



Planning and Development Acts 2000 to 2021

Planning Authority: Fingal County Council

Application for permission under section 4 of the Planning and Development (Housing) and Residential Tenancies Act 2016, as amended, in accordance with plans and particulars, lodged with An Bord Pleanála on the 3rd day of December 2021 by Quintain Developments Ireland Limited care of Stephen Little and Associates, Chartered Town Planners and Development Consultants of 26/27 Upper Pembroke Street, Dublin.

Proposed Development comprises of the following:

1. 172 number residential units (22 number duplex and apartments and 150 number houses), ranging between 1.5 and 3 storeys in height comprising the following: -
 - 11 number three-bed 1.5 storey houses (House Type: G),
 - 83 number three-bed two storey houses (House Type: A1, A2, A3, A4, A5, A6, B1, B2, B3, C1, C2 and C3),
 - Five number four-bed 1.5 storey houses (House Type: H),
 - 51 number four-bed two storey houses (House Type: D1, D2, F1, F2, F3, F4 and F5),
 - 11 number two-bed duplex and apartments (House Type: J1, J2 and J3) and
 - 11 number three-bed duplex and apartments (House Type: K1, K2 and K3);

2. Private rear gardens are provided for all houses. Private patios and terraces and balconies are provided for all duplex and apartments.
3. Vehicular access to serve the development will be provided from Station Road via two number existing roads serving Saint Marnock's Bay ('The Drive' and 'Monument View'), two number permitted roads serving Saint Marnock's Bay ('Finches Gate' and 'Skylark Park View') permitted under An Bord Pleanála Reference Number ABP-305619-19 (currently under construction) and a proposed new permanent road to connect with Moyne Road (to the south); The new permanent road includes a primary length of road extending eastwards from the eastern edge of 'Dún Sí at Saint Marnock's Bay' residential development turning south to connect with Moyne Road totals circa 891 metres in length and 6.5 metres wide, an additional east-west spur of circa 249 metres in length and six metres wide extends from the eastern edge of the proposed residential development which connects with the primary length of road running north-south to Moyne Road, a new permanent junction at Moyne Road and associated pedestrian crossings, footpaths, public lighting, surface water infrastructure, landscaping and boundary treatment;
4. Upgrade of the existing temporary foul water pumping station and storage tank located to the northeast of 'Dún Sí' (Phase 1B) residential development to increase capacity and all associated ancillary works. This aspect of the development comprises amendments to site development works permitted under An Bord Pleanála Reference Number ABP-300514-17 which amounts to circa 0.32 hectares of the overall site area;
5. Areas of public open space including the provision of 'Skylark Park' (circa 8,150 square metres), extension of 'Railway Linear Park' (circa 6,990 square metres) and townland boundary Linear Parks;
6. 345 number car parking spaces; 30 number bicycle parking spaces;
7. Bin stores;
8. Three number Electricity Supply Board substations;



9. All associated and ancillary site development, infrastructural, landscaping and boundary treatment works at this site generally bounded by the existing 'Saint Marnock's Bay' and 'Dún Sí' residential developments (Phase 1A and Phase 1B respectively) and the permitted Phase 1C now under construction (An Bord Pleanála Reference Number ABP-305619-19 refers) to the north, the Dublin to Belfast train line to the west and former agricultural lands to the east and south within the townlands of Drumnigh, Maynetown and Portmarnock, Portmarnock, County Dublin.

Decision

Grant permission for the above proposed development in accordance with the said plans and particulars based on the reasons and considerations under and subject to the conditions set out below.

Matters Considered

In making its decision, the Board had regard to those matters to which, by virtue of the Planning and Development Acts and Regulations made thereunder, it was required to have regard. Such matters included any submissions and observations received by it in accordance with statutory provisions.

Reasons and Considerations

In coming to its decision, the Board had regard to the following:

- (a) The location of the site in adjoining the established residential area of Portmarnock and adjacent to Portmarnock Railway Station, on lands with the zoning objective RA 'new residential';
- (b) The policies and objectives as set out in the Fingal County Development Plan 2017-2023; and the Portmarnock South Local Area Plan 2013, as extended;

- (c) The provisions of Project Ireland 2040 National Planning Framework with regard to compact growth and the provision of new homes within existing settlements, in particular Objectives 27 and 33;
- (d) The provisions of the Dublin Metropolitan Area Strategic Plan, part of the Eastern and Midland Regional Assembly Regional Spatial and Economic Strategy 2019-2031;
- (e) The provisions of Rebuilding Ireland Action Plan for Housing and Homelessness 2016;
- (f) The provisions of Housing for All, A New Housing Plan for Ireland issued by the Department of Housing, Local Government and Heritage in September 2021;
- (g) The provisions of the Design Manual for Urban Roads and Streets (DMURS) issued by the Department of Transport, Tourism and Sport and the Department of the Environment, Community and Local Government in March 2019, as amended;
- (h) The provisions of the Guidelines for Sustainable Residential Developments in Urban Areas and the accompanying Urban Design Manual, A Best Practice Guide, issued by the Department of the Environment, Heritage and Local Government in May 2009;
- (i) The provisions of the Urban Development and Building Heights Guidelines for Planning Authorities, issued by the Department of Housing, Planning and Local Government in December 2018;
- (j) The provisions of the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities issued by the Department of the Housing and Planning and Local Government in December 2020;
- (k) The provisions of the Planning System and Flood Risk Management Guidelines for Planning Authorities (including the associated Technical Appendices), issued by the Department of the Environment, Heritage and Local Government in 2009;
- (l) The nature, scale and design of the proposed development;



- (m) The availability in the area of a wide range of educational, social community, transport and water services infrastructure;
- (n) The pattern of existing and permitted development in the area, including the adjoining previous phases of Saint Marnock's Bay;
- (o) The submissions and observations received;
- (p) The Chief Executive's Report of Fingal County Council;
- (q) The report of the Planning Inspector.

It is considered that, subject to compliance with the conditions set out below, the proposed development would not seriously injure the residential or visual amenities of the area or of property in the vicinity, would respect the existing character of the area and would be acceptable in terms of traffic and pedestrian safety and convenience. The proposed development would, therefore, be in accordance with the proper planning and development of the area.

Appropriate Assessment Screening

The Board completed an Appropriate Assessment screening exercise in relation to the potential effects of the proposed development on designated European Sites, taking into account the nature, scale and location of the proposed development within a serviced urban site, the Natura impact statement submitted with the application, the Inspector's report, and submissions on file. In completing the screening exercise, the Board adopted the report of the Inspector and concluded that, by itself or in combination with other development in the vicinity, the proposed development would not be likely to have a significant effect on any European Site in view of the Conservation Objectives of such sites, other than the Baldoyle Bay Special Area of Conservation (Site Code: 000199), the Baldoyle Bay Special Protection Area (Site Code: 004016), the North Bull Island Special Protection Area (Site Code: 004006) and the Malahide Estuary Special Protection Area (Site Code: 004025), which are European Sites for which there is a likelihood of significant effects.

Appropriate Assessment: Stage 2

The Board considered the Natura impact statement and all other relevant submissions and carried out an Appropriate Assessment of the implications of the proposed development for European Sites, namely the Baldoyle Bay Special Area of Conservation (Site Code: 000199), the Baldoyle Bay Special Protection Area (Site Code: 004016), the North Bull Island Special Protection Area (Site Code: 004006) and the Malahide Estuary Special Protection Area (Site Code: 004025), in view of the sites' Conservation Objectives. The Board considered that the information before it was sufficient to undertake a complete assessment of all aspects of the proposed development in relation to the sites' Conservation Objectives using best available scientific knowledge in the field.

In completing the assessment, the Board considered, in particular, the following:

- (a) The likely direct and indirect impacts arising from the proposed development both individually or in combination with other plans or projects,
- (b) The mitigation measures which are included as part of the current proposal, and
- (c) The Conservation Objectives for the European Sites.

In completing the Appropriate Assessment, the Board accepted and adopted the Appropriate Assessment carried out in the Inspector's report in respect of the potential effects of the proposed development on the aforementioned European Sites, having regard to the sites' Conservation Objectives.

In overall conclusion, the Board was satisfied that the proposed development, by itself or in combination with other plans or projects, would not adversely affect the integrity of European Sites in view of the sites' Conservation Objectives. This conclusion is based on a complete assessment of all aspects of the proposed project and there is no reasonable scientific doubt as to the absence of adverse effects.

Environmental Impact Assessment

The Board completed an environmental impact assessment of the proposed development, taking into account:

- (a) The location, nature, scale, and extent of the proposed development.
- (b) The Environmental Impact Assessment Report and associated documentation submitted in support of the planning application.
- (c) The report from the Chief Executive of Fingal County Council.
- (d) The submissions received from observers and the prescribed bodies in the course of the application.
- (e) The Inspector's report.

The Board considered that the Environmental Impact Assessment Report, supported by the documentation submitted by the applicant, adequately identifies, and describes the direct, indirect, secondary, and cumulative effects of the proposed development on the environment. The Board agreed with the examination, set out in the Inspector's report, of the information contained in the environmental impact assessment report and associated documentation submitted by the applicant and submissions made in the course of the planning application.

Reasoned Conclusions on the Significant Effects

The Board considered that the Environmental Impact Assessment Report, supported by the documentation submitted by the applicant, provided information which is reasonable and sufficient to allow the Board to reach a reasoned conclusion on the significant effects of the project on the environment, taking into account current knowledge and methods of assessment. The Board is satisfied that the information contained in the Environmental Impact Assessment Report is up to date and complies with the provisions of EU Directive 2014/52/EU amending Directive 2011/92/EU.

The Board considered and agreed with the Inspector's reasoned conclusions, that the main significant direct and indirect effects of the proposed development on the environment are, and would be mitigated where required, as follows:

- (a) Positive impacts on population and human health due to the increase in the housing stock within the Portmarnock area.
- (b) Biodiversity impacts, which will be mitigated by tree and hedgerow protection during construction; protection of vegetation from dust during construction; measures to protect surface water quality during construction and operation; bat mitigation measures; landscaping or replacement of trees and hedgerows; measures to avoid disturbance to animals during construction; lighting control measures and post construction monitoring, along with the mitigation measures designed to mitigate any potential impacts on the Special Conservation Interests and Qualifying Interests of Baldoyle Bay Special Protection Area and Special Area of Conservation and implemented under previous phases of Saint Marnock's Bay, which are now subject to ongoing monitoring and which include:
- Provision of a large area of ecological buffer and parkland, located between residential zoned lands to the west and the boundary with Coast Road to the east and with Mayne Road to the south.
 - Provision of a 'Quiet Zone' for birds, in the southern part of the Portmarnock South Local Area Plan lands.
 - Provision of an arable plot and retention of an existing small attenuation pond located between the above 'Bird Quiet Zone' and Mayne Road.
 - Clearing of bramble scrub and reseeding of areas to grassland within the Murragh Spit east of the R106 Coast Road within Baldoyle Bay Special Area of Conservation (Site Code: 000199) and Baldoyle Bay Special Protection Area (Site Code: 004016), undertaken in 2016 and 2017 in agreement with Fingal County Council and the National Parks and Wildlife Service, to provide additional areas of foraging habitat for bird species, in particular overwintering light bellied Brent geese.
 - Treatment of invasive species listed on Schedule 3 of the Birds and Habitats Regulations, 2011-2015 specifically a small area of Japanese knotweed (*Fallopia japonica*) on the Murragh Spit and giant hogweed (*Heracleum mantegazzianum*) located within the Saint Marnock's Bay Phase 1A lands.



- (c) Water impacts, which will be mitigated by construction management measures, Sustainable Urban Drainage Systems measures, surface water management and monitoring and wastewater treatment, including upgrade works to the Saint Marnock's Bay temporary pumping station.
- (d) Landscape and visual impacts, which will be mitigated by construction management measures and by the retention and enhancement of existing trees and hedgerows and new landscaping and by the overall quality of the design and finish of the proposed development.
- (e) Traffic and transportation impacts, which will be mitigated by construction traffic management, junction upgrades at the Drumnigh Road and Station Road and Strand Road and Coast Road and Station Road junctions, a Mobility Management Plan and by the provision of pedestrian and bicycle facilities.

The Board completed an environmental impact assessment in relation to the proposed development and concluded that, subject to the implementation of the mitigation measures set out in the environmental impact assessment report, and subject to compliance with the conditions set out below, the effects on the environment of the proposed development, by itself and in combination with other development in the vicinity, would be acceptable. In doing so, the Board adopted the report and conclusions of the Inspector.

Conclusions on Proper Planning and Sustainable Development

The Board considered that, subject to compliance with the conditions set out below that the proposed development would constitute an acceptable quantum and density of development in this accessible urban location, would not seriously injure the residential or visual amenities of the area, would be acceptable in terms of urban design, height and quantum of development and would be acceptable in terms of pedestrian safety. The proposed development would, therefore, be in accordance with the proper planning and sustainable development of the area. In coming to this conclusion, specific regard was had to the Chief Executive's Report from the planning authority.

The Board considered that, while a grant of permission for the proposed Strategic Housing Development would not materially contravene a zoning objective of the statutory plans for the area, a grant of permission could materially contravene Objective WW1 of the Portmarnock South Local Area Plan 2013, as extended, which specifies that all required drainage infrastructure including the installation and commissioning of the Portmarnock Bridge pumping station, shall be completed and operational following the completion of the first 100 number dwellings and prior to the commencement of further development. The Board considers that, having regard to the provisions of section 37(2)(b)(i), (ii), (iii) and (iv) of the Planning and Development Act 2000, as amended, the grant of permission in material contravention of the Portmarnock South Local Area Plan 2013, as extended, would be justified for the following reasons and consideration:

- (a) In relation to section 37(2)(b)(i) of the Planning and Development Act 2000, as amended:

The proposed development is in accordance with the definition of Strategic Housing Development, as set out in section 3 of the Planning and Development (Housing) and Residential Tenancies Act 2016, as amended, and delivers on the Government's policy to increase the delivery of housing from its current under supply as set out in Rebuilding Ireland Action Plan for Housing and Homelessness 2016. The proposed development is, therefore, considered to be strategic in nature.

- (b) In relation to section 37(2)(b)(iv) of the Planning and Development Act 2000, as amended:

Permission for the proposed development should be granted having regard to the pattern of development, and permissions granted, in the area since the making of the Portmarnock South Local Area Plan 2013, as extended, specifically An Bord Pleanála Reference Numbers ABP-300514-17 and ABP-305617-19, which permitted developments greater than 100 number units pending the upgrade of the Portmarnock Bridge pumping station.



Conditions

1. The development shall be carried out and completed in accordance with the plans and particulars lodged with the application, except as may otherwise be required in order to comply with the following conditions. Where such conditions require details to be agreed with the planning authority, the developer shall agree such details in writing with the planning authority prior to commencement of development, or as otherwise stipulated by conditions hereunder, and the development shall be carried out and completed in accordance with the agreed particulars. In default of agreement the matter(s) in dispute shall be referred to An Bord Pleanála for determination.

Reason: In the interest of clarity.

2. Mitigation and monitoring measures outlined in the plans and particulars, including Chapter 18 of the Environmental Impact Assessment Report submitted with this application, shall be carried out in full, except where otherwise required by conditions attached to this permission.

Reason: To protect the environment.

3. Prior to commencement of development, the developer shall submit a schedule of Ecological Mitigation Measures as detailed in the Natura impact statement submitted with the application. The schedule shall set out the timeline for implementation of each measure and assign responsibility for implementation. All of the mitigation measures shall be implemented in full and within the timescales stated.

Reason: In the interests of clarity, protection of the environment and the proper planning and sustainable development of the area.



4. A suitably qualified ecologist shall be appointed by the developer to oversee the site set-up and construction of the proposed development. The ecologist shall ensure the implementation of all measures contained in the Schedule of Ecological mitigation measures. Prior to commencement of development, the name and contact details of said person shall be submitted to the planning authority. Upon completion of works, an audit report of the site works shall be prepared by the appointed ecologist and submitted to the planning authority to be kept on record.

Reason: In the interest of nature conservation, to prevent adverse impacts on the European sites and to ensure the protection of the Annex I habitats and Annex II species and their qualifying interests for which the sites were designated.

5. Prior to the commencement of any house or duplex unit in the development as permitted, the developer or any person with an interest in the land shall enter into an agreement with the planning authority such agreement must specify the number and location of each house or duplex unit, pursuant to Section 47 of the Planning and Development Act 2000, as amended, that restricts all houses and duplex units permitted, to first occupation by individual purchasers i.e. those not being a corporate entity, and or by those eligible for the occupation of social and or affordable housing, including cost rental housing.

Reason: To restrict new housing development to use by persons of a particular class or description in order to ensure an adequate choice and supply of housing, including affordable housing, in the common good.

6. The proposed development shall be amended as follows:
 - (a) A pedestrian and bicycle link as far as the bridge over the railway line at the western site boundary shall be provided within the Railway Linear Park.
 - (b) The perimeter route shall be designated as a pedestrian and bicycle connection and shall be clearly laid out as such.

Revised plans and particulars showing compliance with these requirements shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.

Reason: In order to provide satisfactory pedestrian and bicycle connections.

7. The applicant shall upgrade the following road junctions. Full details of the junction upgrades shall be submitted to the planning authority and agreed in writing and the junctions shall be upgraded prior to the commencement of development.
 - (a) Drumnigh Road R124 and Station Road,
 - (b) Strand Road, Coast Road and Station Road.

Reason: In the interest of proper planning of the area.

8. Prior to the commencement of development, the developer shall submit to the planning authority a report detailing an agreed safe system of work to protect adjacent railway infrastructure, for agreement in writing prior to the commencement of development. The report shall address, inter alia, the contents of the submission on file by Irish Rail dated 24th day of December 2021. Any works associated with the proposed development shall ensure that the integrity of the railway is maintained.

Reason: To protect the railway and public safety.

9. Prior to the commencement of development, the developer shall submit for the written agreement of the planning authority the details any crane operations and to ensure they do not impact on flight procedures and air safety. The developer shall also contact the Irish Aviation Authority and Dublin Airport Authority of intention to commence crane operations with a minimum of 30 days notification of their erection.

Reason: In the interests of residential amenity and aircraft safety.

10. Details of the materials, colours, and textures of all the external finishes to the proposed dwellings and buildings shall be as submitted with the application, unless otherwise agreed in writing with, the planning authority prior to commencement of development. In default of agreement the matter(s) in dispute shall be referred to An Bord Pleanála for determination.

Reason: In the interest of visual amenity.

11. Proposals for an estate or street name, house numbering scheme and associated signage shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. Thereafter, all estate and street signs, and house numbers, shall be provided in accordance with the agreed scheme. No advertisements or marketing signage relating to the name of the development shall be erected until the developer has obtained the planning authority's written agreement to the proposed name.

Reason: In the interest of urban legibility.

12. Public lighting shall be provided in accordance with a scheme, details of which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. Such lighting shall comply with the categorisation system contained in section 5.7 of the Portmarnock South Local Area Plan 2013. As extended. Public lighting shall be provided prior to the making available for occupation of any house.

Reason: In the interests of residential amenity and nature conservation.

13. The internal noise levels, when measured from bedroom windows of the proposed development, shall not exceed:

- (a) 35 decibels (A) LAeq during the period 0700 to 2300 hours, and
- (b) 30 decibels (A) LAeq at any other time.

A scheme of noise mitigation measures, in order to achieve these levels, shall be submitted to, and agreed in writing with, the planning authority prior to



commencement of development. The agreed measures shall be implemented before the proposed dwellings are made available for occupation.

Reason: In the interest of residential amenity.

14. (a) The internal road network serving the proposed development, including turning bays, junctions, parking areas, footpaths, and kerbs, shall be in accordance with the detailed construction standards of the planning authority for such works and design standards outlined in Design Manual for Urban Roads and Streets (DMURS) issued by the Department of Transport, Tourism and Sport and the Department of the Environment, Community and Local Government in March 2019, as amended. In default of agreement the matter(s) in dispute shall be referred to An Bord Pleanála for determination.
- (b) Prior to the first occupation of the development, a finalised Mobility Management Strategy shall be submitted to and agreed in writing with the planning authority. This shall provide for incentives to encourage the use of public transport, cycling, walking, and carpooling by residents, occupants and staff employed in the development and to reduce and regulate the extent of parking. The mobility strategy shall be prepared and implemented by the management company for all units within the development.
- (c) The Mobility Management Strategy shall incorporate a Car Parking Management Strategy for the overall development, which shall address the management and assignment of car spaces to residents and units over time and shall include a strategy for the community use and any car-share parking.

Reason: In the interest of encouraging the use of sustainable modes of transport.



15. All roads and footpaths shown to adjoining lands shall be constructed up to the boundaries to provide access to adjoining lands. These areas shall be shown for taking in charge in plans and particulars to be submitted and agreed with the planning authority.

Reason: In the interests of permeability and proper planning and sustainable development.

16. Bicycle parking spaces shall be provided within the site in accordance with the provisions of the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities issued by the Department of Housing, Planning and Local Government in December 2020. Revised details of the number, layout, and design, marking demarcation and security provisions for these spaces shall be submitted to and agreed in writing with the planning authority prior to commencement of development.

Reason: To ensure that adequate bicycle parking provision is available to serve the proposed development, in the interest of sustainable transportation.

17. A minimum of 10 percent of all communal car parking spaces should be provided with electrical vehicle charging stations or points, and ducting shall be provided for all remaining communal car parking spaces facilitating the installation of electric vehicle charging points or stations at a later date. Where proposals relating to the installation of electric vehicle ducting and charging stations or points has not been submitted with the application, in accordance with the above noted requirements, the development shall submit such proposals shall be submitted and agreed in writing with the planning authority prior to the occupation of the development.

Reason: To provide for and or future proof the development such as would facilitate the use of electric vehicles.

18. Electric charging facilities shall be provided for bicycle parking and proposals shall be submitted to and agreed in writing with the planning authority prior to the occupation of the development.

Reason: To provide for and or future proof the development such as would facilitate the use of electric bicycles.

19. All service cables associated with the proposed development such as electrical, telecommunications and communal television shall be located underground. Any relocation of utility infrastructure shall be agreed with the relevant utility provider. Ducting shall be provided by the developer to facilitate the provision of broadband infrastructure within the proposed development.

Reason: In the interests of visual and residential amenity.

20. (a) Drainage arrangements including the attenuation and disposal of surface water, shall comply with the detailed requirements of the planning authority for such works and services.
- (b) Prior to commencement of development the developer shall submit to the planning authority for written agreement a Stage 2 - Detailed Design Stage Storm Water Audit.
- (c) Upon Completion of the development, a Stage 3 Completion Stormwater Audit to demonstrate Sustainable Urban Drainage System measures have been installed and are working as designed and that there has been no misconnections or damage to storm water drainage infrastructure during construction, shall be submitted to the planning authority for written agreement.

- (d) A maintenance policy to include regular operational inspection and maintenance of the Sustainable Urban Drainage System infrastructure and the petrol and oil interceptors should be submitted to and agreed in writing with the planning authority prior to occupation of proposed dwelling units and shall be implemented in accordance with that agreement.
- (e) The mitigation measures identified in the site specific flood risk assessment, shall be implemented in full.

Reason: In the interests of public health and surface water management.

21. Prior to commencement of development, the developer shall enter into water and or wastewater connection agreement(s) with Irish Water. All development is to be carried out in compliance with Irish Water Standards codes and practices.

Reason: In the interest of public health.

22. The developer shall facilitate the preservation, recording and protection of archaeological materials or features that may exist within the site. In this regard, the developer shall:
- (a) notify the planning authority in writing at least four weeks prior to the commencement of any site operation including hydrological and geotechnical investigations relating to the proposed development,
 - (b) employ a suitably qualified archaeologist who shall monitor all site investigations and other excavation works, and
 - (c) provide arrangements, acceptable to the planning authority, for the recording and for the removal of any archaeological material which the authority considers appropriate to remove.



In default of agreement on any of these requirements, the matter shall be referred to An Bord Pleanála for determination.

Reason: In order to conserve the archaeological heritage of the site and to secure the preservation and protection of any remains that may exist within the site.

23. The site shall be landscaped, and earthworks carried out in accordance with the detailed comprehensive scheme of landscaping, which accompanied the application submitted, unless otherwise agreed in writing with, the planning authority prior to commencement of development. The landscape scheme shall be implemented fully in the first planting season following completion of the development, and any trees or shrubs which die or are removed within three years of planting shall be replaced in the first planting season thereafter. This work shall be completed before any of the dwellings are made available for occupation.

Reason: In the interest of residential and visual amenity.

24. (a) Prior to commencement of development, all trees which are to be retained shall be enclosed within stout fences not less than 1.5 metres in height. This protective fencing shall enclose an area covered by the crown spread of the branches, or at minimum a radius of two metres from the trunk of the tree or the centre of the shrub, and to a distance of two metres on each side of the hedge for its full length and shall be maintained until the development has been completed.
- (b) No construction equipment, machinery or materials shall be brought onto the site for the purpose of the development until all the trees which are to be retained have been protected by this fencing. No work shall be carried out within the area enclosed by the fencing and, in particular, there shall be no parking of vehicles, placing of site huts, storage compounds or topsoil heaps, storage of oil, chemicals or other substances, and no lighting of fires, over the root spread of any tree to be retained.

- (c) Excavations in preparation for foundations and drainage, shall be carried out under the supervision of a specialist arborist, in a manner that will ensure that all major roots are protected, and all branches are retained.
- (d) No trench, embankment or pipe run shall be located within three metres of any trees which are to be retained adjacent to the site unless otherwise agreed with the planning authority.

Reason: To protect trees and planting during the construction period in the interest of visual amenity.

25. A plan containing details for the management of waste within the development, including the provision of facilities for the storage, separation and collection of the waste and, in particular, recyclable materials shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. Thereafter, the waste shall be managed in accordance with the agreed plan.

Reason: To provide for the appropriate management of waste and, in particular recyclable materials, in the interest of protecting the environment.

26. The construction of the development shall be managed in accordance with a Construction Management Plan, which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. This plan shall provide details of intended construction practice for the development, including:
- (a) Location of the site and materials compound(s) including area(s) identified for the storage of construction refuse.
 - (b) Location of areas for construction site offices and staff facilities.
 - (c) Details of site security fencing and hoardings.
 - (d) Details of on-site car parking facilities for site workers during the course of construction.



- (e) A Construction Traffic Management Plan providing details of the timing and routing of construction traffic to and from the construction site and associated directional signage, to include proposals to facilitate the delivery of abnormal loads to the site.
- (f) Measures to obviate queuing of construction traffic on the adjoining road network.
- (g) Measures to prevent the spillage or deposit of clay, rubble or other debris on the public road network.
- (h) Alternative arrangements to be put in place for pedestrians, cyclists and vehicles in the case of the closure of any footpath, bicycle path or public road during the course of site development works.
- (i) Details of appropriate mitigation measures for noise, dust and vibration, and the location and frequency of monitoring of such levels.
- (j) Containment of all construction-related fuel and oil within specially constructed bunds to ensure that fuel spillages are fully contained. Such bunds shall be roofed to exclude rainwater.
- (k) Off-site disposal of construction or demolition waste and details of how it is proposed to manage excavated soil.
- (l) Means to ensure that surface water run-off is controlled such that no silt or other pollutants enter local surface water sewers or drains.
- (m) A record of daily checks that the works are being undertaken in accordance with the Construction Management Plan shall be kept for inspection by the planning authority.

Reason: In the interest of amenities, public health, and safety.

27. Site development and building works shall be carried out only between the hours of 0700 to 1900 Mondays to Saturdays inclusive, and not at all on Sundays and public holidays. Deviation from these times will only be allowed in exceptional circumstances where prior written approval has been received from the planning authority.

Reason: In order to safeguard the residential amenities of property in the vicinity.

28. Prior to the commencement of development, the developer shall submit for the written agreement of the planning authority, plans and particulars showing all development works to be taken in charge designed to meet the standards of the planning authority.

Reason: In the interest of the proper planning and sustainable development of the area.

29. Prior to commencement of development, the applicant or other person with an interest in the land to which the application relates shall enter into an agreement in writing with the planning authority in relation to the provision of housing in accordance with the requirements of section 94(4) and section 96(2) and (3) (Part V) of the Planning and Development Act 2000, as amended, unless an exemption certificate shall have been applied for and been granted under section 97 of the Act, as amended. Where such an agreement is not reached within eight weeks from the date of this order, the matter in dispute (other than a matter to which section 96(7) applies) may be referred by the planning authority or any other prospective party to the agreement to An Bord Pleanála for determination.

Reason: To comply with the requirements of Part V of the Planning and Development Act 2000, as amended, and of the housing strategy in the development plan of the area.

30. Prior to commencement of development, the developer shall lodge with the planning authority a cash deposit, a bond of an insurance company, or other security to secure the provision and satisfactory completion and maintenance until taken in charge by the planning authority of roads, footpaths, watermains, drains, public open space and other services required in connection with the development, coupled with an agreement empowering the planning authority to apply such security or part thereof to the satisfactory completion or maintenance of any part of the development. The form and amount of the security shall be as agreed between the planning authority and the developer or, in default of agreement, shall be referred to An Bord Pleanála for determination.

Reason: To ensure the satisfactory completion and maintenance of the development until taken in charge.



31. The developer shall pay to the planning authority a financial contribution in respect of public infrastructure and facilities benefiting development in the area of the planning authority that is provided or intended to be provided by or on behalf of the authority in accordance with the terms of the Development Contribution Scheme made under section 48 of the Planning and Development Act 2000, as amended. The contribution shall be paid prior to commencement of development or in such phased payments as the planning authority may facilitate and shall be subject to any applicable indexation provisions of the Scheme at the time of payment. Details of the application of the terms of the Scheme shall be agreed between the planning authority and the developer or, in default of such agreement, the matter shall be referred to An Bord Pleanála to determine the proper application of the terms of the Scheme.

Reason: It is a requirement of the Planning and Development Act 2000, as amended, that a condition requiring a contribution in accordance with the Development Contribution Scheme made under section 48 of the Act be applied to the permission.



Terry Ó Niadh

**Member of An Bord Pleanála
duly authorised to authenticate
the seal of the Board.**

Dated this *9th* day of *May*, 2022

