to new development in such areas.*

*In some circumstances a planning authority might decide to set aside (in part or whole) the public open space requirement arising under the development plan. This can occur in cases where the planning authority considers it unfeasible, due to site constraints or other factors, to locate all of the open space on site. In other cases, the planning authority might consider that the needs of the population would be better served by the provision of a new park in the area or the upgrade or enhancement of an existing public open space or amenity. It is recommended that a provision to this effect is included within the development plan to allow for flexibility. In such circumstances, the planning authority may seek a financial contribution within the terms of Section 48 of the Planning and Development Act 2000 (as amended) in lieu of provision within an application site."*

The quantum of public open space proposed totals 7,260 sq m, equivalent to 17.8% of the net site area. If SuDS features are excluded, the area is 6,110 sq m, equivalent to 15% of the net site area.

Therefore, the proposed development complies with this policy and objective, with the 15% minimum requirement exceeded.

## 5.5 ***The Planning System and Flood Risk Management: Guidelines for Planning Authorities***

*The Planning System and Flood Risk Management: Guidelines for Planning Authorities* (2009) provide detailed guidance for (i) Planning Authorities to have regard to in the preparation of Statutory Plans, and (ii) Competent Authorities to have regard to in assessing Planning Applications. The Core Objectives of the Guidelines are stated as being to:

- *"Avoid inappropriate development in areas at risk of flooding;*
- *Avoid new developments increasing flood risk elsewhere, including that which may arise from surface water run-off;*
- *Ensure effective management of residual risks for development permitted in floodplains;*
- *Avoid unnecessary restriction of national, regional or local economic and social growth;*
- *Improve the understanding of flood risk among relevant stakeholders; and*
- *Ensure that the requirements of EU and national law in relation to the natural environment and nature conservation are complied with at all stages of flood risk management."*

A *Flood Risk Assessment* has been prepared by Waterman Moylan Consulting Engineers and is submitted herewith. The enclosed *Flood Risk Assessment*, which has been carried out in accordance with the requirements of *The Planning System and Flood Risk Management: Guidelines for Planning Authorities* (2009), concludes the following:

*"The subject lands have been analysed for risks from tidal flooding from the Irish Sea and fluvial flooding from the surrounding natural surface water network, pluvial flooding, ground water and failures of mechanical systems. Table 5, below, presents the various residual flood risks involved.*

Source	Pathway	Receptor	Likelihood	Consequence	Risk	Mitigation Measure	Residual Risk
Tidal	Irish Sea (Donabate Beach)	Proposed development	Extremely low	None	Negligible	None	Negligible
Fluvial	Surrounding Ditch System	Proposed development	Low	Low	Extremely Low	Setting of floor levels, overland flood routing	Extremely Low
Pluvial	Private & Public Drainage Network	Proposed development, downstream properties, and roads	Ranges from high to low	Moderate	Ranges from high to low	Appropriate drainage, SuDS, and attenuation design, setting of floor levels, overland flood routing	Low
Ground Water	Ground	Underground services, ground level of buildings, roads	High	Moderate	High	Appropriate setting of floor levels, flood routing, damp proof membranes	Low
Human/Mechanical Error	Drainage network	Proposed development	High	Moderate	High	Setting of floor levels, overland flood routing, regular inspection of SW network	Low

Table 5 | Summary of the Flood Risks from the Various Components

As indicated in the above table, the various sources of flooding have been reviewed, and the risk of flooding from each source has been assessed. Where necessary, mitigation measures have been proposed. **As a result of the proposed mitigation measures, the residual risk of flooding from any source is low.” [emphasis added]**

## 5.6 Design Manual for Urban Roads and Streets

The proposed development has been designed in accordance with the principles of the *Design Manual for Urban Roads and Streets* (2019) (DMURS), which prioritises active and public modes of transport over the use of the private car, seeks to create safer and more accessible environments, and supports the integration of transport infrastructure and land-uses.

For details of the proposed development’s compliance with DMURS, please refer to the enclosed drawings and reports prepared by Waterman Moylan Consulting Engineers. Of note is the *DMURS Report*, which provides the following insights:

**Design Principle 1: Pedestrian Activity / Facilities:** “Streets have been designed in accordance with the alignment and curvature recommendations set out in DMURS Section 4.4.6. The road layout is generally orthogonal. Section 3.3.1 of DMURS notes that street networks that are generally orthogonal in nature are the most effective in terms of permeability (and legibility). Staggered junctions along with raised pedestrian tables/crossings at main pedestrian desire lines will encourage reduced driving speeds.”

**Design Principle 2: Multi-Functional Streets:** “The road hierarchy typically comprises Local Access roads and home-zones. The local access streets comprise of 5.5m to 6m wide carriageways (i.e., 2.75m - 3m wide vehicle lanes) with 2m footpaths.

The proposed home-zones are streets designed primarily to meet the needs of pedestrians, cyclists, children, and residents, where the speeds and dominance of cars is reduced.

It is proposed to utilise a buff-coloured chipping / macadam or similar approved surfacing at home-zones, subject to Fingal County Council Roads and Transportation approval – Fingal County

Council Roads and Transportation are currently preparing a Taking-in-Charge manual specifying allowable surface materials.

*Use of a shared-surface buff coloured chipping/macadam and flush kerb indicates to both drivers and pedestrians/cyclists that the road is a shared space. As stated in Section 4.4.2 of DMURS, paving materials combined with embedded kerbs can encourage a low vehicle speed shared environment.*

*Entry treatment to home-zones is provided in the form of a ramp up, which helps announce that a driver is entering into a home-zone. The ramp up and narrowing of the road width is to be in accordance with Figure 4.44 in Section 4.3.3 of DMURS.*

*It is stated in Section 4.3.4 of DMURS that shared surface streets and junctions are highly desirable where movement priorities are low and there is a high place value in promoting more liveable streets (i.e., homezones), such as on Local Streets within Neighbourhoods and Suburbs."*

**Design Principle 3: Pedestrian Focus:** *"The design of the scheme has placed a particular focus on the pedestrian. Connectivity throughout the scheme is heavily weighted towards the pedestrian. There are excellent pedestrian links to the New Road and its associated public transport services and amenities.*

*Raised tables are provided at the internal junctions, which allow pedestrians to continue at grade. The raised tables also promote lower vehicle speeds. Stop signs and road markings will be provided prior to the raised table, to give pedestrians priority."*

**Design Principle 4: Multi-Disciplinary Approach:** *"The design of the proposed scheme has been developed through the design team working closely together. The proposed development design is led by Fingal County Council working together with multiple disciplines including Waterman Moylan Consulting Engineers.*

*Public areas fronting and within the proposed development have been designed by a multidisciplinary design team to accommodate pedestrians and cyclists in accordance with the appropriate principles and guidelines set out in DMURS. In particular the vehicular access and public footways within the remit of the development will incorporate the relevant DMURS requirements and guidelines as set out above."*

## 5.7 **Childcare Facilities: Guidelines for Planning Authorities**

National guidance with respect to Childcare Facilities is principally contained in the *Childcare Facilities: Guidelines for Planning Authorities* (2001) (Childcare Facilities Guidelines). They were drafted to provide Planning Authorities and Developers with guidance in relation to the provision of Childcare Facilities, in terms of their location, scale and design.

In relation to the extent of provision, the Childcare Facilities Guidelines state that 1 No. Childcare Facility should be provided for large-scale residential developments unless there are genuine reasons to the contrary:

*"Planning authorities should require the provision of at least one childcare facility for new housing areas unless there are significant reasons to the contrary for example, development consisting of single bed apartments or where there are adequate childcare facilities in adjoining developments. For new housing areas, an average of one childcare facility for each 75 dwellings would be appropriate. The threshold for provision should be established having*

regard to the existing geographical distribution of childcare facilities and the emerging demographic profile of areas. Authorities could consider requiring the provision of larger units catering for up to 30/40 children in areas of major residential development on the basis that such a large facility might be able to offer a variety of services – sessional/drop in/after-school, etc.”

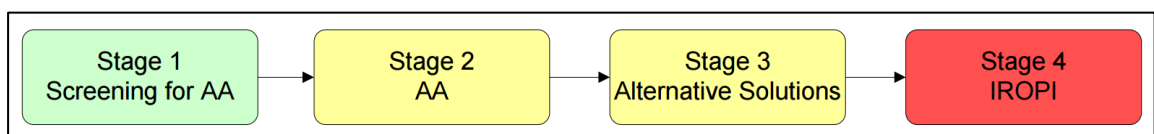
The provision of Childcare Facilities is further elaborated in Section 3.3.1 of the Guidelines, which states that “a standard of one childcare facility providing for a minimum 20 childcare places per approximately 75 dwellings may be appropriate” for Residential Developments. The Guidelines additionally provide information on, *inter alia*: (i) minimum clear floor area and (ii) operational / management requirements.

In accordance with the Guidelines, a crèche with a Gross Floor Area of 365 sq m (plus an outdoor play area of 320 sq m) is proposed to be provided. The proposed crèche, which comprises 4 No. childcare rooms, has been designed to accommodate the childcare requirement generated by the proposed development (approximately 47 No. spaces).

### 5.8 **Appropriate Assessment of Plans and Projects in Ireland: Guidance for Planning Authorities**

The undertaking of Appropriate Assessment is to ensure the protection and integrity of statutorily protected environments / sites. These sites are protected by the Birds Directive (2009/147/EC (as amended)) and the Habitats Directive (1992/43/EEC (as amended)), and by Natura 2000. In Ireland, such areas are identified as: Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). Appropriate Assessment, as set out in the *Appropriate Assessment of Plans and Projects in Ireland: Guidance for Planning Authorities* (2009), is “an impact assessment process that fits within the decision-making framework”, albeit “the requirement [to undertake Appropriate Assessment] is not to prove what the impacts and effects will be[, if any], but rather to establish beyond reasonable scientific doubt that adverse effects on site integrity will not result”.

As shown in Figure 5.1, there are 4 No. principal stages to Appropriate Assessment. For the Mixed-Use Development proposed on the subject site, the enclosed *Appropriate Assessment Screening Report* (prepared by Enviroguide Consulting) screened out, at Stage 1, that the proposal would have “adverse effects” on the integrity of Natura 2000 sites.



**Figure 5.1: The 4 No. Stages of the Appropriate Assessment Process**

(Source: *Appropriate Assessment of Plans and Projects in Ireland: Guidance for Planning Authorities* (2009))

In respect of the proposed development, the enclosed *Appropriate Assessment Screening Report* prepared by Enviroguide Consulting concludes the following:

*“The Proposed Development at New Road, Donabate, Co. Dublin has been assessed taking into account:*

- *The nature, size and location of the proposed works and possible impacts arising from the construction works.*

- *The QIs and conservation objectives of the European sites.*
- *The potential for in-combination effects arising from other plans and projects.*

*In conclusion, upon the examination, analysis and evaluation of the relevant information and applying the precautionary principle, it is concluded by the authors of this report that the possibility **may be excluded** that the Proposed Development will have a significant effect on any of the European sites listed below:*

- *Malahide Estuary SAC (000205).*
- *Malahide Estuary SPA (004025).*
- *Rogerstown Estuary SPA (004015).*
- *North-West Irish Sea SPA (004236).*

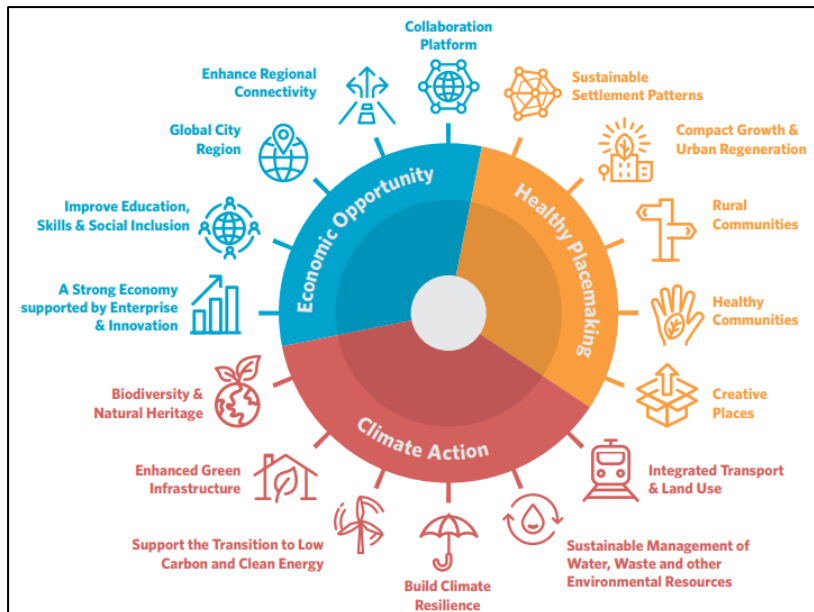
*In carrying out this AA screening, targeted ecological mitigation measures have not been taken into account. Standard best practice construction measures which could have the effect of mitigating any effects on any European Sites have similarly not been taken into account.*

*On the basis of the screening exercise carried out above, it can be concluded, on the basis of the best scientific knowledge available and objective information, that the possibility of any significant effects on the above listed European sites and their QIs, whether arising from the project itself or in combination with other plans and projects, can be excluded in light of the above listed European sites' conservation objectives. Thus, there is not a requirement to proceed to Stage 2 of the Appropriate Assessment process; and the preparation of a NIS is not required." [original emphasis]*

## **5.9 Regional Spatial and Economic Strategy for the Eastern and Midlands Region 2019–2031**

The RSES was published on 26<sup>th</sup> June 2019. Contained within this document are Regional Policy Objectives (RPOs) which are intended to contribute to the sustainable planning and development of the region over the life of the Strategy to 2031, although with a vision to 2040. Many of the RSES's RPOs complement those of the NPF with respect to the sustainable growth and consolidated development of the region. The Regional Strategic Outcomes (RSOs) – which the RPOs seek to attain – are summarised in Figure 5.2.





**Figure 5.2: Regional Strategic Outcomes of the RSES**

**Source:** *Regional Spatial and Economic Strategy for the Eastern and Midlands Regional Assembly (2019)*

There are 16 No. RSOs which facilitate the implementation of NPF policies. Of importance to the proposed development are the following:

**RSO No. 2 (Compact Growth and Urban Regeneration)** – *“Promote the regeneration of our cities, towns and villages by making better use of under-used land and buildings within the existing built-up urban footprint and to drive the delivery of quality housing and employment choice for the Region’s citizens. (NSO 1).”*

**RSO No. 4 (Healthy Communities)** – *“Protect and enhance the quality of our built and natural environment to support active lifestyles including walking and cycling, ensure clean air and water for all and quality healthcare and services that support human health. (NSO 10)”*

**RSO No. 6 (Integrated Transport and Land Use)** – *“Promote best use of Transport Infrastructure, existing and planned, and promote sustainable and active modes of travel to ensure the proper integration of transportation and land use planning. (NSO 2, 6, 8,9)”*

**RSO No. 7 (Sustainable Management of Water, Waste and Other Environmental Resources)** – *“Conserve and enhance our water resources to ensure clean water supply, adequate waste water treatment and greater resource efficiency to realise the benefits of the circular economy. (NSO 8, 9)”*

**RSO No. 8 (Build Climate Resilience)** – *“Ensure the long-term management of flood risk and build resilience to increased risks of extreme weather events, changes in sea level and patterns of coastal erosion to protect property, critical infrastructure and food security in the Region. (NSO 8, 9)”*

**RSO No. 9 (Support the Transition to Low Carbon and Clean Energy)** – *“Pursue climate mitigation in line with global and national targets and harness the potential for a more distributed renewables-focussed energy system to support the transition to a low carbon economy by 2050. (NSO 8, 9)”*

**RSO No. 10 (Enhanced Green Infrastructure)** – *"Identify, protect and enhance Green Infrastructure and ecosystem services in the Region and promote the sustainable management of strategic natural assets such as our coastlines, farmlands, peatlands, uplands woodlands and wetlands. (NSO 8, 9)"*

**RSO No. 11 (Biodiversity and Natural Heritage)** – *"Promote co-ordinated spatial planning to conserve and enhance the biodiversity of our protected habitats and species including landscape and heritage protection. (NSO 7, 8)"*

The proposed development aligns with these RSOs by the creation of more sustainable, dense, compact and connected urban areas. It ultimately complements the Spatial Strategy of the RSES, which:

*"...combines the growth of Dublin and regional centres with a selected number of large self-sustaining settlements that have the assets and capacity to grow in a sustainable manner while minimising impacts on the receiving environment. This option offers the best opportunity to align services with population and economic growth, promote compact growth in urban settlements and make the best use of infrastructure including public transport thereby reducing transport emissions and improve regional accessibility."*

The subject site's proximity to bus and rail services, and its reasonable walking distance to a host of key services, facilities and amenities tie in with the aim of integrating land-use and transport, shifting away from an overreliance on private car use in favour of active and public modes.

Careful and considered design will bolster biodiversity and ecology, as well as protected habitats. This includes the enhancement of green infrastructure by the retention of existing vegetation and assets, and its augmentation with new planting and features.

## 6.0 PLANNING OVERVIEW AND ASSESSMENT

The following Section provides the primary planning overview and assessment of the proposed development at the subject site in the context of strategic national and regional policy and the provisions of the *Fingal Development Plan 2023–2029* (Development Plan).

### 6.1 Land-Use Zoning and Use-Mix

The subject site is principally zoned by the *Fingal Development Plan 2023–2029* as 'RS – Residential', with an objective to "provide for residential development and protect and improve residential amenity." A small portion of the site also extends to the north and north-east (for water services and road/footpath/cycle track works only) onto lands zoned 'RA – Residential Area', which has an objective to "provide for new residential communities subject to the provision of the necessary social and physical infrastructure."



Figure 6.1: Zoning of the subject site, indicatively outlined in blue

Source: Extract from *Fingal Development Plan 2023–2029's Sheet 7: Donabate/Portrane* (2023), annotated by Thornton O'Connor Town Planning (2024)

Amongst the 'Permitted in Principle' uses on both zonings, the Development Plan lists 'Residential' and 'Childcare Facilities'. Therefore, the proposed development complies with the 'RS' and 'RA' land-use zoning designations and will support the attainment of their objectives to deliver much-needed housing, and to do so in a careful and respectful manner to protect and improve existing residential amenity.

Section 179A developments may include "community facilities" in addition to residential dwellings, and we contend that a crèche is a community use, thereby complying with the development parameters of the legislation.

## 6.2 Childcare Facility

In respect of 'Childcare Facilities and New Development', Objective CIO28 of the Development Plan sets out that it is an objective of the Council to:

*"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."*

As set out in Section 5.7 herein, the Childcare Facilities Guidelines state that "a standard of one childcare facility providing for a minimum 20 childcare places per approximately 75 dwellings may be appropriate" for residential developments.

The proposed development's 175 No. dwellings, having regard to the foregoing, generate a requirement for approximately 47 No. childcare places. In accordance with Objective CIO28 of the Development Plan and the Childcare Facilities Guidelines, a crèche with a gross floor area of 365 sq m (plus an outdoor play area of 320 sq m) and 4 No. childcare rooms is proposed.

## 6.3 Built-Form: Plot Ratio and Height

Development management standards and thresholds relating to plot ratio and height work in conjunction with each other to define the bulk, scale and intensity of a development. This is then articulated and defined to distribute the massing as an appropriate and attractive built-form.

### 6.3.1 Plot Ratio

The Development Plan does not set a standard for plot ratio, which is a ratio of gross floor area (GFA) to site area. As the net site area of 4.07 Ha used to calculate net density below excludes the crèche portion of the site, for the purposes of calculating plot ratio, we have factored this approximate area of 1,000 sq m *back in* to give a 'net development area' of approximately 4.17 Ha.

Parameter	Plot Ratio
Standard	None set
Proposed	0.34

**Table 6.1: Plot ratio of the proposed development**

**Source: Thornton O'Connor Town Planning (2024)**

Based on the total gross floor area of the apartment block, houses and crèche, a plot ratio of 0.34 is achieved. We are of the opinion that these metrics are evidence of a proposed development that is of an appropriate scale in terms of the quantum of overall development, in the context of both (1) current planning and development policy and (2) prevailing patterns of development in the area.

### 6.3.2 Height

Achieving appropriate heights, with uplifts in some instances, is expressly advocated for in the Height Guidelines, which state that:

*"...it is Government policy that building heights must be generally increased in appropriate urban locations. There is therefore a presumption in favour of buildings of increased height in our town/city cores and in other urban locations with good public transport accessibility."*

The Height Guidelines are explicit in their consideration of prevailing heights of development, stressing that such heights should not dictate/constrain the scale of new development, but should still be respected in terms of design approaches taken.

Delivering appropriate height is seen by the NPF as a key means of achieving compact growth, residential densification and more sustainable use of scarce land resources.

The foregoing carries through to the Development Plan, which generally seeks to comply with national guidance set out in documents such as the NPF and Height Guidelines. Section 14.5.1 of the Development Plan remarks:

*"NPO 35 of the NPF seeks to increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration and increased building heights."*

In relation to guidance for "infill development", the Development Plan's Table 14.3 notes that such development is required to: *"Provide a high-quality design response to the context of the infill site, taking cognisance of architectural form, site coverage, building heights, building line, grain, and plot width."*

Objectives SPQHO39 (New Infill Development) and DMSO31 (Infill Development) contain the same wording and provide further guidance with respect to appropriate heights:

***"New infill development shall respect the height and massing of existing residential units. Infill development shall retain the physical character of the area including features such as boundary walls, pillars, gates/gateways, trees, landscaping, and fencing or railings."***  
**[emphasis added]**

The character of the surrounding area is currently changing due to recent and ongoing development activity:

- To the west and south-west, the existing dwellings at Saint Patrick's and fronting New Road are generally 1 No. and 2 No. storeys.
- To the east, the recently completed Lanestown View development buildings of 2 storey and 4-storey residential buildings.
- To the north, the currently under construction development contains residential buildings ranging in height from 2 No. to 6 No. storeys.
- To the south, across New Road, we note permission has been granted for various schemes with heights of 2 No. to 5 No. storeys.

**Therefore, we contend that due to the evident variation, there is no 'fixed' prevailing (or emerging) height, with a range from 1 No. to 6 No. storeys persisting. Consequently, the heights of the proposed development of 1 No. storey up to 4 No. storeys are generally in**

keeping with the prevailing and emerging pattern of development in the area. They do not represent an increase in height over the prevailing patterns, rather they sympathetically and considerately fit within the established and emerging range.

Careful consideration has, however, been given to how height is expressed on-site. At the perimeters of the site, 2 No. storeys have been prioritised. This is to allow for transitions in height and to respect existing heights, most notably to the west at Saint Patrick's Park.

The heights increase to 3 No. and 4 No. storeys at the apartment block (albeit with single-storey elements also) (Figure 6.2), which has been intentionally set back into the site so as to prevent a sense of overbearance. Its siting and orientation, as well as those of proposed surrounding dwellings, are to prevent overbearance and overlooking. The modulated/disaggregated massing also mitigates the risk of overbearance and ensures that a monolithic form is not proposed.



**Figure 6.2:** CGI of the proposed apartment building demonstrating the appropriateness of its 3-storey and 4-storey elements

**Source:** 3D Design Bureau (2024)

In light of current policy and the prevailing and emerging pattern of development in the area, the proposed heights are a positive and respectful design response. They are sympathetic to single-storey dwellings to the west in particular, but achieve a more sustainable and efficient residential density as advocated for by national, regional and local policy.

#### 6.4 Residential Density and Compact Growth

As the overarching planning policy document, the NPF is the key basis for the State's development. The NPF recognises the benefit of securing greater densities in existing urban areas to achieve scale, critical mass, vibrancy, a positive shift in infrastructural use and ecological protection:

*"Well designed and located higher density housing will assist:*

- *Fast-growing urban areas to achieve much needed scale;*
- *Medium-sized urban areas to find a route to quality in a new competitive framework;*
- *All urban areas to increase vibrancy and vitality;*
- *Increased efficiency and sustainability in the use of energy and public infrastructure."*

Asserting this as a policy stance, the NPF includes NPOs which all support more efficient and sustainable use of land in existing settlements. Evidently, there is a strong national policy base to support the attainment of higher residential densities and land-use intensities, even in areas where there may be prevailing patterns of low density development (see box below). Such patterns of development are no longer deemed to be sustainable in many cases, and it is asserted that their presence must not be used as a means to preclude the realisation of taller and more dense developments. Ultimately, the referenced NPOs all combine in support of the NPF's overarching NSO of 'Compact Growth'.

### **National Policy Objectives of Project Ireland 2040: National Planning Framework**

**NPO 2a** – *"A target of half (50%) of future population and employment growth will be focused in the existing five Cities and their suburbs."*

**NPO 3a** – *"Deliver at least 40% of all new homes nationally, within the built-up footprint of existing settlements."*

**NPO 3b** – *"Deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints."*

**NPO 3c** – *"Deliver at least 30% of all new homes that are targeted in settlements other than the five Cities and their suburbs, within their existing built-up footprints."*

**NPO 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."*

**NPO 5** – *"Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment and prosperity."*

**NPO 6** – *"Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area."*

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

**NPO 33** – *"Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location."*

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

At local policy level, the Development Plan includes the following policies and objectives:

**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.” [emphasis added]*

**Objective SPQo1 (Sustainable Communities)** – *“Ensure that proposed residential development contributes to the creation of sustainable communities and accords with the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG 2009 (**and any superseding document**) and companion Urban Design Manual – A Best Practice Guide, DEHLG 2009 and the Design Manual for Urban Roads and Streets (DMURS) (as revised).” [emphasis added]*

The Plan also states the following:

*“Fingal County Council will support higher densities in appropriate locations in accordance with the NPF, RSES and Guidelines issued under Section 28 of the Planning and Development Act 2000, (as amended). The achievement of higher densities ensures the efficient use of land and promotes compact consolidated development in line with national and regional planning policy. This ensures sustainable travel and settlement patterns, enhanced vibrancy and economic vitality of urban and villages centres while ensuring return on investment in key public transport initiatives... In determining densities, regard should be given to Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas 2009 and its companion document Urban Design Manual – A Best Practice Guide.”*

The Development Plan adds:

*“In general, the density and number of dwellings to be provided within residential schemes should be determined with reference to Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas 2009. Development should also be consistent with the policies and objectives set out in Chapter 3 Sustainable Placemaking and Quality Homes and should promote appropriate densities, having regard to factors including the location of the site, accessibility to public transport and the principles of sustainability, compact growth and consolidation.”*

We note that since the adoption of the Development Plan, the *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas* (2009) have been revoked; replaced by the Compact Growth Guidelines (discussed above). Therefore, we are of the opinion that the guidance contained in the latter is now of relevance.

Policy 3.1 of these Guidelines states:

*“It is a policy and objective of these Guidelines that the recommended residential density ranges set out in Section 3.3 are applied within statutory development plans and in the consideration of individual planning applications, and that these density ranges are refined further at a local level using the criteria set out in Section 3.4 where appropriate.”*

Informed by this, we contend that the subject site falls within the category of ‘Metropolitan Towns (>1,500 population) – Suburban / Urban Extension’, as detailed in Table 3.3 of Section 3.3.3 of the Guidelines, which state:



*"Suburban areas are the low density car-orientated residential areas constructed at the edge of the town, while urban extension refers to greenfield lands at the edge of the existing built-up footprint that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential densities in the range 35 dph to 50 dph (net) shall generally be applied at suburban and edge locations of Metropolitan Towns, and that densities of up to 100 dph (net) shall be open for consideration at 'accessible' suburban / urban extension locations (as defined in Table 3.8)."*

This is based on Donabate's position within the Dublin Metropolitan Area, as defined by the *Regional Spatial and Economic Strategy for the Eastern and Midlands Region 2019–2031* (RSES)<sup>18</sup>, and the site's position within the town and its existing infrequent "urban bus services". We also note that the site's position within Donabate does not align with the definition for 'Metropolitan Towns (>1,500 population) – Centre and Urban Neighbourhoods' in the Guidelines, as it is on the eastern edge of the settlement.

**Consequently, a net density in the range of 35–50 units per hectare (uph) should be sought.**

However, the new Guidelines provide further guidance relating to 'Refining Density' to take account of specific characteristics and constraints of individual sites. This additional requirement is intended to incorporate the nuances of individual sites, pushing their densities up and down with the ranges set by the Guidelines. 'Refining Density' is principally comprised of 2 No. steps, which require consideration of: (1) accessibility; and (2) character, amenity and natural environment.

Whilst the site is not markedly constrained by character, amenity and natural environment factors, it is technically within a 'Peripheral' location<sup>19</sup> due to the low frequency of "urban bus services"<sup>20</sup>. In such locations, the Guidelines state that "...planning authorities should encourage... densities below the mid-density range at peripheral locations." This would push the density into the lower 35–43 uph range. However, this would be an inefficient and unsustainable density at the site for the following reasons:

- It is infill in nature;
- It is a relatively unconstrained site;
- It is within short walking and cycling distances of a suite of key assets, including childcare, primary and post-primary schools, shops, employment opportunities, community facilities and sports clubs; and
- It is within walking distance of Donabate Train Station (albeit served by relatively infrequent services).

**Therefore, there is a strong case to be made for proposing an appropriate density within the mid-range.**

**In light of all the foregoing, the proposed development has been designed at a net density of 42.9 uph. This is based on the 175 No. proposed units on a net site area of 4.07 Ha, which is calculated based on the total/gross site area minus the areas dedicated to the crèche, main**

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<sup>18</sup> See Figure 5.1 in the RSES and Appendix E in the RSES.

<sup>19</sup> Per the Guidelines: "Lands that do not meet the proximity or accessibility criteria detailed above. This includes all lands in Small and Medium Sized Towns and in Rural Towns and Villages."

<sup>20</sup> See Section 2.3 above and the various reports prepared by Waterman Moylan.

link street from New Road at the south to the under construction development to the north, infrastructure work at New Road and water services connections to the north-east<sup>21</sup>.

However, we note that the Compact Growth Guidelines provide a very explicit methodology for calculating net density, which appears to be contradictory as it uses net density – which would omit the crèche site area – but then requires the crèche’s GFA to be included to *pro rata* the site area. We have conducted the calculation below simply for completeness, but contend that the approach and density above are more appropriate:

- Net site area = 4.07 Ha / 40,700 sq m
- Total GFA = 14,265.5 sq m
- Residential GFA = 13,900.5 sq m
- Crèche GFA = 365 sq m
- Residential GFA as proportion of total GFA = 97.4%
- Site area for density purposes = 4.07 Ha x 97.4% = 3.96 Ha
- Residential density = 44.2 uph

**In both instances – 42.9 uph and 44.2 uph – we are of the opinion that the density is appropriate given the site’s characteristics, proximity to services/facilities/amenities and available public transport.**

## 6.5 Open Space and Landscaping

In a general sense, open space for development projects is categorised as public open space, communal amenity space and private open/amenity space. Public open space is publicly accessible land that future residents, as well as the existing local community or passers-by, can use. Communal amenity space is semi-private in its intention and proposed for the use of future residents of a proposed development, thereby facilitating relaxation, socialising and integration. Private open/amenity space is provided on a dwelling-by-dwelling basis, with individual spaces designed solely for private use by residents of the respective unit.

The following Sub-Section in relation to open space and landscaping should principally be read in conjunction with the report and drawings prepared by Áit.

### 6.5.1 Public Open Space

The provision of public open space per the Development Plan is set by several objectives, with the overarching intention being to deliver high-quality spaces that benefit new and existing communities, support ecology and the creation of green infrastructure, and play a role in surface water management.

Amongst the objectives listed in the Plan are the following:

**Objective GI 30 – “Integrate public open space provision and surface water management [SuDS].”**

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<sup>21</sup> This approach to calculating net site area generally aligns with that set out in Appendix B of the Compact Growth Guidelines, and its inclusion/exclusion of relevant features.

**Objective GI 36** – *“Ensure that a minimum 10% of the proposed development site area shall be designated for use as public open space.”*

**Policy SPQHP37 (Open Space Hierarchy)** – *“Ensure that all residential development in Fingal is served by a clear hierarchy and network of high quality public open spaces providing for active and passive recreation purposes which is easily accessible and integrated with local communities.”*

**Objective CIO36 (Variety of Open Space)** – *“Provide a wide variety of resiliently designed, sustainably managed and accessible public open spaces, including allotments, community gardens, parklands and sporting facilities, on a hierarchical basis throughout the County in order to achieve a choice of open space facilities. Best practice Green Infrastructure Guidelines should be used to determine the location and type of open spaces to be provided.”*

**Objective CIO38 (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.”*

**Objective CIO41 (Accessible and Safe Open Space)** – *“Ensure public open space is accessible and safety is prioritised by incorporating passive surveillance.”*

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

**Objective DMSO51 (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.”*

**Objective DMSO53 (Financial Contribution in Lieu of Public Open Space)** – *“Require minimum open space, as outlined in Table 14.12 for a proposed development site area (Target minimum amount of 15% except in cases where the developer can demonstrate that this is not possible, in which case the 12% to 15% range will apply) to be designated for use as public open space. The Council has the discretion to accept a financial contribution in lieu of the remaining open space requirement to allow provision for the acquisition of additional open space or the upgrade of existing parks and open spaces subject to these additional facilities meeting the standards specified in Table 14.11. Where the Council accepts financial contributions in lieu of open space, the contribution shall be calculated on the basis of 25% Class 2 and 75% Class 1 in addition to the development costs of the open space.”*

Evidently, the Development Plan seeks high-quality spaces, that are passively surveilled and that appropriately (but not excessively) incorporate SuDS. Minimum areas of at least 12%–15% are sought, although the requirement for 2.5 Ha of public open space per 1,000 population markedly increases this due to the proposed number and mix of units<sup>22</sup>. However, we contend that the Council has appropriate flexibility to reduce the required ‘per population’ public open

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<sup>22</sup> The proposed development, which meets other development management standards, would be required to provide 1.15 Ha of public open space, equivalent to 28.3% of the net site area. This fundamentally conflicts with the provisions of the Compact Growth Guidelines.

space standard by way of allowing the payment of a financial contribution in lieu and as stated in the following extract from the Development Plan:

*"It is important that a wide variety of public open space is provided throughout Fingal. 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. **In order to provide existing and future communities with adequate recreational and leisure opportunities, the Council will employ a flexible approach to the delivery of public open space and more intensive recreational/amenity facilities. It is the intention of the Council, however, to ensure, except under exceptional circumstances, public open space provision is not less than 12% of a development site area.** This provision recognises the contribution residential open space makes to multi-functional urban green infrastructure and nature-based solutions such as Sustainable Urban Drainage (SuDS), biodiversity and active travel. The development site area cannot include lands zoned RU, GB, OS or HA." **[emphasis added]***

However, notwithstanding the above, we are mindful of Policy and Objective 5.1 (Public Open Space) in the Compact Growth Guidelines, which states:

*"It is a policy and objective of these Guidelines that statutory development plans include an objective(s) relating to the provision of public open space in new residential developments (and in mixed-use developments that include a residential element). **The requirement in the development plan shall be for public open space provision of not less than a minimum of 10% of net site area and not more than a minimum of 15% of net site area save in exceptional circumstances. Different minimum requirements (within the 10-15% range) may be set for different areas.** The minimum requirement should be justified taking into account existing public open space provision in the area and broader nature conservation and environmental considerations.*

*In the case of strategic and sustainable development sites, the minimum public open space requirement will be determined on a plan-led basis, having regard to the overall approach to public park provision within the area.*

*In the case of sites that contain significant heritage, landscape or recreational features and sites that have specific nature conservation requirements, a higher proportion of public open space may need to be retained. The 10-15% range shall not therefore apply to new development in such areas.*

*In some circumstances a planning authority might decide to set aside (in part or whole) the public open space requirement arising under the development plan. This can occur in cases where the planning authority considers it unfeasible, due to site constraints or other factors, to locate all of the open space on site. In other cases, the planning authority might consider that the needs of the population would be better served by the provision of a new park in the area or the upgrade or enhancement of an existing public open space or amenity. It is recommended that a provision to this effect is included within the development plan to allow for flexibility. In such circumstances, the planning authority may seek a financial contribution within the terms of Section 48 of the Planning and Development Act 2000 (as amended) in lieu of provision within an application site." **[emphasis added]***

In light of the above, we contend that the quantitative minimum public open space requirement for the subject site is 15% of the net site area. The public open space extends to a total of 7,260 sq m, equivalent to 18% of Net Site Area (or 6,110 sq m and 15% of Net Site Area if SuDS are excluded).

The proposed public open space is principally detailed in the materials prepared and enclosed by Áit. However, we have provided a summary of the design and detail of these spaces in Table 6.2 below. In consider the quality and design of the spaces, the Design Team has been mindful of the guidance in Section 14.13.3.1 of the Development Plan:

***"Open spaces must be designed to a high specification. Great emphasis must be placed on the quality and long-term sustainability of open space and details of the proposed landscaping, hard and soft, of these spaces will be required at the planning application stage. Public open spaces should be overlooked and designed in such a way that anti-social behaviour is reduced through passive surveillance. Potential for antisocial behaviour associated with open spaces and associated screen planting must be designed out."* [emphasis added]**

The Section of the Plan additional includes the following relevant objectives which have informed the shape and design of the proposed public open space:

**Objective DMSO63 (Location of Open Space)** – *"Ensure open spaces are not located to the side or the rear of housing units."*

**Objective DMSO64 (Design of Open Space)** – *"Ensure open space provision is suitably proportioned and inappropriate narrow tracts are not provided."*

Informed by the above, and articulated below and shown in Áit's materials, the proposed public open spaces and landscaping generally have been designed to a high-standard. The spaces are passively surveilled and considerately integrate within the proposed development and with vegetation to be retained. The spaces have been subject to a detailed planting regimen and incorporate robust hard surfaces to prolong the life of materials and minimise maintenance. Furthermore, the spaces have been given purpose and activation; from seating, through to play spaces, through to physical activity equipment.

In terms of play space for children of various ages, we note the Development Plan's Objective DMSO68 (Playground Facilities within Residential Development):

*"Provide appropriately scaled children's playground facilities within residential development. Playground facilities shall be provided at a rate of 4 sq m per residential unit. All residential schemes in excess of 50 units shall incorporate playground facilities clearly delineated on the planning application drawings and demarcated, built and completed, where feasible and appropriate, in advance of the sale of any units."*

Based on 175 No. proposed units, a requirement for 700 sq m of play facilities existing. This is detailed in Áit's materials as a variety of different spaces and uses, to avoid monotony and duplications of play space provided in adjoining development. Áit's *Landscape Report* refers to the following (which are shown on their *Landscape Plan* drawing):

- Equipped play area for under 12s – 145 sq m
- Nature play 'dry riverbed' – 320 sq m
- Social space – 220 sq m
- Mini basketball court – 150 sq m
- Calisthenic gym – 150 sq m
- Total – 985 sq m

Criteria/Detail	Public Open Space – North-west	Public Open Space – North/North-east
<b>Location</b>	North-west corner of the site, immediately north of the apartment	Along the northern and north-eastern boundaries of the site.
<b>Area</b>	910 sq m (exc. SuDS)	5,200 sq m (exc. SuDS)
<b>POS hierarchy</b>	Equivalent to a 'Pocket Park' per the Development Plan's hierarchy.	Equivalent to a 'Small Park' per the Development Plan's hierarchy.
<b>Key design features</b>	<ul style="list-style-type: none"> <li>• Seating.</li> <li>• Paths and east-west connectivity.</li> <li>• Planting.</li> <li>• (Note that due to the availability and adjacency of the larger public open space (see right), play space has not been provided.)</li> </ul>	<ul style="list-style-type: none"> <li>• Formal play areas/features.</li> <li>• Informal play area/features.</li> <li>• Potential mini-basketball court.</li> <li>• Potential calisthenics / outdoor gym equipment.</li> <li>• Kickabout spaces / lawns.</li> <li>• Seating.</li> <li>• Sensory garden.</li> <li>• Paths and east-west connectivity.</li> <li>• Cycle parking.</li> <li>• Nature-based SuDS features (are in addition to the calculated area above).</li> <li>• Planting.</li> <li>• Integration with adjoining public open space areas.</li> </ul>
<b>Planting regimen</b>	<ul style="list-style-type: none"> <li>• Native hedgerow.</li> <li>• Trees.</li> <li>• Lawn.</li> <li>• Meadow.</li> </ul>	<ul style="list-style-type: none"> <li>• Retained shrubs/hedging.</li> <li>• Proposed shrubs/hedging.</li> <li>• Trees.</li> <li>• Clipped hedge planting.</li> </ul>
<b>Benefits from passive surveillance</b>	Yes, from dwellings in the apartment block and House Block 1.	Yes, from the dwellings in the apartment block, House Blocks 14–16, the crèche and the adjoining developments.
<b>Buffer strip around adjacent private open spaces to protect resident amenity</b>	Yes, privacy planting is proposed around the ground floor level apartments' amenity spaces.	No, as no immediate/direct interface exists.
<b>Daylight</b>	89.61% achieves at least 2 No. hours of sunlight on 21 <sup>st</sup> March, thereby exceeding the minimum requirement of 50%.	99.87% of the northern/western part and 99.59% of the eastern part of this space achieve at least 2 No. hours of sunlight on 21 <sup>st</sup> March, thereby exceeding the minimum requirement of 50%.

**Table 6.2: Details of the proposed public open space areas**

**Source: Thornton O'Connor Town Planning, 2022**

## 6.5.2 Communal Amenity Space

The communal amenity space standards of the Development Plan align with those set by the Apartment Design Guidelines. As detailed in Table 6.3, based on the proposed mix of apartment units, a total communal amenity space requirement of 318 sq m is generated by the development.

Unit Type	Communal Amenity Space Standard	No. Units Proposed	Communal Amenity Space Requirement
1-bed	5 sq m	26	130 sq m
2-bed (3-person)	6 sq m	6	36 sq m
2-bed (4-person)	7 sq m	14	98 sq m
3-bed	9 sq m	6	54 sq m
Total		52	318 sq m

**Table 6.3: Communal amenity space requirement generated by the proposed development**

**Source: Thornton O'Connor Town Planning, 2022**

To meet (and exceed) this requirement, a total of 680 sq m of communal amenity space is proposed in 2 No. locations to cater for the requirements of the apartment units. Table 6.4 provides an overview of the detail of these space, summarising their quality, a required by the Apartment Design Guidelines and Development. However, full details are set out in the landscaping pack prepared by Áit and submitted under separate cover.

The proposed communal amenity space exceeds the minimum requirement by 362 sq m or 113.8%. The spaces have been designed as focal points proximate to the entrances to the block to facilitate social interaction and integration, and to make a positive contribution to SuDS provision, ecology and biodiversity.

Criteria/Detail	Communal Amenity Space Design
<b>Location</b>	East and west sides of the apartment block.
<b>Area</b>	2 No. spaces of 335 sq m and 345 sq m, yielding a total of 680 sq m.
<b>Area surplus based on the unit mix of the related blocks</b>	362 sq m or 113.8%
<b>Key design features</b>	<ul style="list-style-type: none"> <li>• Seating.</li> <li>• Open congregation areas.</li> <li>• Planting.</li> <li>• Interconnectivity with the public open space to the north.</li> <li>• Adjacent visitor cycle parking.</li> <li>• Note that children's play features were intentionally excluded due to the shape and size of the spaces and the resultant risk of impacts to residential amenity. Additionally, ample play features are proposed in the public spaces .</li> </ul>
<b>Planting regimen</b>	<ul style="list-style-type: none"> <li>• Trees – small and medium sizes.</li> <li>• Clipped evergreen hedge planting.</li> <li>• Various understorey plant mixes.</li> <li>• Lawn.</li> </ul>

Criteria/Detail	Communal Amenity Space Design
Benefits from passive surveillance	Yes, from the apartment block's units, from opposing houses and from passers-by.
Boundary treatment	The areas are proposed to be bound by 1.1 m metal railings, thereby defining their semi-private nature.
Buffer strip around adjacent private open spaces to protect resident amenity	Yes, as shown on Áit's <i>Landscape Plan</i> , "Clipped Evergreen Hedge Planting" is proposed to provide a differentiation of spaces (i.e. public v private) and to provide appropriate screening and amenity value to private open spaces.
Daylight	<ul style="list-style-type: none"> <li>The western portion of communal amenity space (see Open Space 1 in 3DDB's <i>Daylight and Sunlight Assessment Report</i>) achieves at least 2 hours of sunlight on 73.03% of its area on 21<sup>st</sup> March.</li> <li>The eastern portion of communal amenity space (see Open Space 5 in 3DDB's <i>Daylight and Sunlight Assessment Report</i>) achieves at least 2 hours of sunlight on 81.52% of its area on 21<sup>st</sup> March.</li> <li>Therefore, both areas exceed the minimum requirement for at least 50% of their areas to achieve at least 2 hours of sunlight on 21<sup>st</sup> March.</li> </ul>
Management and maintenance	These areas are to be managed and maintained by the Landlord, Operator or Management Company, as appropriate.

Table 6.4: Details of the proposed communal amenity space area

Source: Thornton O'Connor Town Planning, 2023

Informed by the above, and the detail in Áit's landscape materials, it is contended that the communal amenity space is of a high-quality and exceeds the quantitative requirements and qualitative expectations for such areas.

### 6.5.3 Private Open Space

Private open/amenity space is addressed in relation to overall 'Dwelling Design and Amenity' in Section 6.7.3.

### 6.5.4 Tree and Hedgerows

With respect to trees and hedgerows, including their removal and provision, we note a series of policies and objectives in the Development Plan. These include the following, which are informed by the content of the Council's *The Forest of Fingal – A Tree Strategy for Fingal*:

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

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



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

**Objective DMSO125 (Management of Trees and Hedgerows)** – *“Protect, preserve and ensure the effective management of trees and groups of trees and hedgerows.”*

**Objective DMSO126 (Protection of Trees and Hedgerows during Development)** – *“Ensure during the course of development, trees and hedgerows that are conditioned for retention are fully protected in accordance with BS5837 2012 Trees in relation to the Design, Demolition and Construction – Recommendations or as may be updated and are monitored by the appointed arboriculture consultant.”*

**Objective DMSO127 (Use of Native Species in New Developments)** – *“Require the use of native species where appropriate in new developments in consultation with the Council.”*

**Objective DMSO128 (Demarcation of Townland Boundaries)** – *“Ensure trees, hedgerows and other features which demarcate townland boundaries are preserved and incorporated where appropriate into the design of developments.”*

**Objective DMSO129 (Tree Selection)** – *“Consider in tree selection the available rooting area and proximity to dwellings or business premises particularly regarding shading of buildings and gardens.”*

**Objective DMSO130 (Planting of Large Canopy Trees)** – *“Promote the planting of large canopy trees on public open space and where necessary provide for constructed tree pits as part of the landscape specification.”*

**Objective DMSO131 (Street Tree Planting Plans)** – *“Street tree planting plans shall accompany developments over 50 units. Constructed tree pits will be required where trees are planted in hard surfaces and grass verges less than 1.2m wide. These plans will include the location of each constructed tree pit of a minimum rooting volume of 16 cubic metres, lamp standards and underground services. The location of tree planting in proximity to built features including footpaths must refer to BS5837:2012 Trees in Relation to Design, Demolition and Construction – Recommendations. The width of grass verges where tree planting is proposed must be labelled on landscape plans.”*

**Objective DMSO133 (Location of new Trees)** – *“Where new trees are being planted, these will be located so they do not cause future interference to streetlights, typically trees shall be located so there is a distance of no less than 7m from the centre of the main stem to the lighting pole.”*

The Development Plan is also mindful of the overall ecological value of trees and hedgerows, including references in its Section 9.6.8 to their role as ecological corridors and ‘stepping stones’.

To facilitate this much-needed housing development, it is necessary to remove 17 No. trees and 8 No. sections of hedgerows and 1 No. partial removal of hedgerow. These are detailed in the *Arboricultural Report* and *Tree & Hedge Survey Plan* and *Tree & Hedge Removals & Protection Plan* drawings prepared by Charles McCorkell (enclosed under separate cover). The report

indicates that all surveyed trees and hedgerows were categorised as 'C'<sup>23</sup> or 'U'<sup>24</sup>, **thereby indicating their limited arboricultural value.**

In relation to their broader ecological value, the *Ecological Impact Assessment* prepared by Enviroguide noted that the vegetation on-site – including the hedgerows – was of "Local Importance (Higher Value)" given its potential to act as a "linear habitat". However, the Assessment notes that hedgerows on-site are "...becoming dominated by scrub." To mitigate impacts in relation to the removal of the hedgerow and tree features to the west in particular, Enviroguide include 'Mitigation g' in relation to vegetation clearance. This details the measures that must be adopted as part of the clearance work and the times of year during which it may be undertaken.

Additionally, it is intended to plant a substantial number of trees as part of the proposed development. These feature as individual and clustered trees in the public, communal and incidental open spaces, and as street trees to give variety and a softening effect to these routes. In relation to the location, species and planting regimen, we direct the Reader to the materials prepared by Áit. However, as a summary of the numbers proposed, we Áit have provided us with the following specification:

- Large trees – 16 No.
- Medium trees – 329 No. (204 No. trees in public spaces and 125 No. in private gardens)
- Small trees – 240 No.
- Total – 585 No.

This tree planting markedly compensates for the proposed removals and will support local biodiversity and the creation of new ecological corridors and 'stepping stones'.

Careful consideration has been given to the size of the trees, with smaller specimens planned for tighter locations and larger canopied trees for the public open spaces (e.g. *Quercus robur* (Pedunculate Oak) and *Aesculus hippocastum* (Horse Chestnut)), most notably to the north. Native trees feature throughout the development, including: *Pinus sylvestris* (Scots Pine), *Quercus robur* (Pedunculate Oak) and *Betula pendula* (Silver Birch).

The quality of the trees and hedgerows that define the western townland boundary were not adequate to justify their retention and incorporation into the proposed development. However, the site's layout has respected its shape, with the boundary to be redefined with a row of tree planting in the rear gardens of the houses backing onto this side of the site, as shown on Áit's *Landscape Plan* drawing.

As requested by Objective DMSO134 (Site Summary of Specimen Removal, Retention and Planting) (quoted below), details of the tree and hedgerow removals, retention and planting will be provided to the Council as part of the design process.

*"Regardless of development size or type, applicants must submit an overall site summary quantifying and detailing the following:*

- *tree and hedgerow removal;*

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<sup>23</sup> Per the report: "Trees of low quality with an estimated remaining life expectancy of at least 10 years, or young trees with a stem diameter below 150 mm."

<sup>24</sup> Per the report: "Those in such a condition that they cannot realistically be retained as living trees in the context of the current land use for longer than 10 years."

- tree and hedgerow retention; and
- new tree and hedgerow planting.

*This information will be submitted in a digital format agreed with the Council to allow amalgamation and reporting on tree and hedgerow cover within the County over time."*

## 6.6 Dwelling Mix

No specific unit mix is set by the Development Plan (or its Housing Strategy), although it states that Planning Applications for development should include: "...a dwelling mix providing a balanced range of dwelling types and sizes to support a variety of households." It adds:

**Objective CSO17 (Mixture of House Types)** – *"Promote high quality residential development which meets the needs of all stages of the life cycle through an appropriate mix of house type and local amenities."*

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

However, we note unit mix guidance provided under Specific Planning Policy Requirement (SPPR) 1 of the Apartment Design Guidelines (2023):

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

The development proposes the unit mix set out in Table 6.5 below. As is evident, the mix complies with SPPR 1, with 1-bed units not exceeding 50%. Housing types (apartments and houses) and sizes (1-bed up to 4-bed) will provide a broad range of options for future residents. They will accommodate individuals and families from a variety of different socio-economic and demographic backgrounds, thereby promoting community integration and interaction.

Unit Size	Houses	Apartments	All Units (No.)	Total (%)
1-bed	0	26	26	14.9%
2-bed	30	20	50	28.6%
3-bed	82	6	88	50.3%
4-bed	11	0	11	6.3%
<b>Total</b>	<b>123</b>	<b>52</b>	<b>175</b>	<b>100.0%</b>

**Table 6.5: Proposed residential unit mix**

**Source: Fingal County Council and Thornton O'Connor Town Planning (2024)**

## 6.7 Dwelling Design and Amenity

The following Sub-Sections detail and assess several of the key dwelling design considerations, notably in relation to internal areas, private amenity space, aspect and floor-to-ceiling heights.

### 6.7.1 Internal Floor Areas

For the apartment units, the internal floor area standards are set by the Apartment Design Guidelines (with which the Development Plan aligns), as discussed in Section 5.3 above. They also state that in addition to the minimum floor areas:

*"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% (any studio apartments must be included in the total, but are not calculable as units that exceed the minimum by at least 10%)."*

However, the Guidelines add the following alternative option as a means of "safeguarding higher standards":

*"The requirement for more than half of the apartments in relevant schemes to generate additional floor space that would exceed the minimum floor area standard by at least 10%, may be applied differently to schemes of 10 up to 99 units. In such schemes, it is acceptable to redistribute the minimum 10% additional floor space requirement throughout the scheme, i.e. to all proposed units, to allow for greater flexibility."*

This second option has been applied to the 52 No. proposed apartments, as detailed in the FCC Architecture Department's documentation.

Table 6.6 below sets out the minimum floor areas required for the various apartment units based on their size and the areas proposed for each. As is evident, **all units exceed the minimum floor area requirements**; doing so based on an additional 10% of the total floor area of a majority of units being allocated across all units. Therefore, the proposed units are in compliance with the minimum floor area standards applicable to apartments.

Apartment Type	No. Bedrooms	Minimum Required Area (sq m)	Area Proposed (sq m)	Exceedance of Minimum
D	1-bed	45	47.5	5.6%
D1	1-bed	45	53.7	19.3%
E	2-bed (3-person)	63	67.5	7.1%
F	2-bed (4-person)	73	75.8	3.8%
G	3-bed	90	93.3	3.7%

**Table 6.6: Minimum floor area standards for apartment units and areas proposed**

**Source:** *Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities (2023)* and FCC (2024)

For the houses, the minimum internal floor areas are set by *Quality Housing for Sustainable Communities* (2007). The "target" areas required by these Guidelines are set alongside the

house units and their floor areas in Table 6.7 (below). As is evident, the floor areas are exceeded in all instances.

Dwelling Type	No. Bedrooms	No. Persons	No. Storeys	Target Required Area	Area Proposed	Exceedance of Minimum %
A	2	4	2	80	80.3	0.37%
B	3	5	2	92	94.5	2.72%
C	4	7	2	110	119.6	8.73%

Table 6.7: Minimum floor area standards for apartment units and areas proposed

Source: *Quality Housing for Sustainable Communities* (2007) and FCC (2024)

### 6.7.2 Universal Design

Notwithstanding the above, the Development Plan requires the inclusion of Universal Design principles in the design of development. This is evident in the following objectives:

**Objective SPQHO6 (Universal Design Approach)** – *"Promote and facilitate a Universal Design for all developments."*

**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 occupants lifetime."*

**Objective DMSO37 (Age Friendly Housing)** – *"Require new residential developments in excess of 100 units provide 10% of the units as age friendly accommodation."*

According with these objectives:

- 45 No. units (11 No. houses and 34 No. apartments) have been designed in accordance with universal design principles – equivalent to 25.7% of total units (both affordable and social housing), but in excess of 30% of the social housing units to be assigned.
- 18 No. units (1-bed Type D apartments) have been designed as age-friendly units – equivalent to 10.3% of total units.

### 6.7.3 Private Amenity Space

The private open spaces have been designed as balconies and terraces for the apartments and as rear gardens for the houses. The quantitative standards for the former are set by the Apartment Design Guidelines and for the latter by the Compact Growth Guidelines (given it is listed as an SPPR).

Dwelling Type	Dwelling Style	No. Bedrooms	Relevant Standard (sq m)	Area Provided (sq m)
A	House	2-bed	30	Varies
B	House	3-bed	40	Varies
C	House	4-bed	50	Varies
D	Apartment	1-bed	5	7.3
D1	Apartment	1-bed	5	7.6
E1	Apartment	2-bed (3-person)	6	7.3

Dwelling Type	Dwelling Style	No. Bedrooms	Relevant Standard (sq m)	Area Provided (sq m)
F1	Apartment	2-bed (4-person)	7	7.3
G	Apartment	3-bed	9	9.5

**Table 6.8: Minimum private amenity space standards for apartment units**

**Source:** *Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities (2023), Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities (2024) and FCC (2024)*

The standards for the units, based on their size, are detailed in Table 6.8 (above) alongside the proposed private open space areas for the various dwelling types. The balconies/terraces for the apartment units are orientated in all directions and exceed the minimum standards. The proposed open space areas for the houses vary in size due to the site layout, however, they are detailed in FCC's enclosed documentation, which indicate that the minimum standards are met and exceeded.

The apartment balconies/terraces are all at least 1.5 m deep. The ground floor level terraces are proposed to be enclosed with hedging to define their extents, and to provide privacy and a sense of defensible space.

#### 6.7.4 Aspect

In relation to the aspect and orientation of units, the Development Plan relies upon the guidance of Specific Planning Policy Requirement 4 of the Apartment Design Guidelines, which states:

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

- (i) A minimum of 33% of dual aspect units will be required in more central and accessible urban locations, where it is necessary to achieve a quality design in response to the subject site characteristics and ensure good street frontage where appropriate in.*
- (ii) In suburban or intermediate locations it is an objective that there shall generally be a minimum of 50% dual aspect apartments in a single scheme.*
- (iii) For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha , planning authorities may exercise further discretion to consider dual aspect unit provision at a level lower than the 33% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects." [emphasis added]*

Additional text in the Guidelines notes that single aspect units should preferably face east, south or west (north-orientated units should ideally face attractive amenity features) and 3-bed units should generally be dual aspect.

Based on the subject site's location in what is considered to be a "suburban or intermediate" area, based on the Guidelines' definitions, the target of 50% was deemed to be appropriate. **Of the apartments, 26 No. of the 52 No. units are dual aspect; equating to 50% and thereby complying with the SPPR.**

We note that there is only 1 No. north-facing, single aspect apartment; however, it fronts onto an area of desirable, landscaped public open space. Furthermore, all 3-bed units are designed as dual or triple aspect.

Positively, all of the proposed houses (123 No.) are dual or triple aspect and if included in the calculation, **results in a total of 149 No. or 85.1% of units being dual or triple aspect.**

Therefore, the proposed dwellings will have a high level of residential amenity as bright and spacious living environments.

### 6.7.5 Floor-to-Ceiling Heights

The Development Plan defers to the Apartment Design Guidelines with respect to floor-to-ceiling heights, which state ground floor apartments should have minimum floor-to-ceiling heights of at least 2.7 m (SPPR 5), with a height of at least 2.4 m at above ground levels.

Floor-to-ceiling heights of 2.7 m are proposed for the ground floor level apartments units, with a height of 2.55 m proposed at upper level floors. Therefore, the proposed development complies with the applicable standards relating to internal floor-to-ceiling heights, ensuring the delivery of spacious, well-ventilated and attractive dwellings.

### 6.7.6 Storage

The Development Plan’s standards with respect to internal storage for apartments units match those set by Apartment Design Guidelines. Per the documentation prepared by FCC, and displayed in Table 6.9, the relevant minimum standards for the proposed apartments have been met or exceeded. No single storage space exceeds 3.5 sq m, with proposed spaces excluding hot press areas and kitchen storage and independent of main habitable room areas.

Dwelling Type	No. Bedrooms	Relevant Standard (sq m)	Storage Provided (sq m)
D	1	3	3
D1	1	3	4.1
E	2 (3-person)	5	5
F1	2 (4-person)	6	6
G	3	9	9

**Table 6.9: Minimum internal storage space standards for apartment units and proposed internal storage space by dwelling type**

**Source:** *Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities (2023) and FCC (2024)*

In addition to the proposed internal storage, the apartment units are also provided with external/bulky storage at ground floor level of 19.7 sq m. This will provide additional storage requirements for larger or less frequently used items in a communal location.

For the proposed houses, no prescriptive standards are set by the Development Plan, which defers to the other Guidelines, including *Quality Housing for Sustainable Communities – Best Practice Guidelines*. As demonstrated in the documentation prepared by FCC, and displayed in Table 6.10, the relevant minimum standards for the proposed houses have been met or exceeded.

Dwelling Type	No. Bedrooms	Relevant Standard (sq m)	Storage Provided (sq m)
A	2 (4-person, 2-storey)	4	4.2
B	3 (5-person, 2-storey)	5	5
C	4 (7-person, 2-storey)	6	6

**Table 6.10: Minimum internal storage space standards for apartment units and proposed internal storage space by dwelling type**

**Source: Quality Housing for Sustainable Communities – Best Practice Guidelines (2007) and FCC (2024)**

### 6.7.7 Internal Separation Distances

With respect to separation distances, the Development Plan’s objective DMSO23 states that:

*“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.”*

However, since the adoption of the Development Plan, the Compact Growth Guidelines have been published which include SPPR 1 (Separation Distances):

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

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

*In all cases, the obligation will be on the project proposer to demonstrate to the satisfaction of the planning authority or An Bord Pleanála that residents will enjoy a high standard of amenity and that the proposed development will not have a significant negative impact on the amenity of occupiers of existing residential properties.*

*This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.” **[emphasis added]***

Consequently, as an SPPR, it supersedes the requirements of the Development Plan with its 16 m minimum separation distance. Notwithstanding this, the general approach to the design has been to exceed the 16 m distance within the development (i.e. between opposing windows



serving habitable rooms at the rear or side of dwellings) so as to maximise the residential amenity of internal and external living spaces.

Detail in relation to the separation distances is provided on FCC's *Proposed Site Development Plan*, with examples showing that:

- Between Blocks 11 and 15, 20.97 m is achieved;
- Between Blocks 5 and 9, 21.49 m is achieved; and
- Between the southernmost apartment units and Block 3, 19.22 m is achieved.

Evidently, the site layout has sought to carefully position and orientate proposed dwellings from each other, so as to exceed the minimum standards set. The result is an arrangement that prevents overlooking, overbearance and negative impacts on amenity, and achieves a sustainable quantum of housing delivery.

### 6.7.8 Daylight and Sunlight

The natural lighting of proposed units is important to create bright, enjoyable and energy efficient environments for residents. As part of 3D Design Bureau's *Daylight and Sunlight Assessment Report*, particular focus was placed on the performance of the proposed development (as well as possible impacts on adjacent dwellings). This Report is included under separate cover and principally used The Building Research Establishment's (BRE) *Site Layout Planning for Daylight and Sunlight: A guide to good practice* (BRE 209 – 3<sup>rd</sup> edition / 2022 edition) for its assessments and analyses. Its focus was on the 52 No. proposed apartment units.

The proposed apartment units perform very well in terms of Spatial Daylight Autonomy (SDA); 100% of assessed rooms (136 No. of 136 No.) are compliant in scenarios with trees removed, trees in winter state and trees in summer state with targets of:

- >50% of kitchens achieving at least 200 lux;
- >50% of living rooms achieving at least 150 lux; and
- >50% of bedroom areas achieving at least 100 lux over at least half of the daylight hours<sup>25</sup>.

The assessment of the proposed units' 'Sunlight Exposure' (SE) was undertaken and revealed that in scenarios with "trees as opaque objects" and "without deciduous trees", compliance rates were 88% (46 No. of 52 No. units) and 94% (No. 49 of 52 No. units) respectively.

Although a small proportion of units do not meet the SE targets, this is considered to be acceptable given the location of the site within an established area, planning guidance's emphasis on residential densification, the positive development potential of the scheme and the overall quality of the proposed development.

**This position is further asserted by the BRE209 Guide itself, which states:**

*"The guide is intended for building designers and their clients, consultants, and planning officials. **The advice given here is not mandatory and the guide should not be seen as an instrument of planning policy; its aim is to help rather than constrain the designer. Although it gives numerical guidelines, these should be interpreted flexibly since natural***

<sup>25</sup> Where rooms serve more than one function, the higher SDA target value is taken.

***lighting is only one of many factors in site layout design...*** [emphasis added]

Therefore, there **should not** be an expectation that all assessments must result in 100% compliance.

Importantly for the quality of the public open and communal amenity spaces, all areas assessed significantly exceed the recommended target of 50% of the space achieving 2 hours of direct sunlight on March 21<sup>st</sup>. Note that for the purposes of the assessment, 3DDB divided the open space areas into 5 No. separate spaces:

- **Western communal amenity space** – 73.03%
- **Eastern communal amenity space** – 81.52%
- **Public open space north of the apartment block** – 89.61%
- **Northern central area of public open space** – 99.87%
- **Eastern area of public open space** – 99.59%

Overall, it is considered that the proposed development will result in a series of high-quality and attractive living spaces for future residents. Summary results of 3D Design Bureau’s analyses are included below.

### **Daylight and Sunlight Scheme Performance**

#### **Sunlight on Proposed Amenity Areas:**

- Areas Assessed: 5
- Meeting the guidelines: 5
- Compliance rate: 100%

#### **Spatial Daylight Autonomy (SDA) of proposed rooms :**

- Rooms assessed: 136

##### *Tree Removed*

- Rooms meeting or exceeding the relevant target: 136
- Compliance rate: 100%

##### *Winter State*

- Rooms meeting or exceeding the relevant target: 136
- Compliance rate: 100%

##### *Summer State*

- Rooms meeting or exceeding the relevant target: 136
- Compliance rate: 100%

#### **Sunlight Exposure (SE) of proposed units:**

- Units assessed: 146

##### *“With trees as opaque objects”*

- Units meeting or exceeding the relevant target: 46
- Compliance rate: 88%

##### *“Without deciduous trees”*

- Units meeting or exceeding the relevant target: 49
- Compliance rate: 94%

## 6.8 Parking

Parking is an important aspect of all developments as its provision facilitates the mobility of residents, visitors, workers and patrons. As noted below and in the Strategic Planning Policy Context section above, the prioritisation of active modes is heavily emphasised in national and local policy, with the proposed development designed accordingly.

### 6.8.1 Car Parking

#### 6.8.1.1 Car Parking for the Residential Use

The provision of car parking is increasingly being balanced between (1) supporting mobility needs and preferences, and (2) sustainability, with reduced rates promoted by national policy, such as that featuring in the Apartment Design Guidelines and the recently adopted Compact Growth Guidelines.

The Apartment Design Guidelines explicitly state the following in respect of development in 'Intermediate Urban Locations' (within which the subject site is located based on the Guidelines' definitions):

*"In suburban/urban **locations served by public transport or close to town centres or employment areas** and particularly for housing schemes with more than 45 dwellings per hectare net (18 per acre), **planning authorities must consider a reduced overall car parking standard** and apply an appropriate maximum car parking standard. [emphasis added]"*

The Compact Growth Guidelines include SPPR 3 in relation to car parking, which states:

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

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

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

*This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.”*

Based on the definitions provided in Tables 3.1, 3.2 and 3.8 of the Compact Growth Guidelines, we are of the opinion that the site is located in an *“intermediate and peripheral”* location. This is due to Donabate’s status and location, and the existing provision of public transport (frequency/capacity of *“urban bus services”*) in the town / serving the site. **On this basis, 2 No. spaces per dwelling is the maximum allowable rate of parking in accordance with the Guidelines.**

Notwithstanding this, and the distinct status of SPPRs, we are mindful of the Development Plan’s own car parking standards, which this development has been designed in accordance with. As applied to the subject site, these standards are lower than those for all locations set out in SPPR 3 above. The Plan separates the County into 2 No. zones, with the subject site falling within Zone 1 where the standards are:

- **1-bed and 2-bed units** – 0.5 No. spaces per unit (maximum).
- **3-bed and larger units** – 1 No. space per unit (maximum).

Based on the proposed unit mix, this equates to a total overall provision of 137 No. car parking spaces, as calculated in Table 6.11 below. In terms of a car parking ratio, this equates to a rate of 0.78 No. spaces per dwelling. We note that this is below the maximum standard set by the Compact Growth Guidelines for all locations.

Unit Size	No. Units	Max Standard (Spaces/Dwelling)	Max Spaces
1-bed	26	0.5	13
2-bed	50	0.5	25
3-bed	88	1	88
4-bed	11	1	11
<b>Total</b>	<b>175</b>		<b>137</b>

**Table 6.11: Maximum rates of car parking per the Development Plan and as proposed as part of the development**

**Source:** *Fingal Development Plan 2023–2029*

The car parking is evenly dispersed across the proposed site for convenience and safety. Whilst some 47 No. spaces are in dedicated driveways (i.e. in-curtilage), the majority is on-street (i.e. out-of-curtilage).

Mobility-impaired/accessible parking spaces account for 4 No. (2.9% of the total residential spaces or 4.4% of their out-of-curtilage spaces).

All 47 No. driveway/in-curtilage spaces will have EV charging capability, along with 12 No. on-street/out-of-curtilage spaces. These 59 No. spaces account for 43.1% of the total residential spaces (42.4% of 139 No. total spaces), thereby exceeding the 20% requirement for same set out in Section 14.17.10 of the Development Plan. As is also required by the Development Plan, the remaining spaces will be delivered with *“...appropriate infrastructure (e.g. ducting) to allow for future fit out of a charging point”*.

In addition to the above-mentioned car parking, a set down space/bay is proposed for short-stays. It is not a permanent or long-stay parking space; rather, it is intended for deliveries and collections (e.g. post, online shopping, food deliveries, etc.). Its inclusion is a practical inclusion in the development and will prevent *ad hoc* parking on roads and footpaths that can create dangers and cause nuisance.

### 6.8.1.2 Car Parking for the Crèche Use

The car parking requirement for the proposed crèche is set by the Development Plan’s Table 14.19. Based on the site’s Zone 1 location, the maximum provision is 0.5 No. spaces per classroom. As the crèche includes 4 No. classrooms, this equates to a maximum of 2 No. spaces.

The proposed crèche includes 2 No. parking spaces (1 No. of which is a mobility-impaired/accessible space). These are supplemented by 3 No. set down spaces/bays at the front (west) of the crèche for parents/guardians/carers to drop-off or collect children at the facility. They are not intended as long-stay spaces, but solely to aid the safe and easy comings and goings of children, and to prevent traffic problems.

### 6.8.2 Cycle Parking

#### 6.8.2.1 Cycle Parking for the Apartment Units

Cycle Parking for the proposed apartment units will meet the minimum standards set out in the Development Plan:

- **1-bed and 2-bed units** – 1 No. per unit plus 1 No. per bedroom for residents, and 0.5 No. spaces per unit for visitors.
- **3-bed and larger units** – 2 No. plus 1 No. per bedroom, and 0.5 No. spaces per unit for visitors.

We note that these are greater than the quantitative standards of both the:

- **Apartment Design Guidelines** – 1 No. space per bedroom for residents and 1 No. space per 2 No. units for visitors (Section 4.17 therein).
- **Compact Growth Guidelines** – 1 No. space per bedroom in dwellings above ground or with large terraces, plus visitor parking (quantum not specified) (SPPR4 therein).

This equates to a requirement for 168 No. cycle parking spaces; 142 No. for residents (long-term) and 26 No. for visitors (short-term) (Table 6.12)

Unit Type	No. Units	Resident Standard	Resident Requirement	Visitor Standard	Visitor Requirement	Total
1-bed	26	2	52	0.5	13	65
2-bed	20	3	60	0.5	10	70
3-bed	6	5	30	0.5	3	33
<b>Total</b>	<b>52</b>	<b>10</b>	<b>142</b>	<b>0.5</b>	<b>26</b>	<b>168</b>

Table 6.12: Residential cycle parking standards and requirements for the proposed apartment units

Source: *Fingal Development Plan 2023–2029* and Thornton O’Connor Town Planning (2024)

Cycle parking for the apartment block is proposed as 142 No. spaces (inc. 10 No. cargo cycle spaces) for the residents in 2 No. dedicated, enclosed cycle stores adjoining the northern and southern ends of the building. These stores accommodate the safe, sheltered and convenient parking of cycles, allowing residents to arrive and depart with comfort and ease.

The visitor parking for the apartment block is proposed in 2 No. rows of cycle stands, totalling 28 No. spaces (exceeding the minimum requirement). These are located on the east and west sides of the building. They benefit from their position close to the entrances to the block, making them convenient. Positively, both sets of stands are within line of sight of the apartment units and opposing houses, ensuring they benefit from passive surveillance.

### 6.8.2.2 Cycle Parking for the House Units

Cycle parking standards for house units are set as follows by the Development Plan:

- **1-bed and 2-bed units** – 1 No. per unit plus 1 No. per bedroom.
- **3-bed and larger units** – 2 No. plus 1 No. per bedroom.

We note that these are greater than the quantitative standard of the Compact Growth Guidelines’ SPPR 4, which requires 1 No. space per bedroom in dwellings above ground or without large terraces, plus visitor parking (quantum not specified).

The approach to the design has been for the cycle parking of all end-of-terrace units to be accommodated in rear private amenity areas, where adequate access and space is provided. This is in accordance with SPPR 4. For mid-terrace units, it is proposed to exceed the SPPR 4 standard and to meet the Development Plan standards. Based on this approach and the number of such units, there is a total cycle parking requirement of 375 No. spaces (Table 6.13), which is to be met

Mid-Terrace Unit Type	No. Units	Resident Standard	Parking Requirement
2-bed	30	3	90
3-bed	57	5	285
<b>Total</b>	<b>87</b>		<b>375</b>

**Table 6.13: Residential cycle parking standards and requirements for the proposed mid-terrace houses**

**Source:** *Fingal Development Plan 2023–2029* and Thornton O’Connor Town Planning (2024)

These cycle parking spaces are proposed in enclosed and covered stores to the front of the relevant houses, making them easily accessed, safe, secure, protected from inclement weather and in line of sight from living spaces. The position of these stores is evident on the unit drawings, block plans and site plan contained within the Design Pack.

Visitor parking of 42 No. stands is proposed in several locations dispersed across the public open space, thereby connecting them to and activating this space and placing them within sight of the residential and crèche uses.

### 6.8.2.3 Cycle Parking for the Proposed Crèche

The cycle parking requirement for the proposed crèche is set by the Development Plan's Table 14.17 as 1 No. per classroom for long-stay and 5 No. per classroom for short-stay. Based on the crèche's 4 No. class/care rooms, this equates to a requirement for a total of 24 No. cycle parking spaces (4 No. long-stay and 20 No. short-stay).

A total of 24 No. cycle parking spaces are proposed in 2 No. locations. Long-stay spaces (4 No.) are proposed in a covered external cycle store to the rear of the crèche, with access intended to be limited to staff only. Short-stay spaces (20 No., including 2 No. cargo stands) are proposed to the front (west) of the crèche, with 10 No. of these covered. Their position will allow for quick and easy arrivals and departures and their passive surveillance.

### 6.8.3 Motorcycle Parking

The motorcycle parking standard is set by Section 14.17.9 of the Development Plan:

*"Parking spaces should be provided on the basis of one motorcycle parking bay per 10 car parking spaces provided for non-residential developments and apartment developments. Spaces should be provided in locations convenient to building access points, similar to cycle parking requirements."*

Based on the car parking spaces proposed and the above standard, the motorcycle parking requirement is:

- None for the houses;
- 2.7 No. for the apartments (based on 27 No. car parking spaces dedicated to the apartment block); and
- 0.2 No. for the crèche (based on 2 No. car parking spaces dedicated to the facility).

To exceed these requirements, 4 No. motorcycle parking spaces are proposed for the apartments and 2 No. are proposed for the crèche. These spaces are all proposed within clear lines of sight of the entrances of the respective buildings and benefit from passive surveillance.

### 6.9 Operational Waste

Operational waste and its management are the focus of the enclosed *Operational Waste Management Plan* prepared by AWN. As required by Objective DMSO236, appropriate facilities and storage areas are proposed to facilitate the *"source segregation and collection"*.

For the apartment units, 2 No. waste stores are proposed on the east and west sides of the block, making them easily accessible for residents and collectors alike, in accordance with Objective DMSO237. As required by Objectives DMSO238 and DMSO240, they are within 50 metres of the main apartment block entrances.

For the houses, adequate space and access is afforded to the end-of-terrace units to allow for receptable storage to their rears. Mid-terrace units are provided with enclosed bin stores for 3 No. 240l receptacles to their fronts; the design of which has been carefully considered to reflect the style of the main dwellings.

Waste collection will be by an approved operator, with circulation through the development confirmed as safe and possible in the *Swept Path Analysis Using A Refuse Vehicle* drawing prepared by Waterman Moylan and available under separate cover.

It should be noted that bring bank is not proposed as part of the development (see Objective DMSO234), as the subject site is within 1 km of an existing such facility at SuperValu in the centre of Donabate.

## 6.10 Public Lighting

A public lighting plan has been prepared for the proposed development by JV Tierney (see enclosed drawing titled *Electrical Services Public Lighting*). Its design has primarily focused on the safe, considered and adequate lighting of roads and principal footpaths. Its design has been co-ordinated with Waterman Moylan, Áit and Enviroguide to avoid conflicts with services and planting, and to respect potential ecology. On the latter, per the *Public Lighting Report*, the design incorporates specifications to minimise impacts on bat life, for example:

- LED light sources;
- Lower kelvin colour temperature; and
- Use of glare shields to minimise light spill.

## 6.11 Ecology and the Environment

The increasing importance of ecological and environmental protection has meant that they have been considered throughout the design process. In light of same, Enviroguide Consulting have undertaken Appropriate Assessment Screening, Ecological Impact Assessment and Environmental Impact Assessment Screening. Whilst the reporting is available for full review under separate covers, their pertinent findings and conclusions are noted below for ease of reference and assessment.

### 6.11.1 Appropriate Assessment Screening

With respect to impact on protected Natura 2000 sites, the enclosed *Appropriate Assessment Screening Report* prepared by Enviroguide Consulting concludes the following:

*"The Proposed Development at New Road, Donabate, Co. Dublin has been assessed taking into account:*

- *The nature, size and location of the proposed works and possible impacts arising from the construction works.*
- *The QIs and conservation objectives of the European sites.*
- *The potential for in-combination effects arising from other plans and projects.*

*In conclusion, upon the examination, analysis and evaluation of the relevant information and applying the precautionary principle, it is concluded by the authors of this report that the possibility **may be excluded** that the Proposed Development will have a significant effect on any of the European sites listed below:*

- *Malahide Estuary SAC (000205).*



- Malahide Estuary SPA (004025).
- Rogerstown Estuary SPA (004015).
- North-West Irish Sea SPA (004236).

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

*On the basis of the screening exercise carried out above, it can be concluded, on the basis of the best scientific knowledge available and objective information, that the possibility of any significant effects on the above listed European sites and their QIs, whether arising from the project itself or in combination with other plans and projects, can be excluded in light of the above listed European sites' conservation objectives. Thus, there is not a requirement to proceed to Stage 2 of the Appropriate Assessment process; and the preparation of a NIS is not required." [original emphasis]*

### 6.11.2 Ecological Impact

As part of the design and development evolution, Enviroguide were appointed to undertake an *Ecological Impact Assessment*. This Report is available for review under separate cover and is intended to assess "...the potential effects of the Proposed Development on habitats and species; particularly those protected by national and international legislation or considered to be of particular nature conservation importance on or adjacent to the Site."

The assessment includes a suite of avoidance, mitigation, compensation and enhancement measures to support the protection of key species and habitats (but not intended to mitigate the possibility of impacts to Natura 2000 sites – which are excluded, as discussed above), resulting in the following conclusion:

*"It is considered that, provided the mitigation measures proposed within this report together with all best practice development standards as outlined in the CEMP [Construction Environmental Management Plan] are carried out in full, there will be no significant negative impact to any KER [Key Ecological Receptor] habitat, species group or biodiversity as a result of the Proposed Development.*

*Residual impacts are considered to be generally imperceptible on a local scale, with, the habitats and species recorded on Site common and widespread throughout the surrounding landscape. It is considered that, provided the mitigation and enhancement measures proposed within this report together with all best practice development standards as outlined in the Schedule of Mitigation Measures are carried out in full, there will be no significant negative impact to any KER habitat, species group or biodiversity as a result of the Proposed Development.*

*Additionally, the landscaping plan for the Proposed Development was designed to offset some of the habitat loss that will result from the Proposed Development. Furthermore, there a range of proposed habitat enhancements for birds and small fauna such as hedgehogs, reptiles and amphibians that may already be present at the Site, to further offset the loss of habitats."*

### 6.11.3 Environmental Impact Assessment Screening

Enviroguide Consulting's *Environmental Impact Assessment Screening Report* is provided under separate cover for detailed review. However, in its Section 6, it concluded:

*"Based on the assessment carried out in the appropriate sections of this EIA Screening Report, it can be concluded that the Proposed Development will not have significant effects on the environment during both the Construction and Operational Phases.*

*Having regard to the nature and scale of the Proposed Development and the absence of any significant environmental sensitivities in the area, it is concluded that, by reason of the nature, scale and location of the site, the Proposed Development would not be likely to have significant effects on the environment and a mandatory Environmental Impact Assessment Report (EIAR) is not required." [emphasis added]*

### 6.12 Flood Risk

The subject site, as illustrated on Flood Zone Map No. 13 within Appendix A of the *Fingal Development Plan 2023–2029 – Strategic Flood Risk Assessment*, is not located within Flood Zone A or Flood Zone B, and is therefore considered to be within Flood Zone C (Figure 6.3):

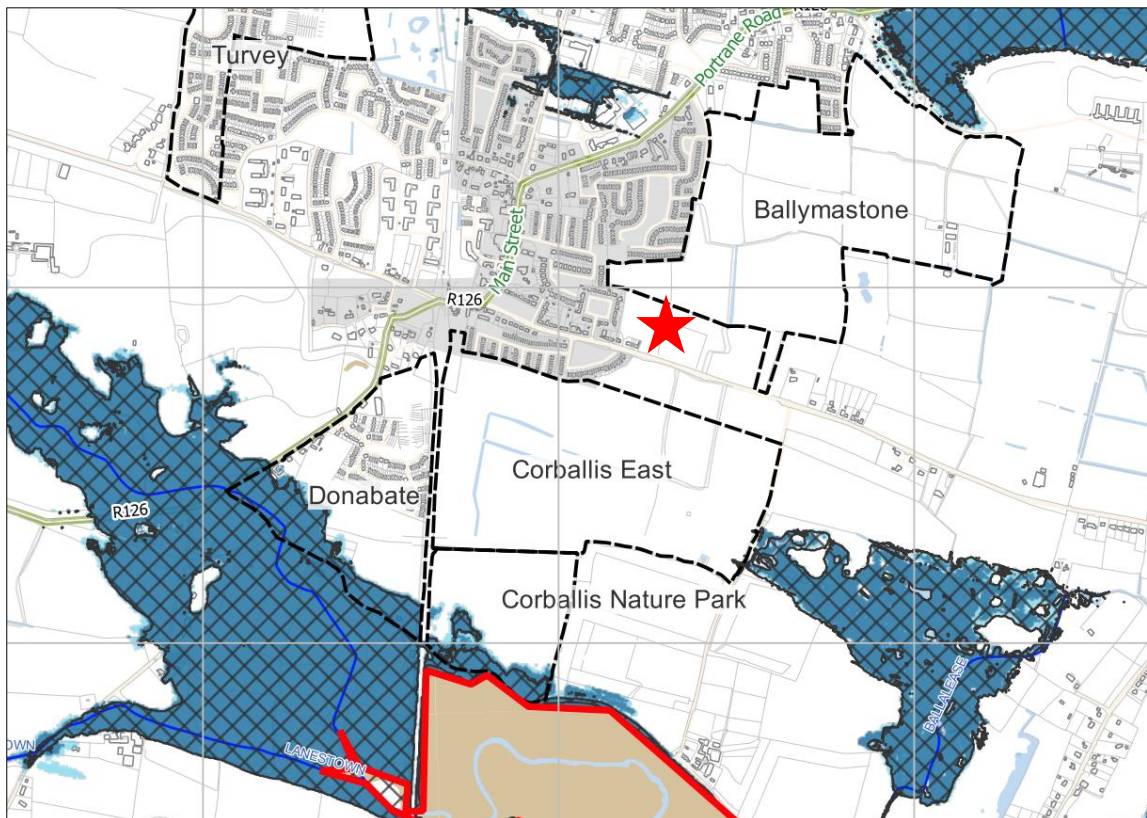


Figure 6.3: Flood Zone Map with the Location of the Subject Site Denoted By Red Star

(Source: *Fingal Development Plan 2023–2029 Strategic Flood Risk Assessment Map No. 13* (2023), annotated by Thornton O'Connor Town Planning (2024))

With regard to development in Flood Zone C, *The Planning System and Flood Risk Management: Guidelines for Planning Authorities* (2009) sets out the following:

***"Zone C – Low probability of flooding. Development in this zone is appropriate from a flood risk perspective (subject to assessment of flood hazard from sources other than rivers and the coast) but would need to meet the normal range of other proper planning and sustainable development considerations." [emphasis added]***

Notwithstanding this, a *Flood Risk Assessment* has been prepared by Waterman Moylan Consulting Engineers and is submitted herewith. The enclosed report, which has been carried out in accordance with the requirements of *The Planning System and Flood Risk Management: Guidelines for Planning Authorities* (2009), concludes the following:

*"The subject lands have been analysed for risks from tidal flooding from the Irish Sea and fluvial flooding from the surrounding natural surface water network, pluvial flooding, ground water and failures of mechanical systems. Table 5, below, presents the various residual flood risks involved.*

Source	Pathway	Receptor	Likelihood	Consequence	Risk	Mitigation Measure	Residual Risk
Tidal	Irish Sea (Donabate Beach)	Proposed development	Extremely low	None	Negligible	None	Negligible
Fluvial	Surrounding Ditch System	Proposed development	Low	Low	Extremely Low	Setting of floor levels, overland flood routing	Extremely Low
Pluvial	Private & Public Drainage Network	Proposed development, downstream properties, and roads	Ranges from high to low	Moderate	Ranges from high to low	Appropriate drainage, SuDS, and attenuation design, setting of floor levels, overland flood routing	Low
Ground Water	Ground	Underground services, ground level of buildings, roads	High	Moderate	High	Appropriate setting of floor levels, flood routing, damp proof membranes	Low
Human/Mechanical Error	Drainage network	Proposed development	High	Moderate	High	Setting of floor levels, overland flood routing, regular inspection of SW network	Low

*Table 5 | Summary of the Flood Risks from the Various Components*

*As indicated in the above table, the various sources of flooding have been reviewed, and the risk of flooding from each source has been assessed. Where necessary, mitigation measures have been proposed. As a result of the proposed mitigation measures, the residual risk of flooding from any source is low." [emphasis added]*

Having regard to the foregoing, the proposed development on the subject site is appropriate.

### 6.13 Archaeology

In accordance with Objectives DMSO168 and DMSO169, Rubicon Heritage were appointed to prepare an *Archaeological, Architectural and Cultural Heritage Impact Assessment Report*. This is provided under separate cover for detailed review. However, Table 5-1, in its Section 5, summarises:

Ch. No	Phase	Effect Type	Mitigation Measures	Magnitude of Effect after implementation of mitigation measures	Significance of Effect after implementation of mitigation measures
CH001	Construction	Permanent Direct	<ul style="list-style-type: none"> <li>As part of an advance works programme prior to construction, advance archaeological test trenching should be carried out by a suitably qualified archaeological consultant under licence from National Monuments Service Section of the Department of Housing, Local Government and Heritage, on those parts of the proposed development site not previously archaeologically tested. Trench layout should be informed by the layout of the proposed development. Among the aims of this advance works programme may be determining the extents of CH001 DU012-088---- to ensure the monument lies entirely outside the proposed development site, and determining the absence or presence of any other archaeological deposits. Results from these archaeological works shall be compiled in a detailed report setting out any findings and outlining any further mitigation measures that should be employed in relation to the proposed development. This report will be submitted to the National Monuments Service (DOHLGH) and the local planning authority archaeologist</li> <li>A suitably qualified archaeological consultant under license to the National Monuments Service Section of the Department of Housing, Local Government and Heritage, will monitor any sub-surface groundworks which may need to be undertaken within any statutory zone of notification. Should any archaeological material be encountered, works in that area will cease and the local authority archaeologist and National Monuments Service shall be notified. A strategy will be proposed to the County Archaeologist and National Monuments Service to suitably record any archaeological material identified, and preserve any archaeological material in situ, where possible. Where preservation in situ cannot be achieved, either in whole or in part, then a programme of archaeological excavation will be proposed, to ensure the preservation by record of the area of the development that will be directly impacted upon. Further work will then only be carried out following consultations with the local authority archaeologist and the National Monuments Service</li> </ul>	Moderate	Moderate
CH002	Construction	Permanent Direct	<ul style="list-style-type: none"> <li>Where a section of an upstanding townland boundary may need to be removed, a representative cross-section of the feature will be investigated and recorded by a suitably qualified</li> </ul>	Not Significant	Imperceptible
Ch. No	Phase	Effect Type	Mitigation Measures	Magnitude of Effect after implementation of mitigation measures	Significance of Effect after implementation of mitigation measures
			archaeological consultant prior to or during removal. This may be undertaken as part of the preceding programme of archaeological evaluation.		

**Figure 6.4: Summary of impacts and impact magnitude after mitigation**

**Source:** Table 5-1, *Archaeological, Architectural and Cultural Heritage Impact Assessment Report* prepared by Rubicon Heritage

#### 6.14 Part V

As the proposed development is being pursued by FCC under the provisions of Section 179A of the *Planning and Development Act 2000* (as amended), the Part V requirements for same are fully met. The development will be mixed tenure – social and affordable housing – with the final split to be determined, but wholly compliant with relevant Part V requirements.

## 7.0 DOCUMENT REGISTER AND ADMINISTRATION

The following documents have been prepared by the Design Team and are enclosed with this Report as part of the design pack.

### 7.1 Statutory Notices

- Original pages from *The Herald* and the *Irish Independent* published on Tuesday, 4<sup>th</sup> June 2024, in which notice of the development has been published.
- Copy of the Site Notice erected at the site on 4<sup>th</sup> June 2024.

### 7.2 Documents Prepared By Thornton O'Connor Town Planning

- This *Planning Report*.
- *Social Infrastructure Audit (Incl. Childcare and Schools)*.

### 7.3 Documents Prepared By Fingal County Council Architects Department

- *Architectural Report*.
- *Building Lifecycle Report*.
- The following Drawings:

Drawing No.	Drawing Title	Scale	Size
22-046-P-0001	Site Location Map	As Indicated	A1
22-046-P-0002	Existing Site Plan & Topographical Survey	1:500	A1
22-046-P-0003	Proposed Site Development Plan	1:500	A1
22-046-P-0004	Proposed Taking In Charge Plan	1:500	A1
22-046-P-0005	Proposed Open Space Provision	1:500	A1
22-046-P-0101	Site Elevations	As Indicated	A1
22-046-P-0102	Site Sections 1	As Indicated	A1
22-046-P-0103	Site Sections 2	As Indicated	A1
22-046-P-1001	House Type A (2B4P2S) – GA Drawings	As Indicated	A1
22-046-P-1002	House Type B (3B5P2S) – GA Drawings	As Indicated	A1
22-046-P-1003	House Type B1 (EoT, 3B5P2S) – GA Drawings	1:100	A1
22-046-P-1004	House Type B2 (EoT, 3B5P2S) – GA Drawings	1:100	A1
22-046-P-1005	House Type C (4B7P2S) – GA Drawings	1:100	A1
22-046-P-1006	House Type C1 (4B7P2S) – GA Drawings	1:100	A1
22-046-P-2001	Block Type A (4, 7 & 16) – Typical GA Floor & Roof Plans	1:100	A1
22-046-P-2002	Block Type A (4, 7 & 16) – Typical Elevations	1:100	A1
22-046-P-2101	Block Type B (17 & 18) – Typical GA Floor & Roof Plans	1:100	A1
22-046-P-2102	Block Type B (17 & 18) – Typical Elevations	1:100	A1
22-046-P-2201	Block Type C (10 & 13) – Typical GA Floor &	1:100	A1

Drawing No.	Drawing Title	Scale	Size
	Roof Plans		
22-046-P-2202	Block Type C (10 & 13) – Typical Elevations	1:100	A1
22-046-P-2301	Block Type D (3) – Typical GA Floor & Roof Plans	1:100	A1
22-046-P-2302	Block Type D (3) – Typical Elevations	1:100	A1
22-046-P-2401	Block Type E (6, 9, 12 & 15) – Typical GA Floor & Roof Plans	1:100	A1
22-046-P-2402	Block Type E (6, 9, 12 & 15) – Typical Elevations	1:100	A1
22-046-P-2501	Block Type F (5, 8, 11 & 14) – Typical GA Floor & Roof Plans	1:100	A1
22-046-P-2502	Block Type F (5, 8, 11 & 14) – Typical Elevations	1:100	A1
22-046-P-2601	Block Type G (1 & 2) – Typical GA Floor & Roof Plans	1:100	A1
22-046-P-2602	Block Type G (1 & 2) – Typical Elevations	1:100	A1
22-046-P-2701	Blocks 1, 6, 8, 11, 12 & 15 – Stepped Elevations & Proposed Bat & Bird Nesting Locations	1:200	A1
22-046-P-3101	Apartment Block – Site Plan	1:200	A1
22-046-P-3102	Apartment Block – Ground Floor Plan	1:100	A1
22-046-P-3103	Apartment Block – First Floor Plan	1:100	A1
22-046-P-3104	Apartment Block – Second Floor Plan	1:100	A1
22-046-P-3105	Apartment Block – Third Floor Plan	1:100	A1
22-046-P-3106	Apartment Block – Roof Plan	1:100	A1
22-046-P-3110	Apartment Block – South & East Elevations	1:100	A1
22-046-P-3111	Apartment Block – North & West Elevations	1:100	A1
22-046-P-3112	Apartment Block – Sections AA & BB	1:100	A1
22-046-P-3201	Apartment Types – GA Floor Plans & Bin Store Details	1:100	A1
22-046-P-4001	Proposed Creche – Site Plan	1:100	A1
22-046-P-4002	Proposed Creche – GA Ground Floor & Roof Plan	1:100	A1
22-046-P-4003	Proposed Creche – GA Elevations	1:100	A1
22-046-P-4004	Proposed Creche – Sections & 3D Views	1:100	A1

#### 7.4 Documents Prepared By Waterman Moylan Consulting Engineers

- *Engineering Assessment Report.*
- *Flood Risk Assessment.*
- *DMURS Report.*
- *Construction Environmental Management Plan.*
- *Traffic & Transport Assessment.*
- *Travel Plan.*

- The following Drawings:

Drawing No.	Drawing Title	Scale	Size
NRD-WMC-XX-00-DR-C-P010	Site Location	1:2000	A1
NRD-WMC-XX-00-DR-C-P050	Surfacing Layout	1:500	A1
NRD-WMC-XX-00-DR-C-P100	Proposed Road Layout & Levels	1:500	A1
NRD-WMC-XX-00-DR-C-P115	Road Cross Sections	As Shown	A1
NRD-WMC-XX-00-DR-C-P116	Typical Road Construction Details	As Shown	A1
NRD-WMC-XX-00-DR-C-P130	Road Junction Sightlines	1:500	A1
NRD-WMC-XX-00-DR-C-P150	Swept Path Analysis Using a Fire Tender & Arial Platform	1:500	A1
NRD-WMC-XX-00-DR-C-P151	Swept Path Analysis Using a Refuse Vehicle & Large Car	As Shown	A1
NRD-WMC-XX-00-DR-C-P195	Proposed Road Markings and Signage	1:500	A1
NRD-WMC-XX-00-DR-C-P200	Proposed Drainage Layout	1:500	A1
NRD-WMC-XX-00-DR-C-P205	Overland Flood Route	1:500	A1
NRD-WMC-XX-00-DR-C-P210	Proposed SuDS Layout	1:500	A1
NRD-WMC-XX-00-DR-C-P215	SuDS, Hydrobrake & Petrol Interceptor Details	1:25	A1
NRD-WMC-XX-00-DR-C-P220	Typical Public Surface Water Construction Details	1:25	A1
NRD-WMC-XX-00-DR-C-P221	Typical Public Foul Drainage Construction Details	1:25	A1
NRD-WMC-XX-00-DR-C-P222	Typical Private Drainage Construction Details	1:25	A1
NRD-WMC-XX-00-DR-C-P240	Attenuation Sections	1:100	A1
NRD-WMC-XX-00-DR-C-P300	Proposed Watermain Layout	1:500	A1
NRD-WMC-XX-00-DR-C-P310	Watermain Construction Details Sheet 1 of 4	1:25	A1
NRD-WMC-XX-00-DR-C-P311	Watermain Construction Details Sheet 2 of 4	1:25	A1
NRD-WMC-XX-00-DR-C-P312	Watermain Construction Details Sheet 3 of 4	1:25	A1
NRD-WMC-XX-00-DR-C-P313	Watermain Construction Details Sheet 4 of 4	1:25	A1
NRD-WMC-XX-00-DR-C-P400	Utilities Layouts	1:500	A1

## 7.5 Documents Prepared By J.V. Tierney & Co.

- *Climate Action Energy Statement.*
- *Public Lighting Report.*
- The following Drawing:

Drawing No.	Drawing Title	Scale	Size
4388-JVT-ZZ-SI-DR-E-6002	Electrical Services Public Lighting	1:500	A1

## 7.6 Documents Prepared By Charles McCorkell Arboricultural Consultancy

- *Arboricultural Report.*
- The following Drawings:

Drawing No.	Drawing Title	Scale	Size
231203-P-10	Tree & Hedge Survey Plan	1:500	A1
231203-P-11	Tree & Hedge Removals & Protection Plan	1:200	A1

## 7.7 Documents Prepared By ÁIT Urbanism + Landscape Ltd.

- *Landscape Report.*
- The following Drawings:

Drawing No.	Drawing Title	Scale	Size
23FG05-DR-0200	Landscape Plan	1:400	A1
23FG05-DR-0201	Landscape Plan – Communal Open Space	1:200	A1
23FG05-DR-0202	Landscape Plan – Public Open Space	1:300	A1
23FG05-DR-0203	Landscape Plan and Drainage	1:400	A1
23FG05-DR-0204	Landscape Plan and Watermain	1:400	A1
23FG05-DR-0210	Boundary Treatments Plan	1:400	A1
23FG05-DR-0220	Boundary Treatments Sections	1:25	A1
23FG05-DR-0230	Typical Gardens	1:50	A1
23FG05-DR-0240	Landscape Sections, Sheet 01	1:50	A1
23FG05-DR-0241	Landscape Sections, Sheet 02	1:50	A1

## 7.8 Documents Prepared By 3D Design Bureau

- *Daylight and Sunlight Assessment Report.*
- *Verified Views and CGIs.*

## 7.9 Documents Prepared By AWN Consulting

- *Resource and Waste Management Plan.*
- *Operational Waste Management Plan.*

## 7.10 Documents Prepared By Enviroguide Consulting

- *Appropriate Assessment Screening Report.*
- *Statement in Accordance with Article 103(1A)a of the Planning and Development Regulations 2001, As Amended.*



- *Environmental Impact Assessment Screening Report.*
- *Ecological Impact Assessment Report.*

**7.11 Document Prepared By Rubicon Heritage**

- *An Archaeological, Architectural and Cultural Heritage Impact Assessment Report.*

## 8.0 CONCLUSION

Overall, it is considered that the proposal represents an appropriate and attractive design solution at the subject site, respecting its surrounding context in terms of uses, scale and connectivity. Importantly, it will bring an underutilised – and now infill – site into a more efficient and sustainable use.

The modulation of built-form and respectful range of building heights are sympathetic of existing patterns of development, but act to progressively increase the scale and density of development at the site in accordance with current planning policy at national, regional and local levels. Careful design ensures that the amenity of existing residences will be protected and that a high-standard of amenity for proposed residences will be secured.

The mix of uses are appropriate in light of the site's principal RS land-use zoning, surrounding uses and proximity to Donabate Train Station and Town Centre. Beneficially, the crèche element will cater to the requirements of future residents of the proposed dwellings, but also the wider community, playing an important role in social interaction and integration.

Having reviewed the provisions set out in the Section 179A of the *Planning and Development Act 2000* (as amended) and the *Planning and Development (Section 179A) Regulations 2023*, we contend that the proposed as presented herein complies with their requirements.

Therefore, it is considered that the proposed development will represent the sustainable planning and development of the site and the wider area.

Yours faithfully,



Sadhbh O'Connor  
Director  
Thornton O'Connor Town Planning