

An aerial photograph of a landscape in Huntstown and Coldwinters, Co. Dublin. A large, irregularly shaped area in the center-left is outlined with a red dotted line. This area appears to be a mix of fields and some structures. To the right of this area is a large industrial or commercial site with several large buildings. Below the red-outlined area is a large green field. In the bottom right, there is a complex highway interchange with multiple lanes and overpasses. Various other buildings and roads are visible throughout the scene.

PLANNING
AND DESIGN
STATEMENT

LANDS AT
HUNTSTOWN AND
COLDWINTERS
CO DUBLIN



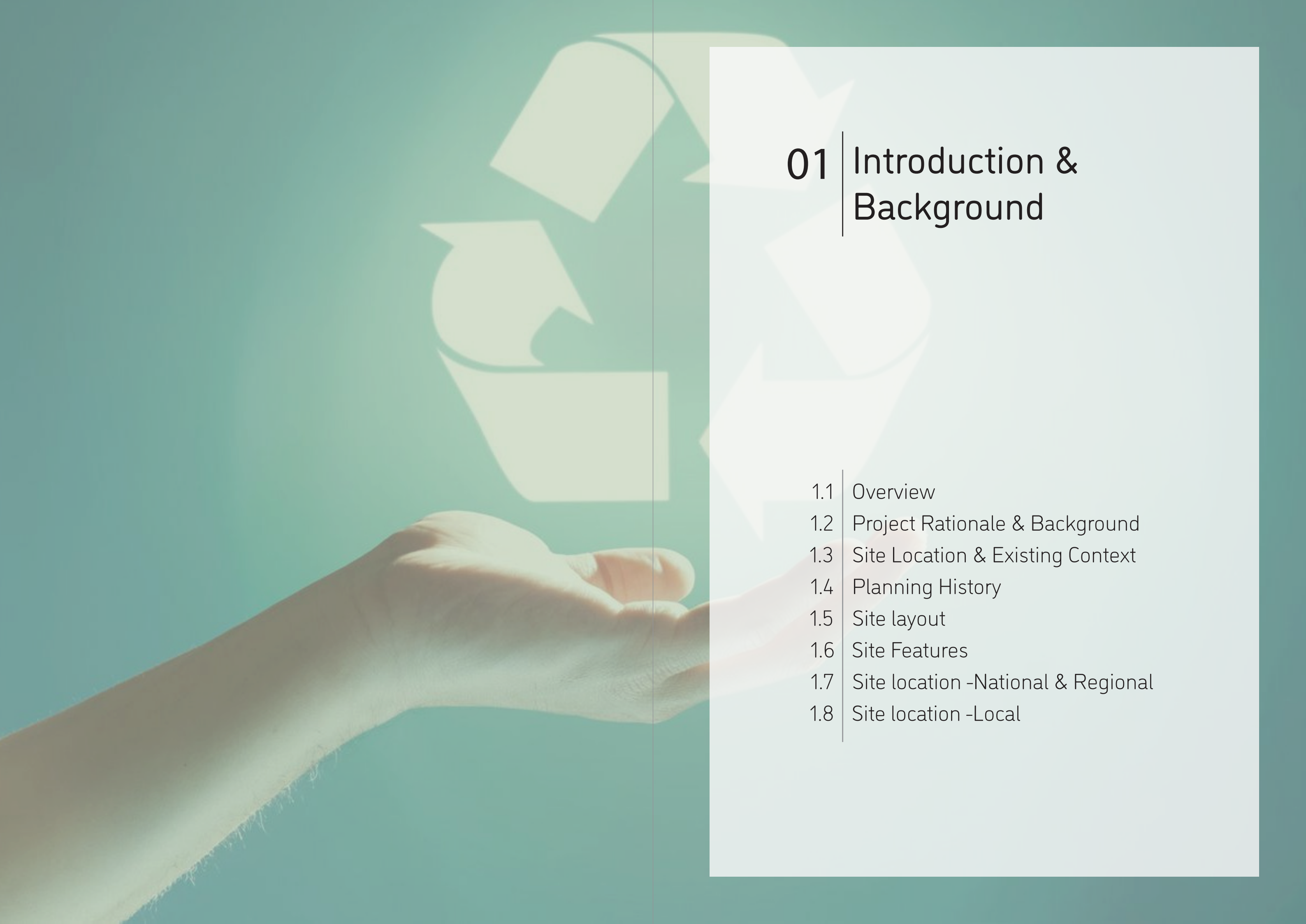
PLANNING AND DESIGN STATEMENT

Recycling Facility and Circular Hub on lands at
Huntstown and Coldwinters, Co Dublin

Genesis Planning
Planning and Urban Design

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01 | Introduction & Background

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01 Introduction & Background

1.1 Overview

- 1.1.1 This statement accompanies a planning application seeking permission for a Materials Recovery Facility along with a Food Container Cleaning Plant as phase 1 of the Huntstown Circular Economy Hub.
- 1.1.2 For due consideration by the Planning Authority this statement of planning matters sets out how the proposal will be consistent with the relevant section 28 Ministerial Guidelines, the NPF, the RSES 2018 for the Eastern & Midland Region and the Fingal County Development Plan 2023-2029.
- 1.1.3 This planning statement has been prepared by Genesis Planning to accompany the planning application.
- 1.1.4 This report should be read in conjunction with the accompanying documentation as follows:
- Application forms, site notice & press notice.
 - Project drawings.
 - Project management plan.
 - Engineering particulars to include services, foul and storm water connections and road design details.
 - Traffic and Transport Assessment incorporating a Mobility Management Plan.
 - Road Safety Audit.
 - Archaeological Assessment.
 - Landscape plans.
 - Masterplan.
 - Archaeological Assessment.
 - AA Screening.
 - Aeronautical Assessment.
 - Glint and Glare Assessment.
 - Construction & Environmental Management Plan
 - EIAR.



01 Introduction & Background

1.2 Project rationale & background

- 1.2.1 The development will consist of the construction of a Materials Recovery Facility along with a Food Container Cleaning Plant. The development is phase one of the Huntstown Circular Economy Hub and the Masterplan attached in section four of this statement sets out the overall vision for the lands.
- 1.2.2 In terms of European policy the European Commission has published an Action Plan on the Circular Economy. The Commission recognises that recycling is a pre-condition for a circular economy, where resources and materials can be recycled, returned back to the economy and used again, meaning that what was once considered a waste can become a valuable resource.
- 1.2.3 To achieve this materials at the end of their life cycle should be recovered through recycling and ideally reintroduced to the product lifecycle. These 'secondary raw materials' can then be traded like primary raw materials. The purpose of Commission's Action Plan is to transition the European Union (EU) to an economy where the value of products, materials and resources is maintained for as long as possible and the generation of waste minimised. This transition is essential to the EU's efforts to develop a sustainable, low carbon, resource efficient and competitive economy.
- 1.2.4 At a National level, and in accordance with European Directives, the Government published its 'Waste Action Plan for a Circular Economy' to take cognisance of the European Commission's (Commission) Action Plan on the Circular Economy.
- 1.2.5 The objective of the government's Waste Action Plan for a Circular Economy is to inform and direct waste planning and management in Ireland over the coming years. While the thrust of the Plan is to prevent waste arising through reuse it's main objectives include ensuring that measures support sustainable economic models (for example by supporting the use of recycled over virgin materials).
- 1.2.6 In summary the proposal is fully consistent with the Government's Waste Action Plan for a Circular Economy and this policy context promotes the development, both in terms of environmental and economic reasons, to ensure that the full circularity and resource potential of materials is captured in Ireland.
- 1.2.7 Also at a site level the lands are zoned 'H Heavy Industry'. Under this zoning objective the proposed uses 'Heavy Vehicle Park', 'Industry - High Impact' and 'Waste Disposal and Recovery Facility (High Impact)' are permitted uses. Accordingly in locational and zoning terms the project is ideally located for this site, particularly given the strategic location within the Greater Dublin Area.
- 1.2.8 Also in terms of the Masterplan for the lands the proposal is phase 1 of the overall development of the lands as a Circular Economy Hub. In this regard the design rationale has informed the access road layout and future development scenarios, whilst also responding to constraints within the site which include the Irish Water wayleave and the ESB cables which are to be laid underground.
- 1.2.9 For further details we refer to the accompanying Masterplan schematic prepared and discussed in section 4.15 of this statement.
- 1.2.10 Overall it is submitted the proposal is wholly consistent with the European, National and Local Policy context that seeks to deliver such Circular Economy Hubs.
- 1.2.11 The overarching project rationale will therefore provide for environmental, business and public health needs and a waste management facility that will facilitate recycling by residential and commercial sources for the Greater Dublin Area.

1.3 Site Location & Existing Context

- 1.3.1 The site is currently greenfield and vacant.
- 1.3.2 The site is well serviced by existing road infrastructure, with access proposed via the public road aligning the southern boundary.
- 1.3.3 Connections to the wider area are provided by the North Road (former N2) which connect the site to the wider Blanchardstown area.
- 1.3.4 Being a roadside location which is readily accessible via the Cappagh Road it is an ideal location for the recycling facility as proposed.
- 1.3.5 The surrounding land uses is a mix of quarrying, utilities and agricultural. Huntstown Quarry is to the west; Huntstown Power Station is located to the north west and an Egrid 220 kv transmissin is to the south east.
- 1.3.6 The adjoining lands to the south and west are currently used for agriculture while the nearest private residences are on the R135 and 200m from the eastern site boundary.



Location of Subject Site

01 Introduction & Background

1.4 Planning History

1.4.1 Of relevance is the planning history and detailed assessments carried out previously by the Planning Authority.

Reference Number	FW20A/0063
Applicant Name	Rathdrinagh Land Limited (RLL)
Development Description (summary)	The construction of a single storey 5,000m2 research and development building, which will specialise in developing pilot scale circular economy solutions for a range of discarded resources; including associated office and welfare facilities. The development includes fencing and boundary treatment, signage, internal access roadways and a site entrance. Permission is also sought for all associated site works and services.
Decision	Refused (13/05/2021)

1.4.2 In light of the previous reasons for refusal we set out below summary responses and how matters are addressed.

- Reason 1. Having regard to the scale of the proposed development in terms of the quantity of material to be accepted at the facility, the lack of information regarding the nature of the development including processes to be carried out in the facility and emissions arising from these, and information available on the baseline characteristics of the site, it is considered that there is not adequate information before the Planning Authority to determine whether there is a real likelihood of significant effects on the environment or whether an Environmental Impact Assessment is required. In this regard to permit the proposed development would be contrary to the proper planning and sustainable development of the area.

1.4.3 Response: This is now addressed in the EIAR which accompanies the planning application.

1.4.4 Also as part of application documents an Appropriate Assessment Screening is enclosed which concludes the proposal will not have the potential to adversely impact Natura 2000 sites.

- Reason 2. The Planning Authority is not satisfied, based on the information submitted, that consent is in place to utilise the existing surface water sewer as proposed. Furthermore, the proposed surface water management proposals would be contrary to Objective SW04 of the Fingal County Development Plan 2023-2029 which requires the use of sustainable drainage systems (SuDS) to minimise and limit the extent of hard surfacing and paving and require the use of sustainable drainage techniques where appropriate, for new development. The proposed development would consequently be prejudicial to public health, set a poor precedent for other similar development and would be contrary to the proper planning and sustainable development of the area.

1.4.5 Response: A comprehensive SUDS Strategy is now included as part of the application. The SUDS strategy consists of

- SUDS infiltration soakway with storage capacity;
- Permeable paving to car park areas;
- Rainwater harvesting to building roofs.

1.4.6 Importantly given the proximity of the site to Dublin Airport open swales or retention ponds are not a viable means of SUDS for this site. Specifically open swales and ponds attract bird life and the proximity of the site to Dublin Airport the provision of open swales or ponds would increase the risk to aircraft from birds being attracted to/based at the site.

1.4.7 For reference this matter is addressed further in the Aviation Consultant’s report accompanying the application and we refer in particular to section 7 of the report which concludes:

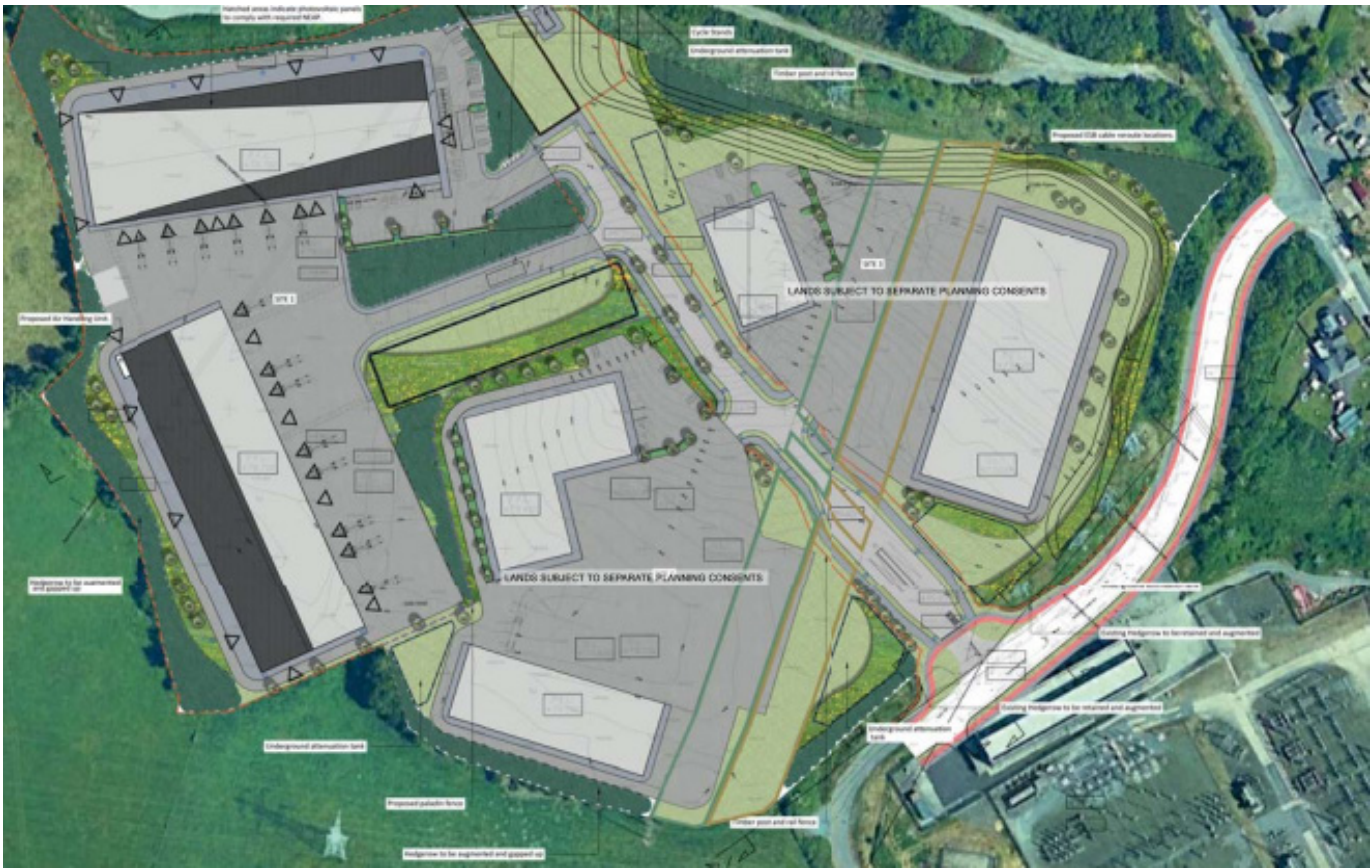
‘Any ponds or swales on this site could give rise to a bird strike hazard, and ponds or swales could also give rise to a glint & glare potential affecting visibility from Dublin Airport’s Control Tower cab. Consequently, there should be no permanent ponds, and minimal swale provision (if any). In effect, this is a site on which the otherwise “green solutions” (referred to in paragraph 4.5.2.8. of the Fingal Plan, and quoted above) would be not feasible.’

- Reason 3: The planning application proposes works on lands outside of the application site boundary which are in third party ownership and where no consent has been provided from the landowners in question. In such circumstances, the Planning Authority is precluded from considering these works and in their absence, the proposed development would not be served by acceptable vehicular, pedestrian and cycle access, would represent a traffic hazard and would therefore be contrary to the proper planning and sustainable development of the area.

1.4.8 Response: As per the revised site plan we highlight the proposal will incorporate an access road from the southern side, which is an amended access proposal to application FW20A/0063.

1.4.9 This access arrangement has been incorporated into the layout so that connection can be made to the wider pedestrian and cyclist network and also result in a purpose-designed entrance arrangement in accordance with DMURS requirements.

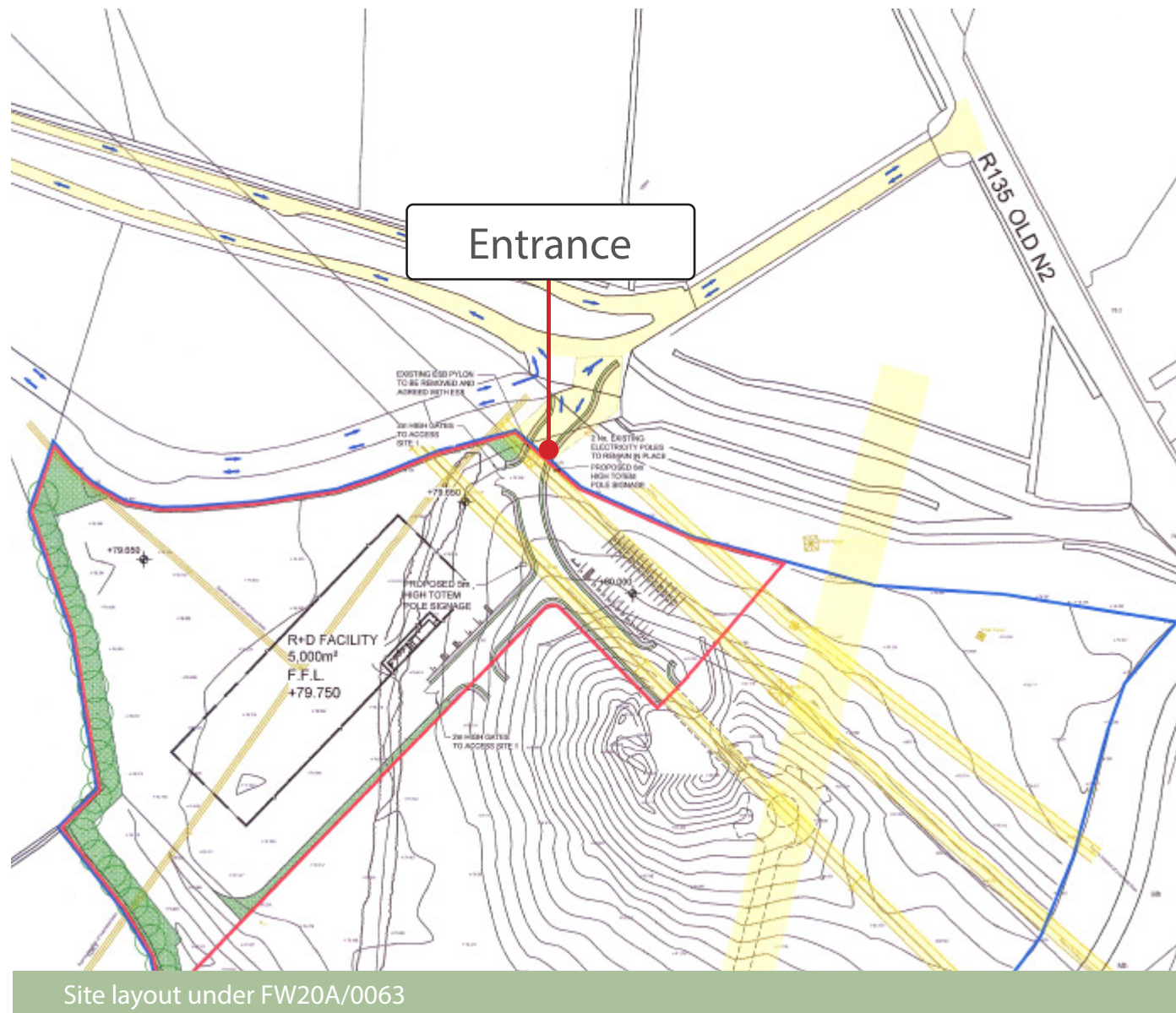
1.4.10 Also consent has been provided from Fingal Co Council to utilise their lands as per the proposed entrance layout shown below.



Masterplan proposals

01 Introduction & Background

1.5 Site Layout: Previous and Current Proposal



1.4.11 The previous site layout incorporated an access point at the northern end of the site via CRH lands.

1.4.12 As per refusal reason no.3 this entrance arrangement was not acceptable given the absence of pedestrian and cyclist access, would represent a traffic hazard and would therefore be contrary to the proper planning and sustainable development of the area



1.4.13 As per the revised site plan we highlight the proposal will incorporate an access road from the southern side, which is an amended access proposal to application FW20A/0063.

1.4.14 This access arrangement has been incorporated into the layout so that connection can be made to the wider pedestrian and cyclist network and also result in a purpose-designed entrance arrangement in accordance with DMURS requirements.

1.4.15 Also consent has been provided from Fingal Co Council to utilise their lands and the upgraded section of works proposed to the local road.

1.4.16 Of relevance we also highlight road proposals are designed to suit the existing scenario and also future-proofed in terms of design for delivery of wider Masterplan & CDP Link Road objectives for the Cappagh Road.



Aerial views of site

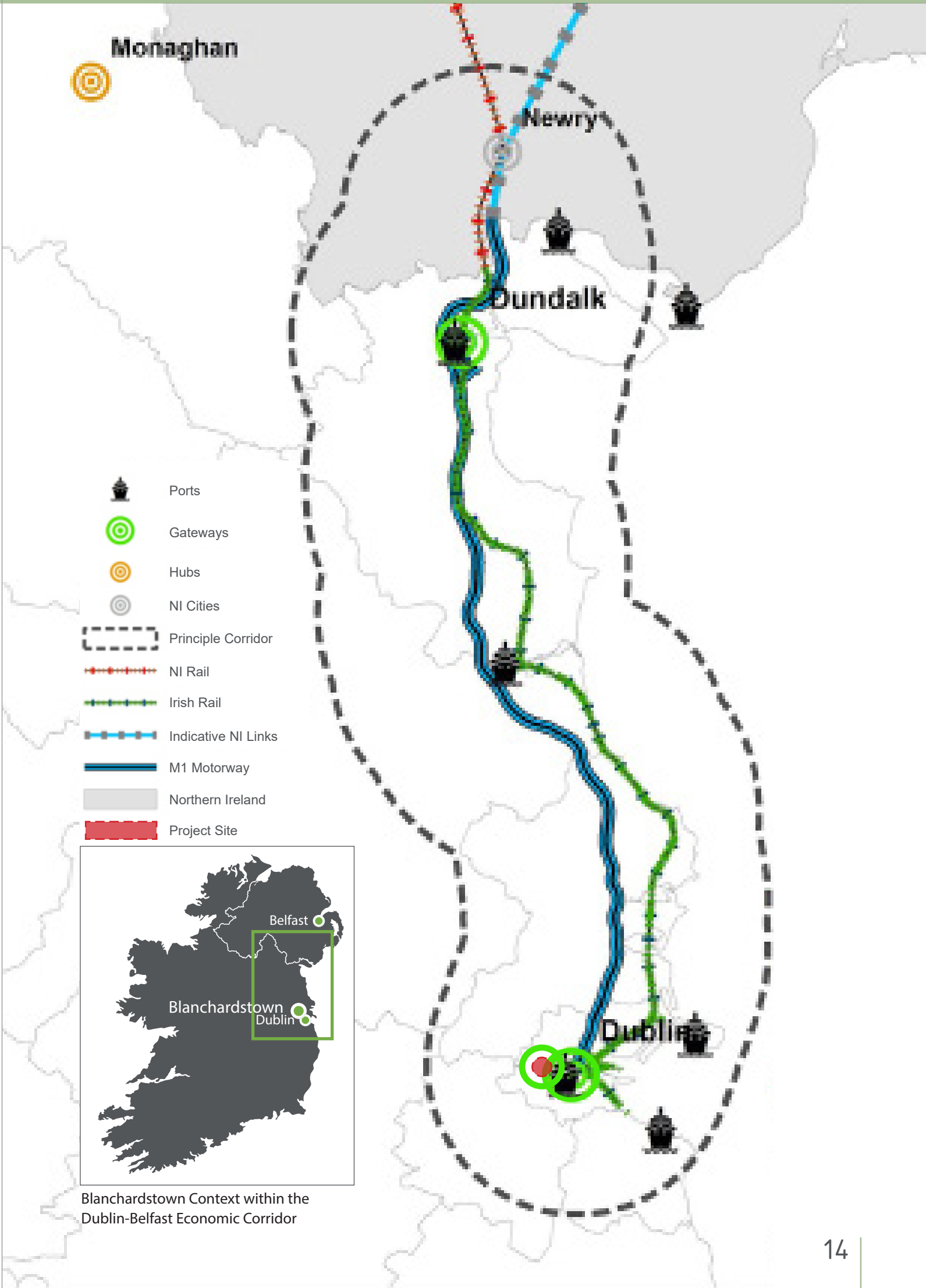
01 Introduction & Background

1.7 Site Location: National & Regional

- 1.7.1 The site is located in the Huntstown area on the edge of Blanchardstown, strategically located at the intersection of the N2 and M50 national roads.
- 1.7.2 Conveniently located c. 7km from Dublin City Centre; it is within easy reach of both Dublin Airport and the Port Tunnel.
- 1.7.3 In addition to Blanchardstown Town Centre, a number of large public sector employers are based in the area including Fingal County Council, Connolly Hospital and the Institute of Technology (ITB). The IDA has also been particularly successful in marketing Blanchardstown as a key location for foreign direct investment and a number of large ICT and pharmaceutical companies have long established operations in the area..
- 1.7.4 Being located in the commuter catchment around Dublin known as the ‘core region’ Blanchardstown has capacity for continued commensurate growth to become more self-sustaining and to attract high quality knowledge-based employment requiring some ‘catch-up’ investment in local employment and services.
- 1.7.5 In this context the project is ideal in terms of location , within an industrial land-use setting and a sustainable location to serve the Greater Dublin Area with a recycling hub.



Blanchardstown is recognised as a self-sustaining town in the core region around Dublin



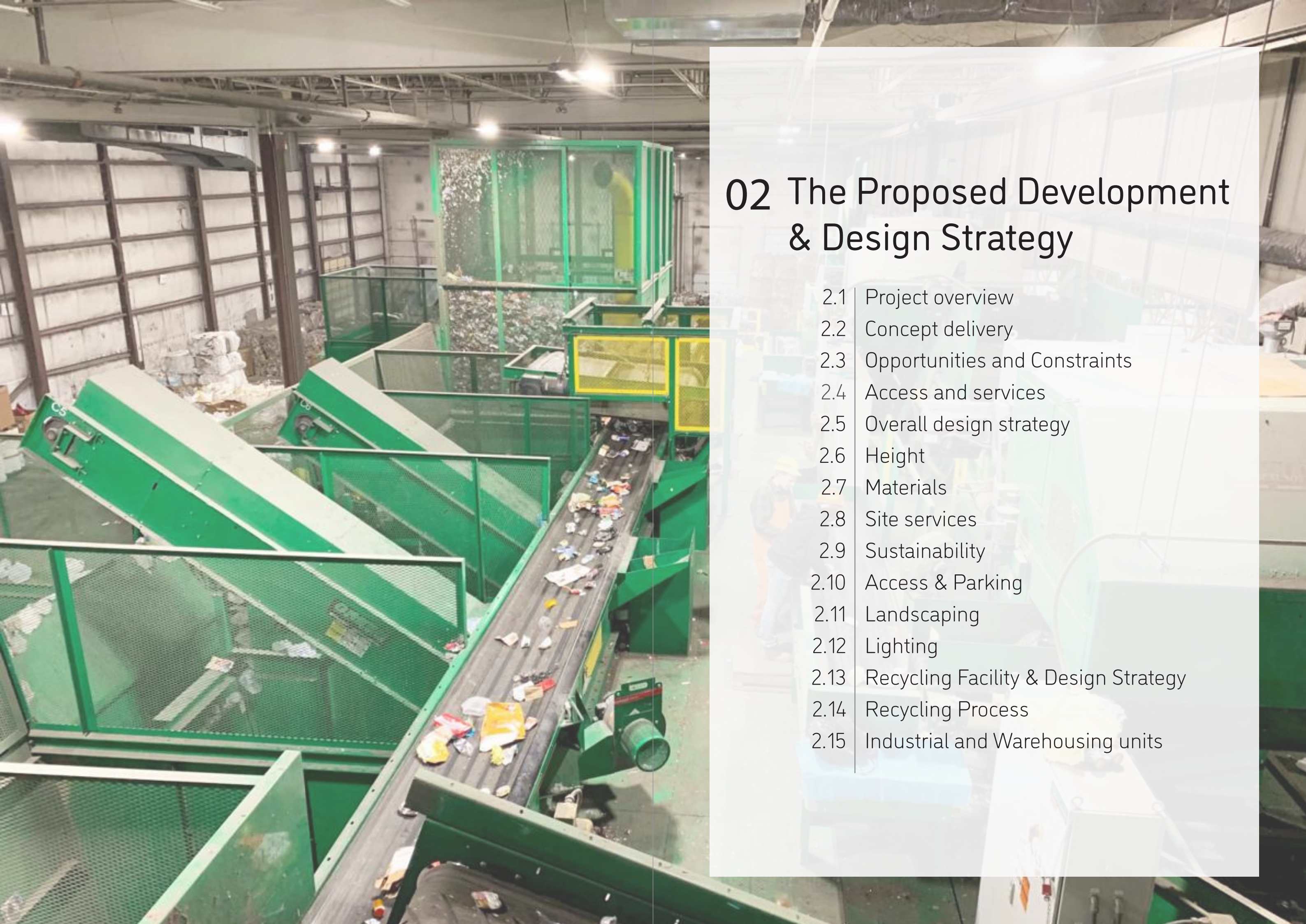
Blanchardstown Context within the Dublin-Belfast Economic Corridor

01 Introduction & Background

1.8 Site Location: Local

- 1.8.1 In terms of local context the site is located less than 3km to the east of Blanchardstown.
- 1.8.2 The site also benefits from nearby bus routes on the R135 and the N2.
- 1.8.3 Also the R135 road adjacent to the site has existing cycle and pedestrian facilities, meaning the site is accessible for pedestrians and cyclists.
- 1.8.4 Overall the site is very well connected by transport links.
- 1.8.5 Other notable land uses in the local area include Huntstown Quarry, the Eirgrid 220 transmission station and Huntstown Power station.
- 1.8.6 Also in terms of national road infrastructure access to the M50 National Motorway is immediately south of the site.





02 The Proposed Development & Design Strategy

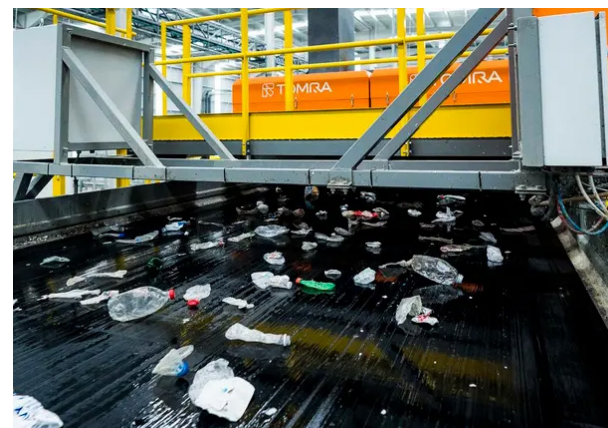
- 2.1 Project overview
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- 2.11 Landscaping
- 2.12 Lighting
- 2.13 Recycling Facility & Design Strategy
- 2.14 Recycling Process
- 2.15 Industrial and Warehousing units



HUNTSTOWN RECYCLING FACILITY

2.1 Project Overview

- 2.1.1 The development site is in an area zoned for heavy industrial use and covers 9.65 hectares.
- 2.1.2 The development will consist of the construction of a Materials Recovery Facility along with a Food Container Cleaning Plant.
- 2.1.3 The material recovery facility will be used to sort wastes into recoverable and recyclable streams. The recoverable materials will be sent off-site to authorised recovery facilities, for example waste to energy plants and soil recovery sites. The recyclables will also initially be sent off site for further treatment to produce recyclates that can be reintroduced into the economy. Subsequent stages of the Hub will include recycling facilities that will process the recyclables, for example plastics, wood, aggregates, separated in Stage 1 into recycle that meet end of waste criteria.
- 2.1.4 Food retailers are increasingly aware of the need to improve their performance with regard to sustainability, waste generation and plastic consumption in order to meet the objectives of the circular economy. In response to growing sustainability pressures, in particular the need to minimise 'single use plastics' the food retail industry is moving towards the use of reusable food containers and tertiary packaging. The proposed Tray Cleaning Plant will provide a centralised tray washing/sterilisation facility for large food retailers in the Greater Dublin Area to facilitate the multiple use of these trays.
- 2.1.5 The overall annual materials intake will be 95,000 tonnes and as the inputs will be classified as wastes an Industrial Emissions Licence granted by the Environmental Protection Agency will be required in due course.
- 2.1.6 The future phases will be subject to planning applications and, depending on the scale of operations, may require Environmental Impact Assessment (EIA). Again, depending on the scale, the developments will require either a Council Permit, or a Licence issued by the Environmental Protection Agency (EPA).
- 2.1.7 The over-arching aim of the project is to create a self contained and high quality recycling facility which will establish the development as an integral part of the wider local economy.



Recycling Facilities locations across Ireland (source: WEEE Ireland 2022)

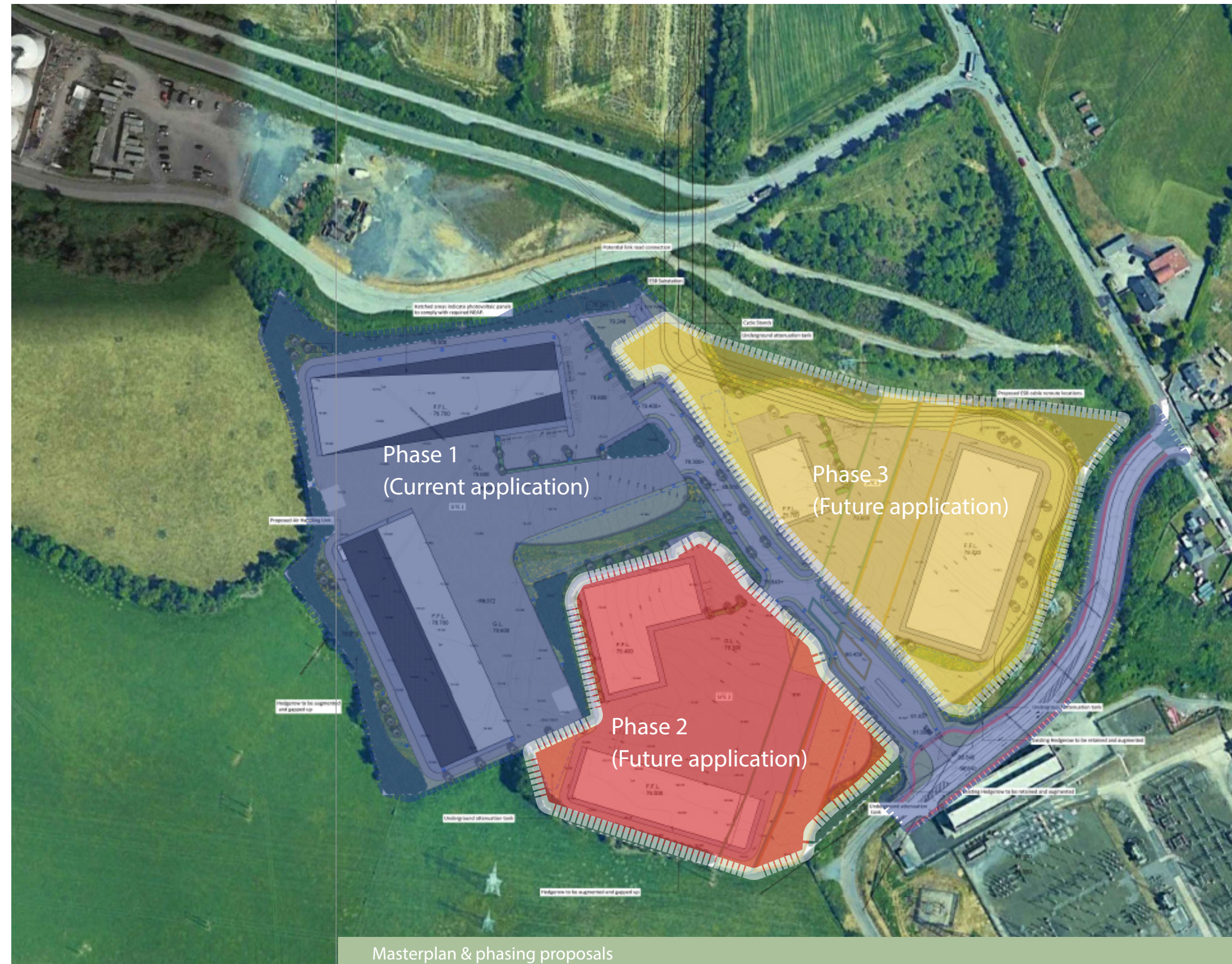
02 The Proposed Development

2.2 Concept Delivery

2.2.1 Key design objectives:.

- Addressing reason for refusal under the previous application FW20A/0063 with a wholly revised entrance point and SUDS proposals. Also an EIAR is included as part of the application.
- Phase 1 of a wider 3 phase development for the overall land holding.
- Connect to existing road infrastructure with improvement and upgrade works that will facilitate the future Cappagh Road Huntstown R136 Link Road as per the recently adopted Development Plan 2023-2029.
- A state of the art recycling facility and food container cleaning plant.
- Access and circulation provided within the site.
- Provision for cyclist and pedestrian connectivity.
- Road connections designed to suit the existing scenario and also future-proofed in terms of design for delivery of wider Masterplan & CDP Link Road objectives for the Cappagh Road.
- Provision for current and future services.
- Compliant road design widths with connectivity to pedestrian and cyclist network.
- Active frontages and quality architectural design to the fullest practical extent given operational requirements.
- A compliant SUDS strategy which avoids creating surface water attenuation ponds in order to avoid birds being attracted to the site and resulting in an Aviation hazard via bird strikes. The SUDS strategy will also avoid glint/glare hazards for Dublin Airport and the associated flight path which crosses over the site.
- Designing the scheme to avoid Glint/Glare for Dublin Airport.
- A landscape focused approach with retention and augmentation of existing hedges and creating a tree-lined avenue internally
- A layout and use that will not adversely impact neighbouring lands

2.2.2 We refer to the attached Infrastructure Masterplan set out in section four of this statement and the accompanying project drawings which demonstrate how these objectives are to be delivered.



2.3 Opportunities and constraints

2.3.1 As with any project there are a number of opportunities and constraints associated with the project site.

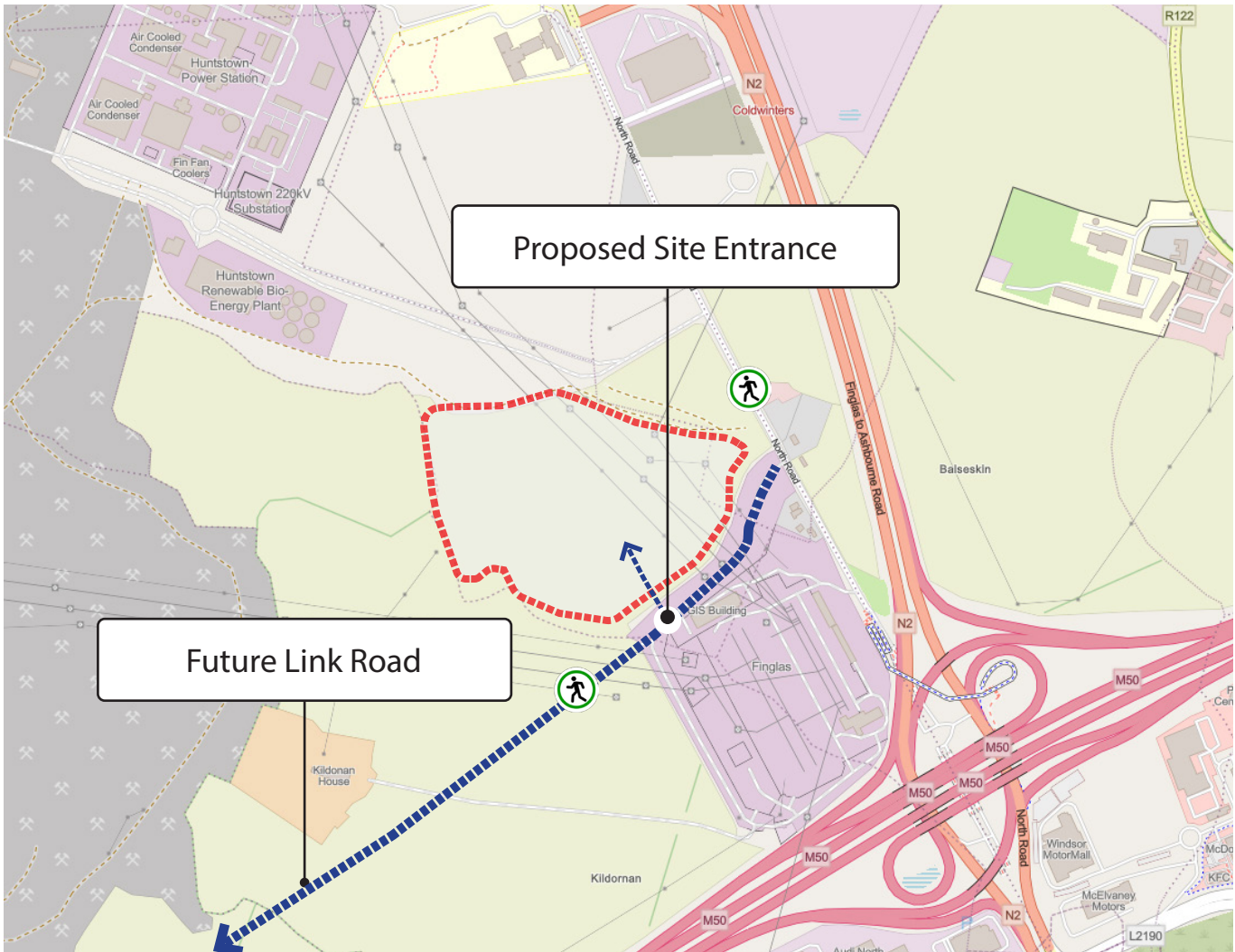
OPPORTUNITIES	CONSTRAINTS
Project is located on a greenfield site, representing a clear opportunity to achieve sustainable development by bringing an underutilised zoned site into productive use.	Site is an urban infill site, account will have to be taken of how the scheme relates to adjoining lands and Industrial Developments.
Existing infrastructure nearby the site are readily accessible.	Existing powerlines are located on site which are to be laid underground by separate planning consent (third party to carry out this work).
Site well served by existing public transport network (bus and rail). Proximity to regional rail network also provides an unique locational advantage. Regular commuter services.	New access point required and it requires reconfiguration of the existing local road and a purpose-designed entrance created.
Being located in the edge of the town will encourage sustainable transport modes (walking & cycling), promoting a healthy and active lifestyle.	Construction of site entrance with right-turn lane in order to create a through road along the southern portion of the site as per CDP objective.
Site is readily accessible to existing infrastructure & utilities - an ideal location for Industrial Development, located next to existing employment generating uses.	A need to ensure the scheme is appropriate to context and does not adversely affect the neighbouring uses. Particular attention paid to SUDS and avoiding hazards for Dublin Airport.
Access to the site exists via entryway at CHR internal road, no need for demolition or removal of existing buildings to gain access to the site. Potential for additional access/egress.	Future masterplan requirements to be incorporated into the layout to ensure connectivity to adjacent lands is not compromised
Comparable industrial uses in close proximity, (Zoned as Heavy Industry).	Uses propoposed need to be appropriate and complimentary so that a purpose designed Recycling Hub is developed.

2.4 Access & Services

2.4.1 In terms of access the key design principles are:

- Connect to existing road infrastructure with a new entrance point via Council lands.
- Access and circulation provided within the site with a road hierarchy.
- Provision for cyclists and pedestrians.
- Road connections designed to suit existing scenario and also future-proofed in terms of design for delivery of wider Masterplan and future local road upgrade works.
- Provision for current and future services.
- Compliant road design widths with connectivity to pedestrian and cyclist network.

2.4.2 In summary the proposal has been designed to link to the existing footpath network, with several pedestrian connectivity points. This will provide a permeable layout and the network of foopaths will seamlessly link to the wider Huntstown and Coldwinters area. Adequate provision has also been made for current and future service requirements and the scheme design has incorporated best practice from comparative business parks in terms of road widths and service provision corridors.



Indicative layout sketch based on site layout and service requirements
(refer to attached drawings and infrastructure masterplan in section 4.15)

2.5 Overall Design Strategy

2.5.1 The key design principles and the overarching concept is:

- A coordinated and consistent approach to the design of the public realm and individual buildings.
- To locate the buildings at appropriate locations within the site.
- To provide high quality design for both workers and employers.
- New open areas incorporating SUDS, landscape features, linear pedestrian routes and cycle links.
- Boundaries to be defined by high quality landscaping.
- Create a strong identity and branding on the development.
- Design the buildings with a complimentary architectural language.

2.5.2 The primary business in the campus will be recycling facility along with a food container cleaning plant which will be delivered as a bespoke use as part of the development. With the applicant being part of Irish Recycling the development will be operated in accordance with Industry best practice in terms of management & operating procedures.

2.6 Height

2.7.1 In terms of how the proposed height(s) appear relative to the context we highlight the prevailing height in the area is typically heavy industry.

2.7.2 In respect of the proposed development building heights will vary in height up to 15.13 metres. The height and massing of the development has been given careful consideration and is considered appropriate having regard to the site's location and with there being no immediate public views of the site the scheme will integrate well relative to the surrounding context.

2.7 Materials

2.7.1 A variety of materials are proposed within the development to provide visual interest and to create a distinct sense of place. The overall aesthetic concept is one of coherence and quality, balancing integration with the surrounding context and also providing for a unique and modern identity.

2.7.2 We refer to accompanying drawings prepared by Coyle Consulting Engineers which detail proposed elevations.

2.8 Site services

2.8.1 The site is to be serviced via the existing Irish Water foul and water networks which pass through the site. Further details regarding site services are provided in a separate report by Coyle Consulting Engineers. Also to ensure no impact on the Irish Water wayleave traversing the site all buildings are positioned clear of same in order to ensure no impact on delivery of the Orbital Sewer network which traverses the site.

2.8.2 We also highlight discussions have been held between the Design Team and Irish Water on this matter and layouts as proposed are deemed acceptable by Irish Water, with adequate cover also proposed in terms of proposed finished ground and overall design levels.

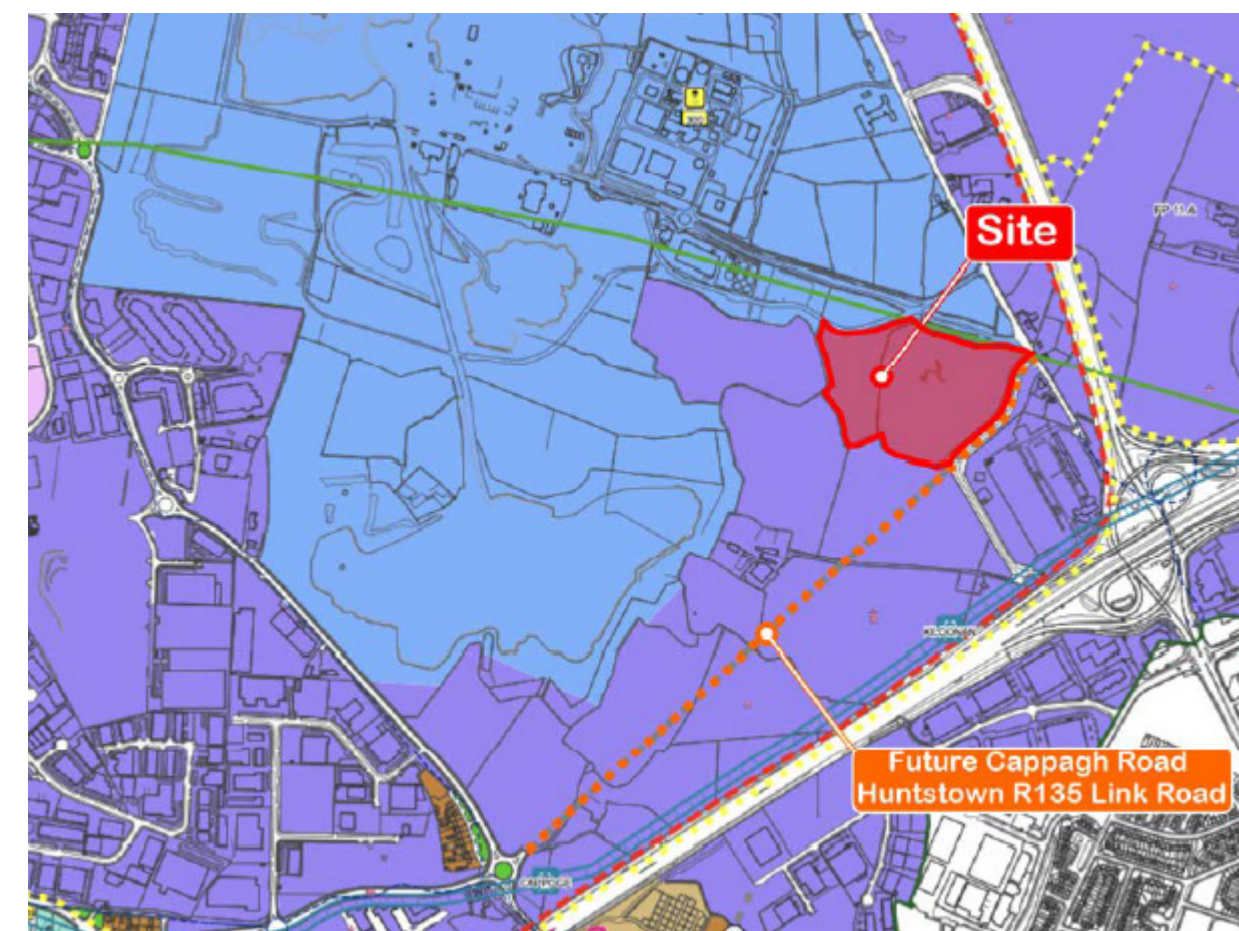
2.9 Sustainability

2.9.1 The design has been conceived to fully incorporate sustainable development with appropriate SUDS drainage infrastructure for this location which is proximate to Dublin Airport and provision made for sustainable travel modes.

2.10 Access & parking

2.10.1 The site will be accessed directly from the new access point. The enclosed Traffic and Transport Assessment by Trafficwise sets out how the scheme can be delivered to meet required standards. We also refer to section 4.3 of this statement for the details on parking and transport rationale.

2.10.2 The entrance layout has also been designed to be consistent with the Future Cappagh Road Huntstown R136 Link Road as per the recently adopted Development Plan 2023-2029.



2.11 Landscaping

2.11.1 A detailed landscape plan has been prepared and are enclosed. The design rationale is to design internal roads as tree lined avenues along with planted verges, pathways and further planting between the buildings and parking areas.

2.12 Lighting

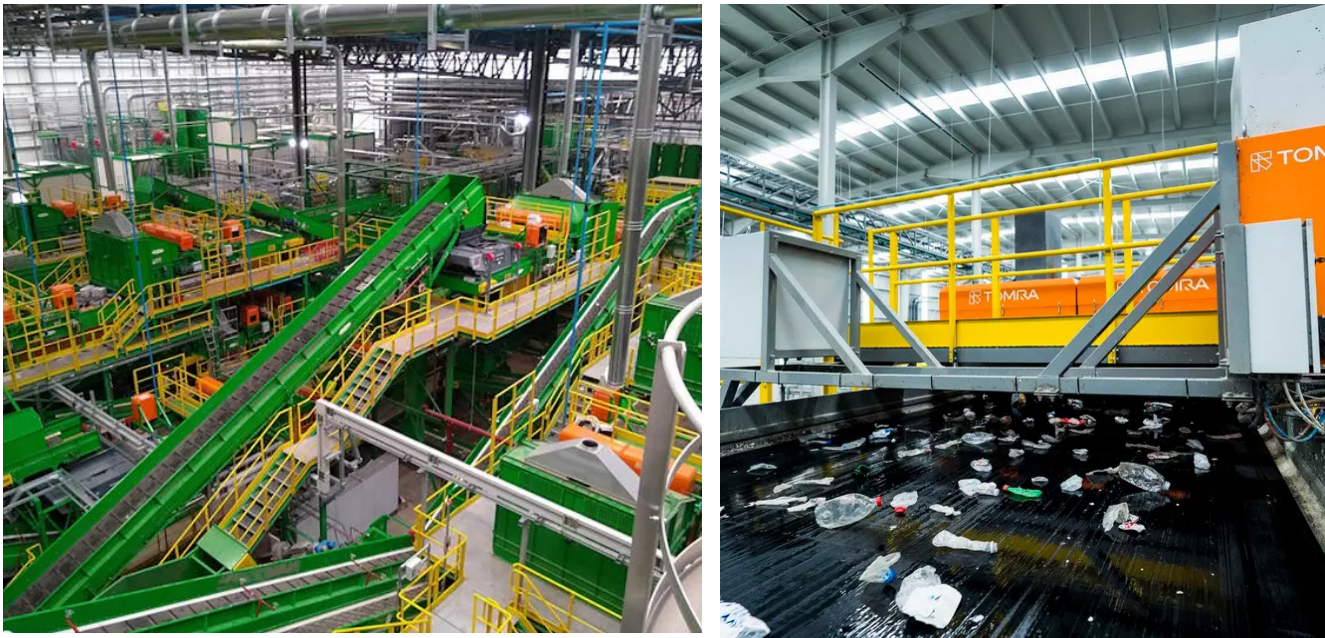
2.12.1 We refer to the accompanying lighting plan. The design approach is to provide for a safe and secure environment while avoiding light spillage to surrounding lands.

2.13 Recycling Facility & Design Strategy

- 2.14.1 The layout under phase 1 and future Masterplan scenarios (phase 2 & 3) have been strategically positioned to serve as focal points within the overall lands.
- 2.14.2 In terms of operational requirements the layout of a recycling facility can vary depending on the materials being recycled, the size of the facility, and other factors, but generally, a modern recycling facility will be designed with efficiency and safety in mind. For reference to explain the design rationale we summarise operating requirements below.
- Receiving area: This is the area where trucks or other vehicles deliver the recyclable materials to the facility. The receiving area may have a large open space for trucks to unload, as well as a weigh scale and other equipment to track incoming materials.
 - Internal sorting area: Once the materials have been delivered, they are typically sorted into different categories based on their type and quality. The sorting area may be divided into multiple sections or conveyor belts to separate different materials such as paper, plastic, glass, and metal.
 - Internal Processing area: After the materials have been sorted, they are typically processed to prepare them for recycling. This may involve shredding, grinding, or melting the materials, depending on their type. The processing area may have specialized equipment for each type of material, as well as dust collection systems and other safety features.
 - Internal Storage area: Once the materials have been processed, they may be stored temporarily before they are shipped out to be recycled. The storage area may have racks, shelves, or other storage systems to keep the materials organized and accessible.
 - Office and administrative area: The recycling facility will have an office and administrative area where employees can manage the operations of the facility, including scheduling deliveries, tracking materials, and communicating with customers and vendors.
 - Maintenance and repair area: Finally, the recycling facility may have a maintenance and repair area where equipment can be serviced and repaired as needed. This area may include a workshop, tool storage, and other equipment for maintenance and repairs.
- 2.14.3 Overall the layout of a recycling facility is designed to maximize efficiency, safety, and sustainability, while minimizing waste and environmental impact with all processing carried out internally in a controlled environment.
- 2.14.4 We refer to the attached plans for further design rationale of the buildings and site layout.

2.14 Recycling Process

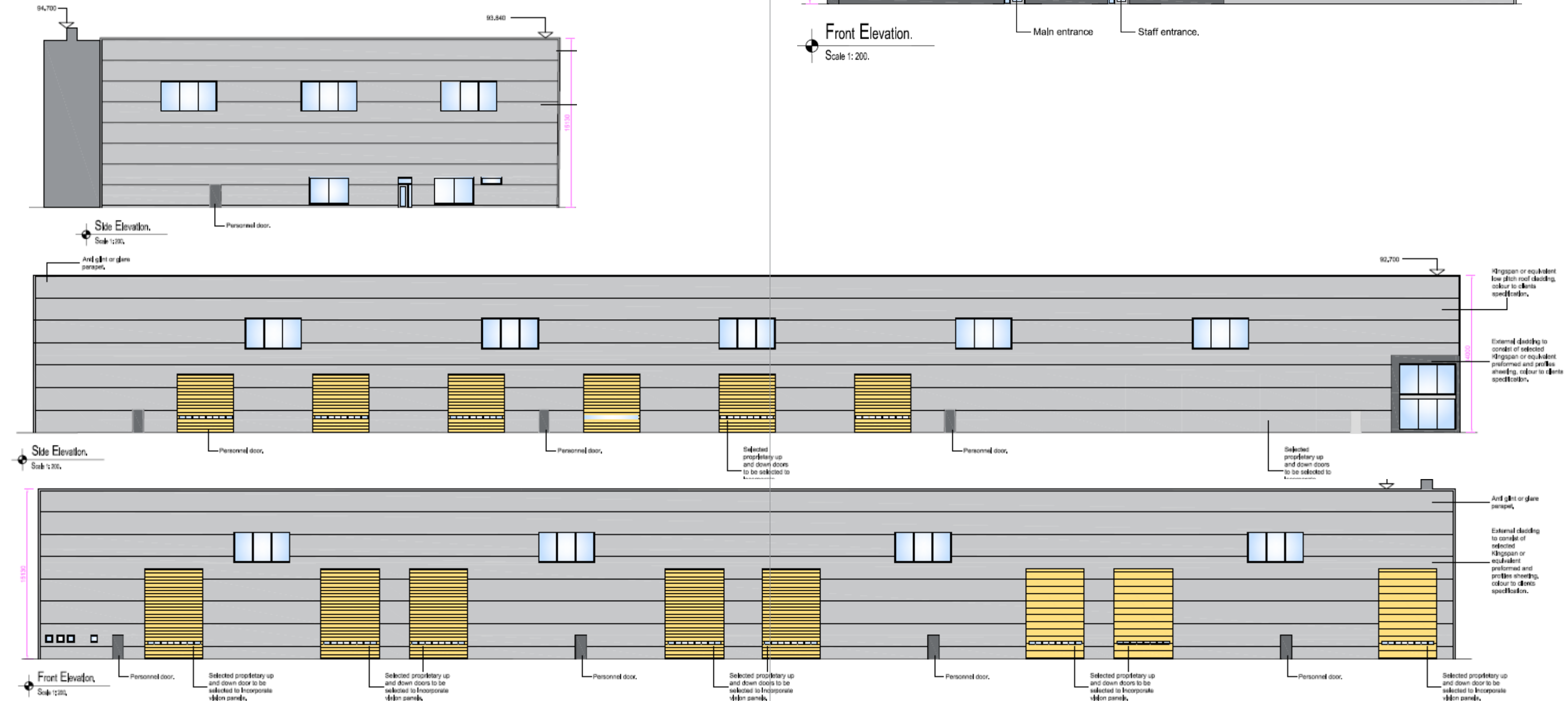
- 2.15.1 The process follows six key steps:
1. Collection: The first step in the recycling process is collecting the materials to be recycled. This can be done through curbside collection programs, drop-off centers, or other collection methods.
 2. Sorting: Once the materials have been collected, they need to be sorted into different categories based on their type and quality. This is typically done by hand or by using machines that can identify and separate different materials.
 3. Cleaning: After the materials have been sorted, they need to be cleaned to remove any contaminants such as dirt, food waste, or other debris that can interfere with the recycling process.
 4. Processing: Once the materials have been cleaned, they are processed into a form that can be used to make new products. This can involve shredding, melting, or other methods depending on the specific materials being recycled.
 5. Manufacturing: After the materials have been processed, they can be used to manufacture new products. This can include items such as recycled paper, plastic containers, or metal cans.
 6. Distribution: The final step in the recycling process is distributing the new products to consumers and end users.
- 2.15.2 Overall the recycling process plays a critical role in reducing waste, conserving natural resources, and protecting the environment by minimizing the need for new raw materials and reducing the amount of waste that ends up in landfill.



Example of recycling facility and internal plant arrangement

2.15 Industrial and warehouse units

- 2.16.1 We refer to the attached plans which provides for the operational requirements.
- 2.16.2 The orientation and layout of buildings within the proposed development is also designed to create a balance between scale, function, active streetscapes and also providing a sense of place.
- 2.16.3 As with any industrial park the form/layout of buildings has been conceived by specific end user requirements and balancing operational requirements to achieve a bespoke architectural appearance in terms of height, scale and mass.
- 2.16.4 The colour/material palette is selected to add interest along with fenestration at key focal points for street-level interaction. Also the grey colour palette is chosen to blend with the sky colour and helps reduce the mass of buildings.





03 | National & Regional Policy Context

- 3.1 Overview
- 3.2 National Policy Context
- 3.3 Regional Policy Context

02 National & Regional Policy Context

3.1 Overview

- 3.1.1 The key planning policy and guidance documents considered of relevance to the proposal are as follows:
- National Planning Framework 2040
 - Urban development and Building Height Guidelines
 - Smarter Travel
 - DMURS
 - Habitats Directive- Appropriate Assessment Guidelines
 - Environmental Impact Assessment: EPA Guidelines (2022)
 - Habitats Directive- Appropriate Assessment Guidelines
 - Climate Action Plan 2019
 - A Resource Opportunity - Waste Management Policy in Ireland
 - Regional Spatial & Economic Strategy
 - Eastern & Midlands Regional Waste Management Plan 2015-21

3.2 National Policy Context

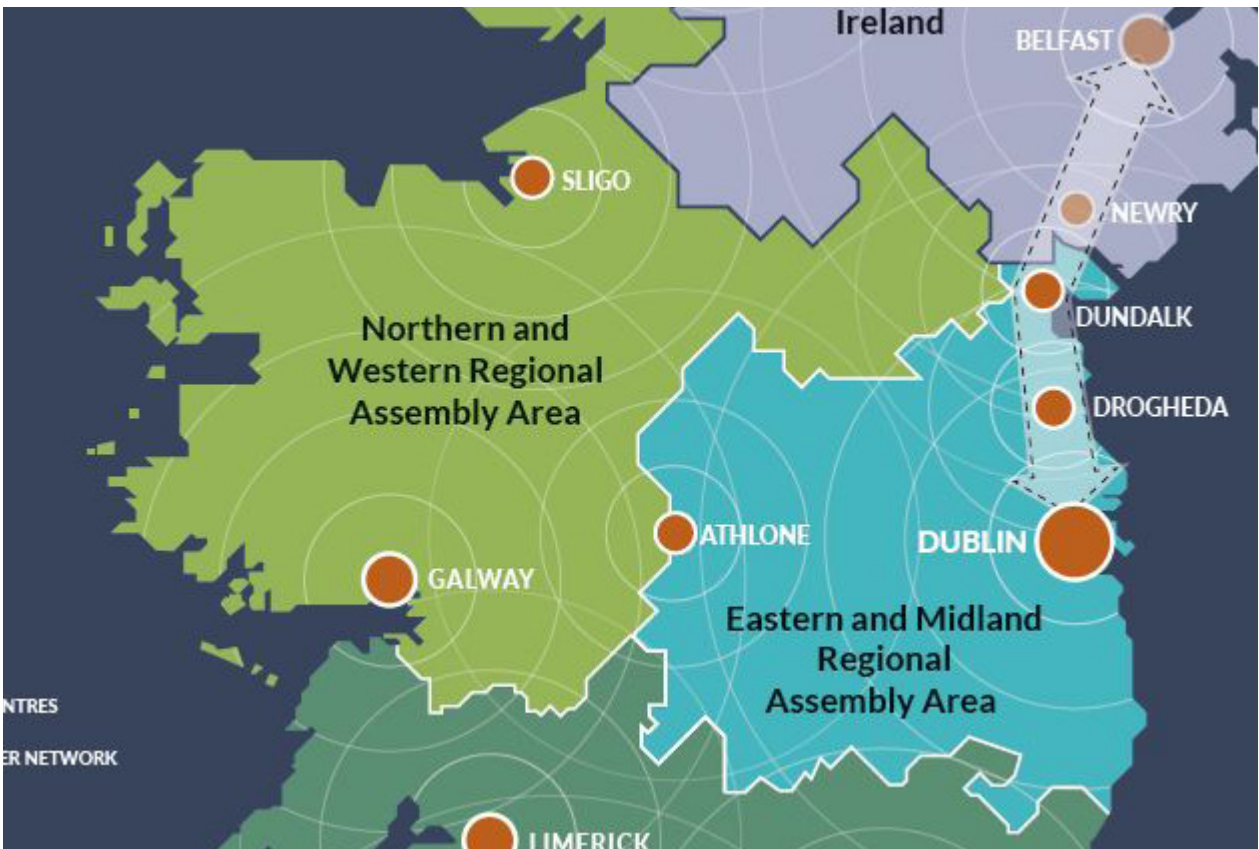
National Planning Framework

- 3.2.1 The NPF sets out the importance of development within existing urban areas by “making better use of under-utilised land including ‘infill’ and ‘brownfield’ and publicly owned sites together with higher housing and job densities, better services by existing facilities and public transport”.
- 3.2.2 In terms of specific objectives contained within the NPF we highlight the following:
- Objective 7 ‘Reversing the stagnation or decline of many smaller urban centres, by identifying and establishing new roles and functions and enhancement of local infrastructure and amenities’; and ‘Encouraging population growth in strong employment and service centres of all sizes, supported by employment growth.....’In more self-contained settlements of all sizes, supporting a continuation of balanced population and employment growth.’
 - Objective 11 ‘There will be a presumption in favour of development that encourages more people, jobs and activity within existing urban areas, subject to development meeting appropriate planning standards and achieving targeted growth.’
 - Objective 52 ‘The planning system will be responsive to our national environmental challenges and ensure that development occurs within environmental limits, having regard to the requirements of all relevant environmental legislation and the sustainable management of our natural capital.’
 - Objective 53 ‘Support the circular and bio economy including in particular through greater efficiency in land management, greater use of renewable resources and by reducing the rate of land use change from urban sprawl and new development.’
 - Objective 56 ‘Sustainably manage waste generation, invest in different types of waste treatment and support circular economy principles, prioritising prevention, reuse, recycling and recovery, to support a healthy environment, economy and society.’
- 3.2.3 The NPF continues to support the proposed development as part of its national strategic outcomes in that outcomes 3 and 5 specifically state:
- Outcome 5 – A Strong Economy Supported by Enterprise, Innovation and Skills – ‘A competitive, innovative and resilient regional enterprise base is essential to provide the jobs and employment opportunities for people to live and prosper in the regions.

- 3.2.4 The NPF states that Ireland’s population will increase by around one million by 2040. With this continued growth will present challenges in the provision of land and resources and put increased pressure on existing waste infrastructure and services. Regarding waste management section 9.2 of the NPF states:

‘While the ultimate aim is to decouple, as much as possible, consumption from waste generation over time, additional investment in waste management infrastructure, and in particular different types of waste treatment, will be required.

In managing our waste needs, the NPF supports circular economy principles that minimise waste going to landfill and maximise waste as a resource. This means that prevention, preparation for re-use, recycling and recovery are prioritised in that order, over the disposal of waste.’



Extract from the NPF and Dublin- Belfast growth corridor

- 3.2.5 In response we submit the proposed development is consistent with the aforementioned objectives and a ‘presumption in favour’ for the proposal is established by the NPF given the proposal can deliver more activity in the area. Specifically:
- The subject lands are serviced, which under the tiered approach set out in the NPF should be prioritized for development.
 - Objectives 7, 11, 52, 53 and 56 of the NPF are complied with.
 - The lands represent infill and site-based regeneration and currently under-used.
 - The lands are in close proximity to a number of significant employment centres.
 - Key objectives of the NPF are to manage waste generation and support the circular and bio economy.

3.2 National Policy Context (Contd.)

Urban Development and Building Heights

- 3.2.6 The guidelines put in place a presumption in favour of high buildings at locations with good public transport services, subject to design specifics. Paragraph 2.5 of the guidelines states that it is government policy that:

'Increased building height is a key factor in assisting modern place making and improving the overall quality of our urban environments.'

- 3.2.7 In relation to redevelopment and enhancement of urban areas the guidelines state that:

'To meet the needs of a growing population without growing out urban areas outwards requires more focus in planning policy and implementation in terms of reusing previously developed 'brownfield land', building up urban infill sites (which may not have been built on before) and either reusing or redeveloping existing sites and buildings that may not be in the optimal usage or format taking into account contemporary and future requirements.'

- 3.2.8 The guidelines also place significant emphasis on promoting development within the existing urban footprint utilising the existing sustainable mobility corridors and networks. They state:

'In order to optimise the effectiveness of this investment in terms of improved and more sustainable mobility choices and enhanced opportunities and choices in access to housing, jobs, community and social infrastructure, development plans must actively plan for and bring about increased density and height of development within the footprint of our developing sustainable mobility corridors.'

- 3.2.9 In response the proposed building heights up to 15.13 metres are an appropriate design response as envisaged under the guidelines for sustainable consolidation and densification.

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

- 3.2.10 The Government has committed in 'Smarter Travel - A Sustainable Transport Future: A New Transport Policy for Ireland 2009 - 2020' to reducing the total share of car commuting from 65% to 45%, a rise in non-car trips by 55% and that the total vehicle miles travelled by the car fleet will not increase. The key targets are as follows:

Future population employment growths will predominantly take place in sustainable compact forms which reduces the need to travel for employment and services;

- 500,000 more people will take alternative means to commute to work to the extent that the total share of car commuting will drop from 65% to 45%;
- Alternatives such as walking, cycling and public transport will be supported and provided to the extent that these will rise to 55% of total commuter journeys to work;
- The total kilometres travelled by the car fleet in 2020 will not increase significant from current levels;

- 3.2.11 Key to the achievement of these targets is better alignment between land-use and transport to minimise travel demand.

- 3.2.12 In response given the subject site is accessible from Pelletstown Train Station and the local bus, cycle and pedestrian networks the principle of the scheme in this location is in accordance with the principles set down in Smarter Travel.



02 National & Regional Policy Context

Design Manual for Urban Roads and Streets (DMURS)

3.2.13 DMURS sets out 4no. core design principles which designers must have regard to in the design of roads and streets. These four core principals are summarised as:

- Design principle 1: Connected networks
- Design principle 2: Multi functional streets
- Design principle 3: Pedestrian focus
- Design principle 4: Multi-disciplinary approach

3.2.14 DMURS acknowledges the challenges presented by industrial estates and business parks stating the following:

‘Business Parks / Industrial Estates are areas that are primarily focused on (and often purpose built for) providing areas of commercial and industrial activity outside of Centres. Streets within these areas generally have a low place status as buildings have little street presence and they are largely devoid of pedestrian activity. Many of these areas are in a state of transition toward more intensive commercial and residential uses replacing older industrial ones. As this transition occurs, the status of these places will rise. Place status in existing campus style Business Parks also tends to be higher and pedestrians can be highly active in these areas during business hours. Managing transitions within Business Parks/Industrial Estates presents a series of challenges to designers. As development within these areas intensifies, designers are encouraged to move toward standards that are better suited to densely populated urban areas (i.e. Centres and/or Neighbourhoods). However, the implementation of standards which seek to slow vehicular movement and increase pedestrian mobility (such as narrower carriageways or tighter corner radii), may be more difficult to implement due to the manoeuvrability requirements of larger vehicles. Under such circumstances designers may consider additional mitigation measures.’ (DMURS page 38)

3.2.15 Under the recently adopted Fingal Co Development Plan 2023-2029 an indicative road plan is included for the Cappagh Road abutting the southern boundary of this application site to become a local distributor road.

3.2.16 This objective of the FCDP has been incorporated into the layout, with adequate set-back(s) and also upgrade works proposed to the local road incorporating cycle lanes, a designated right turn lane and overall improvement works.

3.2.17 DMURS advises that in circumstances where there are regular turning movements by articulated vehicles corner radii may be increased to 9.0m and examples Industrial Estates. In response and given the nature of the development proposed (along with the future Masterplan for the overall lands) the primary internal junctions with the development spine road will be required to accommodate frequent access by articulated vehicles and have corner radii of 9 metres.

3.2.18 Also the spine road within the proposed development is provided with 2.0m verge and a minimum of 3.0m shared footway/cycleway accordingly internal junction visibility splays are generous.

3.2.19 The internal road network of the proposed development will generally be subject to 30 km/h speed limit. The minor roads connecting to the individual units and service yards are intended to support a lower speed environment in accordance with the general principles of DMURS. Dedicated cycle lanes are not proposed within the site since demand is likely to be low, pedestrian and cyclist volumes will be low and traffic volumes will similarly be low which should contribute toward a safe environment in which to share footway space.

3.2.20 All visibility splays will be maintained clear of obstructions, however, objects that would not be large enough to wholly obscure a vehicle, pedestrian or cyclist are acceptable providing their impact on the overall visibility envelope is not significant. Landscaping along the internal roads is mindful of the cumulative effect of street trees within the verge area.

3.2.21 The proposed development lands will provide for an appropriate speed environment. In accordance with DMURS Table 4.1 all internal roads have been designed to a maximum Design Speed of 50kph whilst the minor roads serving the local needs of the industrial units will be subject to a 30kph speed limit designed to be self-enforcing through the principles of DMURS and the inclusion of signage and road markings.

3.2.22 In summary the road network for the proposed development will provide safe and appropriate conditions for pedestrians and cyclists. This should encourage insofar as practicable a modal shift in favour of cycling and walking over use of private motor vehicles especially for those living and employed locally.

3.2.23 Finally given the frequency of commercial vehicle access it is not intended that raised thresholds/ crossings will be provided. Pedestrian crossing facilities in the form of dropped kerbs incorporating tactile paving are designed and located so as to accommodate the expected pedestrian desire lines. Dropped crossings will be provided to accommodate pedestrians crossing at all internal junctions with the internal spine road.

3.2.24 Overall the site layout is DMURS compliant and will facilitate the future development of the Masterplan lands with provision made for additional junctions along the main spine road.

02 National & Regional Policy Context

Appropriate Assessment of Plans and Projects; Guidelines for Planning Authorities

- 3.2.25 In accordance with Article 6(3) and (4) of the EU Habitats Directive 92/43/EEC and 'Appropriate Assessment of Planning and Projects' an assessment of the potential impacts of the proposed development on Natura 2000 sites has been carried out. We refer to the accompanying Appropriate Assessment Screening report prepared by Dixon Brosnan.
- 3.2.26 In light of the assessment carried out by Dixon Brosnan we submit the Planning Authority as the competent authority should also reach a conclusion that on the basis of objective information that the proposal, individually or in combination with other plans or projects, will not have a significant effect on any Natura 2000 site.

Environmental Impact Assessment: EPA Guidelines (2022)

- 3.2.27 The current requirements for EIA are set out by the European Union in Council Directive 2011/92/EU, as amended 2014/52/EU (EIA Directive). This legislation guides member states on the assessment of the effects of certain public and private projects on the environment.
- 3.2.28 In summary an EIAR is enclosed that fulfils the requirements set out by the recently published EPA Guidelines on the information to be contained in Environmental Impact Assessment Reports (May 2022) and also legislative requirements under the Planning and Development Regulations.
- 3.2.29 The EIAR sets out in detail the current state of the environment in the vicinity of the proposed development site to quantify the possible effects of the proposed development on the environment.
- 3.2.30 Further particulars are addressed in the EIAR enclosed and provides all required information to enable the competent authority to conduct the Environmental Impact Assessment of the proposed development

Climate Action Plan 2019

- 3.2.31 The Climate Action Plan 2019 sets out an ambitious course of action over the coming years to address climate change. It outlines the current state of play across key sectors including Electricity, Transport, Built Environment, Industry and Agriculture and charts a course towards ambitious decarbonisation targets.
- 3.2.32 The Plan sets out governance arrangements including carbon-proofing policies, establishment of carbon budgets, a strengthened Climate Change Advisory Council and greater accountability to the Oireachtas.
- 3.2.33 The Plan clearly recognises that Ireland must significantly step up its commitments to tackle climate disruption.
- 3.2.34 With regards to Waste the Climate Action Plan seeks to develop coherent reduction strategies for plastics, food waste, and resource use, increase the level and the quality of recycling, with less contamination and greater replacement of virgin materials by recycling and eliminate non-recyclable plastic. The plan also seeks to reduce the reliance on landfill with sharp reductions in plastics and compostables entering landfill. Ireland's material consumption is well above the EU average, and continues to rise as the economy recovers and grows.
- 3.2.35 The Plan also notes that Irish and regional waste policy is based on a waste hierarchy: waste prevention; preparing for reuse; recycling; and energy recovery; with disposal, namely landfill, being the least desirable option. It is implemented by the Government, local authorities and the EPA. Its present strategic plan (2014 -2020) is called Towards a Resource Efficient Ireland and is backed by three Regional Waste Management Plans (2015-2021).
- 3.2.36 Overall the plan seeks to transform our approach to waste in line with modern, circular economy principles. This will involve a mind-set change from accepting waste as a fact of life to demanding the highest level of protection for our natural and man-made resources and the environment.
- 3.2.37 The Climate Action Plan comprises a number of Actions to increase recycling including action number 136 which seeks to revise waste legislation to incorporate new circular economy requirements, including legally binding waste/recycling targets whilst Action Number 137 seeks to develop a new National Waste Prevention Programme, and Regional Waste Management Plans that will guide our transition to a circular economy by EPA and Local Authorities.
- 3.2.38 In response the proposal is fully consistent with the Climate Action Plan and the policy context set out therein to increase recycling.



02 National & Regional Policy Context

A Resource Opportunity - Waste Management Policy in Ireland

- 3.2.39 This policy document sets out the measures through which Ireland will make further progress to become a recycling society, placing a focus on resource efficiency and seeking the elimination of landfilling of municipal waste. It is based on five key principles, prevention, preparing for reuse, recycling, recovery and disposal.
- 3.2.40 It sets out how the higher tiers can reduce our reliance on finite resources, virtually eliminate our reliance on landfill and minimise the impact on our environment. The policy documents set out the measures through which Ireland will make the further progress necessary to become a recycling society and comprises a number of key measures including:
- The development of Waste management plans will remain a function of local authorities. a significant resource of expertise and experience has been developed within the local authority system which can, in conjunction with the support of the national Waste management planning coordination committee, deliver new waste management plans. a shared service approach to planning of waste management will be expected to yield more efficient outcomes under a new regional waste management planning configuration which will be decided by the local authorities.
 - New plans will be required to reflect national policy and set out how such policy will be implemented in the region during the period of the plan
 - The areas of reuse and opportunities for preparation for reuse will be encouraged and promoted through the renewed national Waste prevention programme, the environmental awareness work of local authorities, the producer responsibility initiative compliance schemes and the enterprise support agencies. this will build on existing examples of reuse websites such as smile and Freetrade ireland, which facilitate the reuse of unwanted goods between businesses and between members of the public.
 - The producer responsibility initiative review will examine the issue of a reuse policy for electrical and electronic equipment and other producer responsibility initiative sectors and will make recommendations which will inform short-term policy development to support further progress in this area.
 - Conditions imposed on each waste collection permit to prohibit waste which has been source segregated by the waste producer for the purposes of recycling, from being sent for recovery or for disposal, will be rigorously enforced.
 - The development of appropriate treatment requirements and quality standards for the production of fuels from waste will be examined in order to assist in the acceptance and marketability of such fuels.
 - Measures to encourage the attainment of more ambitious eu recovery targets in specific waste streams will be finalised in light of the findings of the review of producer responsibility initiatives.
- 3.2.41 In response the proposal is fully consistent with the Climate Action Plan and the policy context set out therein to increase recycling.

3.3 Regional Policy Context

Regional Spatial Economic Strategy

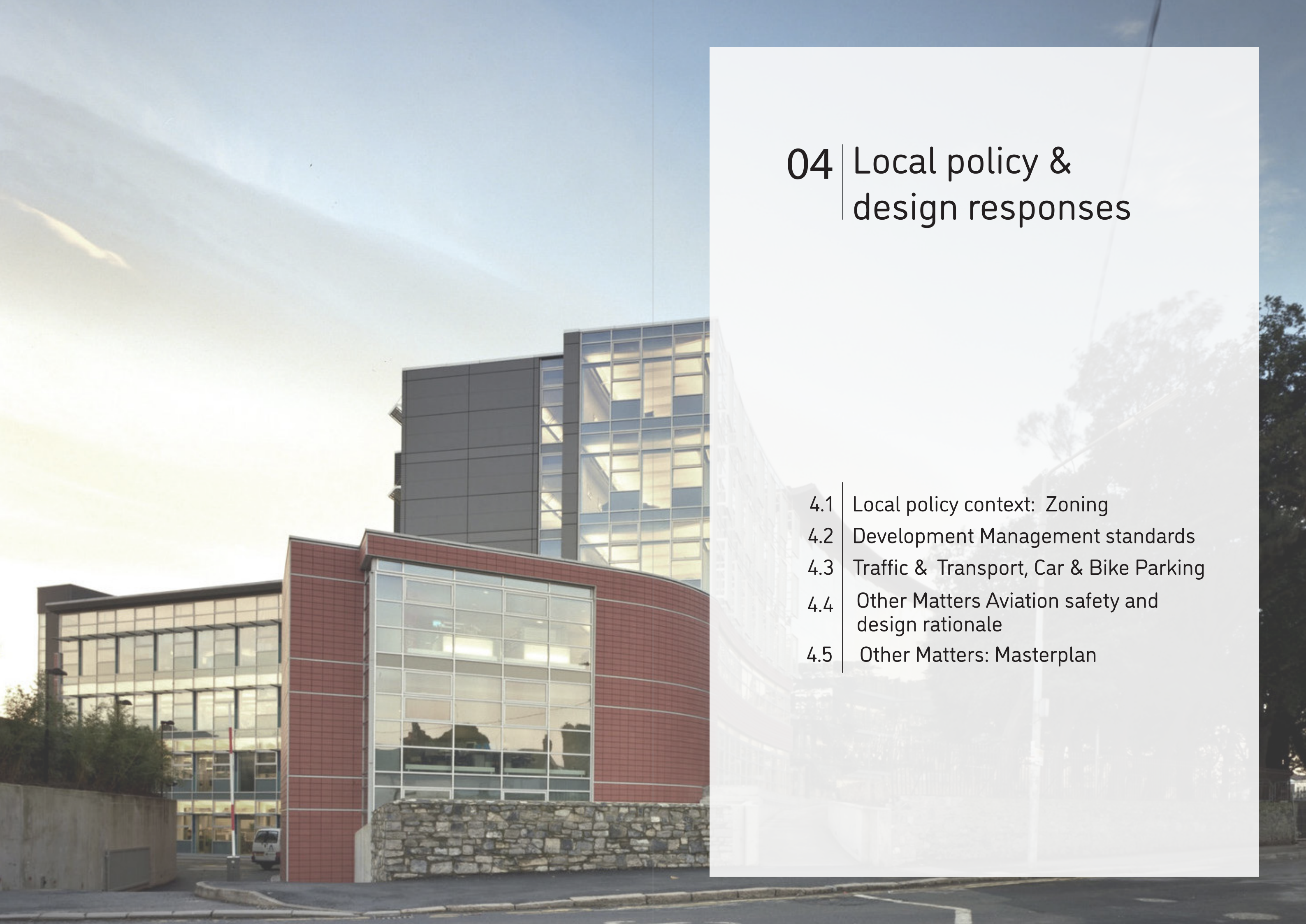
- 3.3.1 The RSES for the Eastern and Midland Region (EMRA) sets out the strategic plan and investment framework aimed to 'shape future development and to better manage regional planning and economic development throughout the Region.'
- 3.3.2 Of note Blanchardstown is recognised by the Regional Spatial and Economic Strategy (RSES2018) as apart of the Dublin City and Suburbs which has 'International business core with a highly concentrated and diversified employment base and higher order retail, arts, culture and leisure offer. Acts as national transport hub with strong inter and intra-regional connections and an extensive commuter catchment.
- 3.3.3 In terms of the proposal we note the development strategy in the RSES echoes the NPF in that it states:
- Section 4.1 'Our RSES must equip this region with enabling objectives to encourage innovation, commercialisation and investment.'
 - RPO 3.13: 'To support the role of smaller and medium sized towns, which demonstrate an important role in terms of service provision and employment for their catchments within the economic function of the county. Such settlements will be identified through the Development Plan process as part of the Settlement Hierarchy and the Core Strategy.'
 - RPO4.25: 'Support the upscaling of businesses, increase exports, and strengthen internal collaborations within the value chain to allow more products from the region to have access to transformation and export processes, and increasing the added value contribution through R&D (in both product and process) and the implementation of advanced manufacturing technologies'
- 3.3.4 In regards to waste management the RSES states:
- 'Waste is defined as anything that is discarded. A circular economy is one where materials are retained in use at their highest value far as fang as possible and are then re-used or recycled, leaving a minimum of residual waste. This Strategy supports the move ta a more circular economy as this will save resources, increase resource efficiency, and help ta reduce carbon emissions. The successful implementation of circular economy principles will help to reduce the volume of waste that the Region produces and has to manage and will assist in delivering the resource efficiency ambition of the Europe 2020 Strategy.'
- 3.3.5 Also the RSES states under RPO 10.25
- 'Development plans shall identify how waste will be reduced, in line with the principles of the circular economy, facilitating the use of materials at their highest value for as long as possible and how remaining quantum of waste will be managed and shall promote the inclusion in developments of adequate and easily accessible storage space that supports the separate collection of dry recyclables and food and shall take account of the requirements of the Eastern and Midlands Region Waste Management Plan.'
- 3.3.6 In response we submit it is clear the RSES seeks to encourage innovation, commercialisation and the growth of the circular economy and overall recycling targets.
- 3.3.7 Therefore in this context it is clear the proposal is consistent with the objectives within the RSES.

02 National & Regional Policy Context

Eastern & Midlands Regional Waste Management Plan 2015-21

- 3.3.8 The Waste Management Plan for the Eastern-Midlands Waste Region (EMWR Plan) is the framework for the prevention and management of wastes in a safe and sustainable manner. The scope of the EMWR Plan is broad and provides policy direction, setting out waste management objectives and a roadmap of actions to achieve those objectives.
- 3.3.9 To ensure that national and regional recovery and recycling targets are met, to minimise the amount of waste disposed to landfill and to roll out circular economy initiatives there is a need to increase indigenous waste recycling and recovery capacity.
- 3.3.10 The Plan also supports a move towards achieving a circular economy which is essential if the region is to make better use of resources and become more resource efficient. In the global economy, the demand and competition for finite and sometimes scarce resources will continue to increase, and pressure on resources is causing greater environmental degradation and fragility. Making better uses of these resources, reducing the leakage of materials from our economies, will deliver benefits economically and environmentally.
- 3.3.11 The following policies as part of the Eastern Midlands Regional Waste Management Plan are applicable to the proposed development:
- Policy IUP 21 – Transition from a Waste Economy Towards a Green Circular Economy: Support the principles of transition from a waste management economy to a green circular economy and implement good waste management and best practices to enable Fingal to become self- sufficient in terms of resource and waste management and to enhance employment and increase the value recovery and recirculation of resources.
 - Objective IUO28 – Eastern Midlands Region Waste Management Plan: Implement the provisions of the Eastern Midlands Waste Management Plan 2015-2021, or any subsequent Waste Management Plan applicable within the lifetime of the Development Plan. All prospective developments in the County will be expected to take account of the provisions of the Regional Waste Management Plan and adhere to the requirements of the Plan
 - Objective IUO29 – Sustainable Waste Recovery & Disposal: Provide for, promote and facilitate high quality sustainable waste recovery and disposal infrastructure/technology in keeping with the EU waste hierarchy, national legislation and regional waste management policy to adequately cater for Fingal's growing population.
 - Policy IUP 21 – Recycling/Re-Use: Promote and encourage the establishment of re-use, recycling and repair activities to prevent and minimise waste generation and disposal in accordance with the Eastern Midlands Waste Management Plan 2015-2021 (or any subsequent plan).
- 3.3.12 In response the proposal is also fully consistent with the EMWR and the policy context set out therein to increase recycling.





04 | Local policy & design responses

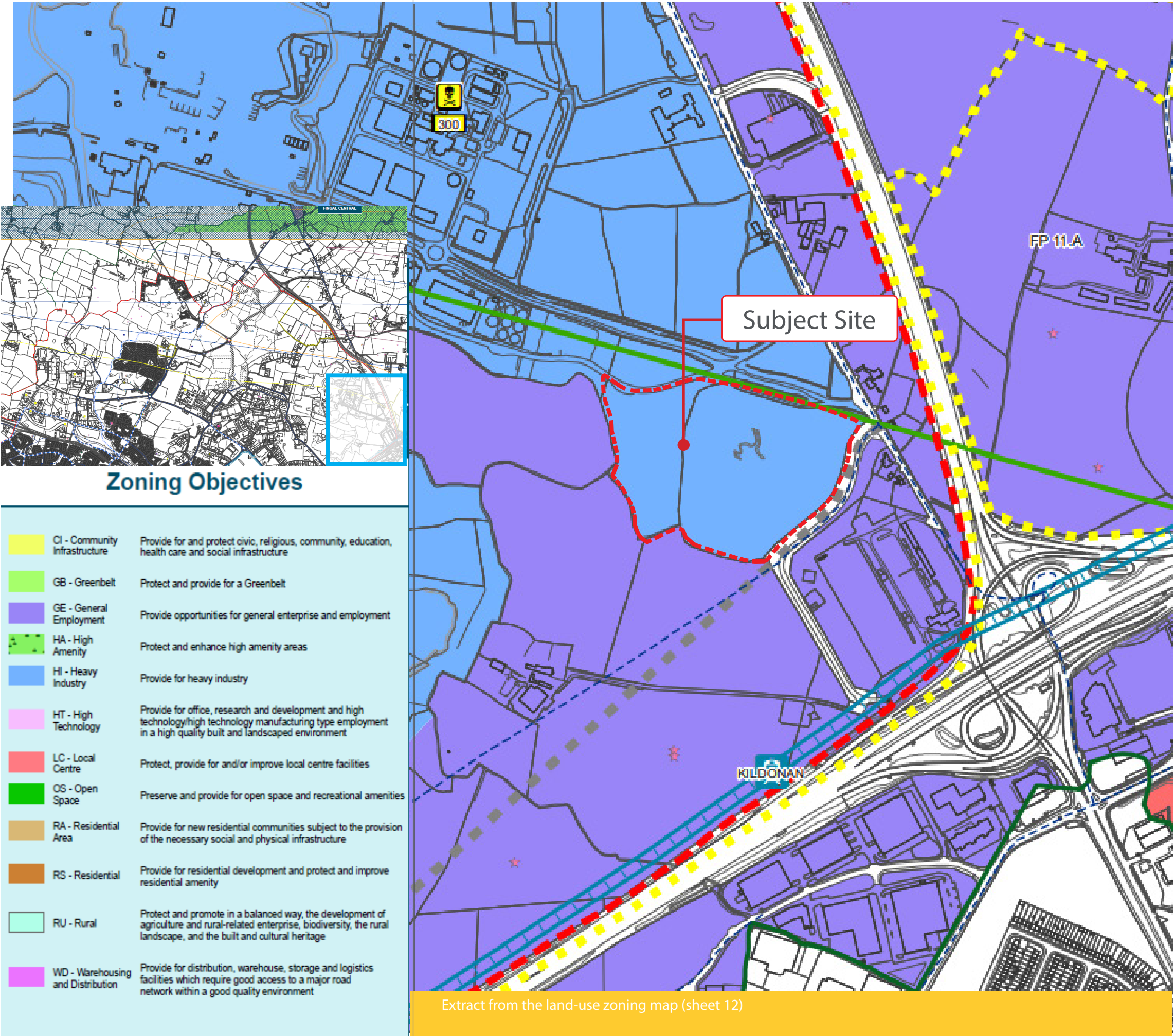
- 4.1 Local policy context: Zoning
- 4.2 Development Management standards
- 4.3 Traffic & Transport, Car & Bike Parking
- 4.4 Other Matters Aviation safety and design rationale
- 4.5 Other Matters: Masterplan

04 Local Policy & Design Responses

4.1 Local Policy Context: Zoning

- 4.1.1 The Fingal County Development Plan 2023-2029 (FCDP) sets out the strategic land use objectives and policies for the overall development of the county.
- 4.1.2 In terms of zoning the subject lands are designated in the FDP 2023-2029 as 'HI - Heavy Industry.'
- 4.1.3 The overall vision for Heavy Industry lands are:

'To facilitate opportunities for industrial uses, activities and processes which may give rise to land use conflict if located within other zonings. Such uses, activities and processes would be likely to produce adverse impacts, for example, by way of noise, dust or visual impacts. HI areas provide suitable and accessible locations specifically for heavy industry and shall be reserved solely for such uses.'
- 4.1.4 On review of the zoning provisions we note the proposed development is acceptable as a 'Waste Disposal and Recovery Facility.'
- 4.1.5 In summary we submit the proposal is consistent with the zoning and objectives for the site as per the FCDP.



4.1 Local Policy Context: Fingal Development Plan 2023-2029

Waste policies and objectives

- 4.1.6 Section 11.6 of the FCDP sets out the objectives and policies and states:
- ‘Fingal will continue to facilitate the implementation of national legislation and national and regional waste management policy having regard to the waste hierarchy, including the Eastern Midlands Region Waste Management Plan 2015–2021 (EMRWMP), which informs these Development Plan policies and objectives. The implementation of the EMRWMP must ensure that European and national mandatory targets are achieved and, in doing so, that the health of communities in the region, its people and the environment are not compromised. A National Waste Management Plan for a Circular Economy is currently in preparation and this will replace the existing Regional Waste Management Plans.’
- 4.1.7 Relevant policies include:
- IUP20: Support the implementation of existing waste management policy and promote education and awareness on all issues associated with waste management, both at industry and community level, including the promotion of waste reduction by encouraging reuse, recycling and recovery of waste. Fingal County Council will continue to promote and support the objectives of the Eastern and Midlands Region Waste Management Plan 2015–2021, or such plans as may be updated.
 - IUP21: Have regard to European Union, National and Regional waste and related environmental policy, legislation, guidance and codes of practice to improve management of material resources and wastes.
 - IUP22: Support the principles of transition from a waste economy towards a green circular economy and implement good waste management and best practices to enable Fingal to become self-sufficient in terms of resource and waste management and to enhance employment and increase the value recovery and recirculation of resources, in accordance with the Whole-of-Government Circular Economy Strategy 2022.
 - IU028: Implement the provisions of the Eastern Midlands Region Waste Management Plan 2015–2021 or any subsequent Waste Management Plan applicable within the lifetime of the Development Plan. All prospective developments in the County will be expected to take account of the provisions of the Regional Waste Management Plan and adhere to the requirements of that Plan.
 - IU029: Provide for, promote and facilitate high quality sustainable waste recovery and disposal infrastructure/technology in keeping with the EU waste hierarchy, national legislation and regional waste management policy to adequately cater for Fingal’s growing population.
 - IUP24: Promote and encourage the establishment of re-use, recycling and repair activities to prevent and minimise waste generation and disposal, in accordance with the Eastern Midlands Region Waste Management Plan 2015–2021 (or any subsequent plan). Objective WM07 - Promote the increased re-use of waste in accordance with the Eastern Midlands Region Waste Management Plan 2015 -2021 (or any subsequent plan).
- 4.1.8 In response it is evident from the Fingal County Development Plan 2023-2029 that there is a strong emphasis on managing waste with a clear emphasis on recycling and reusing waste.
- 4.1.9 The proposed development is therefore fully consistent with the policies set out in the Development Plan whilst also being in compliance with the National objectives for Waste Management and recycling.

Business Parks and Industrial Areas

- 4.1.10 Section 14.15.1 of the FCDP sets out that business parks and industrial estates in Fingal are intended to provide high quality physical environments for business and industry, reflecting the character of the County and increasing its competitiveness. Of note objective DMS089 seeks to ‘ensure that the design and siting any new Business Parks and Industrial Area conforms to the principles of Design Guidelines as outlined in Table 14.15.
- 4.1.11 Further objective DMS05 requires that for any development of over 300sq.m. of commercial development such a proposal should be accompanied by a Design Statement, which should:
- Explain the design principles and design concept.
 - Demonstrate how the twelve urban design criteria (as per the ‘Urban Design Manual A Best Practice Guide’ have been taken into account when designing schemes in urban areas.
 - Outline how the development meets the Development Plan Objectives, and the objectives of any Local Area Plan, Masterplan, Urban Centre Strategy, Framework Plan or other similar Plan affecting the site.
 - Include photographs of the site and its surroundings.
 - Include other illustrations such as photo montages, perspectives, sketches.
 - Outline detailed proposals for open space and ensure the provision of open space is designed in from the beginning when designing a new scheme.
 - Outline a detailed high quality open space and landscape design plan including specifications, prepared by suitably qualified professionals.
 - Outline how Green Infrastructure integrates into the scheme.
 - Demonstrate how the proposed scheme contributes in a positive manner to the public realm and to the local context.
 - Provide detail in relation to all intended finishing materials to be applied throughout the scheme, including an overall materials palette demonstrating suitability for the scheme, its context and the streetscape
- 4.1.12 In response section 4.2 of this statement sets out the design rationale for the scheme and how objective DMS05 is complied with.
- Economic Development & Clustering
- 4.1.13 The application site is strategically located along the M50 and the N2, being less than 6km west of the Dublin-Belfast/M1 and along with eastern economic corridor. The FCDP outlines that it is important that the integrity of the corridor is sustained and protected and for this reason only appropriate developments will be permitted at identified locations.
- 4.1.14 In response we submit the proposed development adheres to the development plan policies in relation to economic development and clustering. Being phase one of the wider Circular Hub planned for the overall lands the design rationale future proofs clustering of additional recycling facilities at this location in due course.
- 4.1.15 Of note the FCDP under chapter 7 provides support to this approach stating that:
- ‘Sustainable economic development also can be achieved through clustering. A key economic policy concept, whereby enterprises and industries that have common features cluster together in locations in order to achieve economies of scale and derive the benefits associated from networking opportunities, innovation, synergies, sharing a skilled workforce, and the use of developed infrastructure.’

04 Design Summary & Planning Response

- 4.1.16 We submit the proposed development is consistent with Objective EE012, Chapter 7 which aims to:
- ‘Support existing successful clusters in Fingal, such as those in the ICT, pharmaceutical, aviation and agri-food sectors, and promote new and emerging clustering opportunities across all economic sectors within the County’.
- 4.1.17 Further the FCDP set out the aims for economic development over the plan period. We note the proposed development helps meet several of these objectives including:
- Objective EEP6 Utilise the measures and powers available to Fingal to encourage and promote the regeneration of employment areas in need of renewal, for instance in underperforming or outdated commercial and/ or industrial areas.
 - Objective EE06 Promote the regeneration of obsolete and/ or underutilised buildings and lands that could yield economic benefits, with appropriate uses and subject to the proper planning and development of the area.
- 4.1.18 In summary we submit the proposed development will contribute to economic growth and provides employment in a strategic location that will serve the Greater Dublin Area.

Industrial & Economic Development

- 4.1.30 The proposed development incorporating recycling along with ancillary offices is with the zoning objectives for the lands. The following objectives outlined in the FCDP are highlighted as relevant:
- Objective EEP14 Actively seek and facilitate continued opportunities for investment in and development of FDI and Indigenous enterprises at appropriate locations in the County.
 - Objective DMS089- Ensure that the design and siting of any new Business Parks and Industrial Areas, including office developments, conforms to the principles of Design Guidelines as outlined in Table 14.15.1
 - Objective EEP20 - Promote the growth of the manufacturing sector in Fingal by responding to the varying needs and requirements of the different components within the sector and by creating high quality built environments offering a range of building sizes and formats, supported by the targeted provision of necessary infrastructure.
- 4.1.32 In summary we submit the proposed development is appropriate for the subject lands and consistent with the FCDP objectives aforementioned.

4.2 Development Management Standards

- 4.2.1 Development management is one of the main implementation tools within the FCDP to ensure development occurs in an orderly and efficient manner. The proposed development has been created to promote a high standard of design and amenity to complement the existing character of the surrounding Huntstown and Coldwinters area. As we detail below the design of the business park has taken into account best practice design standards from other industrial parks within the area so that a high-quality layout and design of buildings has been integrated into the scheme design.
- 4.2.2 The proposal aims to promote several of the common principles of good development such as accessibility, green infrastructure and sustainable design together with best practice in architectural design and conservation.
- 4.2.3 We detail below how the requirements of Table 14.15.1 of the FCDP and objective DMS089 are complied with. In summary the design and layout of the proposed development provides for a high quality design, visual continuity, pedestrian/cycle friendly environments whilst meeting the functional requirements of the operations going forward.

Objectives & Urban Design Objectives of	Response
Access & Circulation	The lands are well serviced by existing road infrastructure, with access gained from the southern site boundary. Connections to the wider area are provided by the National Road N2 and the Regional Road R135 which connect the site to the wider Blanchardstown area. The entrance arrangements are designed to meet required standards. The car and cycling parking are sited to be in close proximity to the main building entrances to ensure ease of access for visitors and employees. Pedestrian, cyclist and vehicular routes provide connectivity and overall the design will provide for permeability and access for both now and in future developments on adjacent lands.
Pedestrian/Cycle Connections	The proposal has been designed to accommodate pedestrian and cycle circulation in a safe and efficient manner. We refer to the TTA and Mobility Management Plan prepared by Trafficwise for further details.
Permeability	The building layouts, internal road layouts, setbacks, car parking and landscaping have been integrated to achieve good permeability for the proposed scheme, both meeting current operational requirements and to facilitate future masterplan requirements with a through-road achievable as part of the site layout.
Lighting	Public lighting has been designed with regard to Table 14.15.1 and we refer to the public lighting report and drawings for further details.
Loading/Service Areas	The loading areas are located to the sides of the proposed units, with proposed loading bays effectively integrated into the proposed facade design and service yard layout.

04 Design Summary & Planning Response

4.2 Development Management Standards contd.

Objectives & Urban Design Objectives of	Response
Waste/Recycling	Waste management and recycling have been considered as part of the design of the development with bin storage and recycling points located at points where they are screened from adjoining estate roads. Also all processes are to be carried out internally.
Storage (Plant, Materials, Machinery)	The ESB substation, weighbridge building, ancillary storage buildings and bicycle shelter have been carefully located within the subject site, to maximise accessibility whilst also being at less conspicuous locations within the overall layout.
Set Backs	The setback from site boundaries, adjacent roads and landscape buffers along these streets is consistent with best practice and has regard to the 10m and 7m guidance set out in FCDP to the greatest practical extent. In addition, the building layout and elevation design provides for a level of activation onto the site. Landscaped buffer areas are also provided to the site perimeter.
Signage	The proposed recycling facility includes signage zone on the building elevations as detailed on the architectural drawings. The scale of the proposed signage is considered to be compatible with the scale of the proposed units, the surrounding context. The proposed signage by way of size does not detract from the visual amenity of the area.
Sustainability	The proposal has been designed with regard to sustainability.
Building Orientation and Road Frontage	The siting and orientation of the proposed units ensures active frontages within the site, whilst also balancing the operational requirements
Massing and Form	The scale and massing of the development is appropriate given the size of the site and the surrounding context. Careful consideration has been given during the design stage, to ensuring that the proposed development will be designed to achieve a suitable standard of architecture, designed to assimilate into and complement the receiving landscape and built environment.
Building Appearance and Materials and Colour Palate	The design team and applicant have carefully considered the materiality and treatment of the building facades and propose an effective facade treatment which aims to break down the building mass and enhance the visual interest of the proposed unit. In keeping with a facility of this nature the proposed material palette consists of architectural wall panels with variation in panel type and colour to effectively modulate the elevations.

Objectives & Urban Design Objectives of	Response
Appearance	The design and layout of the proposed development provides for a high-quality design, visual continuity and pedestrian/cycle friendly environment whilst at the same time ensuring the functioning of business park.
Facades	The proposed facade finishes are in keeping with what is expected for a Business Park with contemporary finishes to ensure durability. The main facade material will consist primarily of architectural wall panels in horizontal format. The entrance is differentiated from the main mass of the building adding to the overall design aesthetic and utilising extensive fenestration and glazing to enhance activity onto the main entrance and arrivals area of the site.
Roofscape	Roof elements should be simple in form and continuous. The facade design maintains a simple, unified parapet line for the proposed buildings.
Telecommunications and Antenna Equipment	No plant is proposed at roof level which would be visible against the skyline. We refer to the architectural drawings.
Solar, Utility, Electrical and Mechanical Equipment	The proposal includes zones for potential future PV panels at roof level. The design and layout of the PV panels have been informed by the Glint and Glare Assessment and also addressed in the accompanying Aviation report by O'Dwyer & Associates.
Building Entrances	All buildings and the main entrance are enhanced with feature cladding surround and elements of curtain wall glazing. Glazing is also provided to first floor office and staff welfare areas.
Parking	Refer to the attached TTA and section 4.4 of this statement for the parking rationale. Given the low staff volumes required a reduced parking provision is proposed which is good practice.
Landscaping and Boundary Treatment	The proposed landscaping enhances the visual character of the area by promoting the planting of trees and other shrubbery within the site. Existing trees and hedgerows are retained wherever possible along site boundaries and the site extent provides for a generous buffer zone to the perimeter.

Summary responses to table 14.15.1 of the FCDP- Site Design Objectives

04 Design Summary & Planning Response

4.2 Development Management Standards (contd.)

4.2.1 To lead on from the responses to table 14.15.1 of the FCDP we also set out below how ancillary development management criteria are complied with.

Objectives & Urban Design Objectives of the Guidelines	Response
Objective DMSO119 Limit the number of car parking spaces at places of work and education so as to minimise car-borne commuting.	We refer to the attached TTA and parking allocation in section 4.3 below. The parking rationale is based on operational requirements and avoids an over-provision of car parking given automation and relatively low staff volumes anticipated on-site. The approach is considered acceptable as it will avoid any unnecessary parking provision within the site.
Objectives DMS0125 & DMS0126 Protection of trees, hedges and planting	We refer to the accompanying landscape plans by Parkhood.
Objective DMSO145 Ensure that sufficient information is provided as part of development proposals to enable screening for Appropriate Assessment to be undertaken and to enable a fully informed assessment of impacts on biodiversity to be made.	We refer to the accompanying Appropriate Assessment screening report by Dixon Brosnan which concludes there is no potential for adverse impact on the Natura 2000 site network.
Objective DMSO139 & DMS0148 Ensure that an ecological study is carried out of the development site	We refer to the attached Ecology Assessment incorporated into the EIAR prepared by O'Callaghan Moran.
Objective DMS0169 Archaeological Impact Assessment	We refer to the accompanying Archaeological Assessment by Kilkenny Archaeology. In the context of the assessment carried out we submit it is appropriate for archaeological monitoring to be addressed by planning condition.

Objectives & Urban Design Objectives of the Guidelines	Response
Objective IUP8 Identify and support the provision of key enabling infrastructure at strategic development sites in Fingal, as outlined in the MASP, to facilitate their release for development during the lifetime of the Development Plan and consult with all relevant public service providers to ensure that zoned lands are serviced in a timely fashion to facilitate opportunities for employment, enterprise creation and residential development.	We refer to the accompanying engineering services report and drawings by Coyle Consulting Engineers.
Objective IU03 Require that all new developments in areas served by a public foul sewerage network connect to the public sewerage system and to comply with the requirements of the Uisce Eireann Foul Sewer specification.	
Objectives IU04 Require all new development to provide separate foul and surface water drainage systems and to prohibit the connection of surface water outflows to the foul drainage network where separation systems are available, and vice versa (foul to surface) where separation systems are available.	
IU05 Work in conjunction with Uisce Eireann to protect existing water and drainage infrastructure by protecting existing wayleaves and buffer zones around public water infrastructure	The wayleave which traverses the site has been addressed in the site design and discussions were held between Irish Water and the Design Team. Given the pipeline corridor proposed by Irish Water specific design proposals are factored into the proposed layout to ensure adequate separation distances and finished ground levels/finished road levels are designed to ensure no impact on the future provision of the Irish Water infrastructure traversing the site.

Summary responses to development objectives of the FCDP

04 Design Summary & Planning Response

4.3 Traffic, Transport, Car Parking & Bicycle Storage

- 4.3.1 A Traffic and Transport Assessment (TTA) has been prepared by Traffic Wise in respect of the proposed development. The underlying objectives of the TTA is to demonstrate that the existing receiving road network and internal site infrastructure can suitably cater for the forecast traffic flows and travel demands by all modes arising directly from the proposed development
- 4.3.2 The project team have also given full consideration to design preferences raised by the transportation department in the Planning Authority which set out the preferences for the design to incorporate as follows:
- The site layout to utilise and designed for existing road infrastructure;
 - Provision of adequate visibility splays;
 - Manage car parking provision
- 4.3.3 In response to the above access to the proposed development has been designed to tie in effectively with the existing access road and also facilitate road improvement works in a manner that will be appropriate for the future Cappagh Link Road which is an objective under the FCDP.
- 4.3.4 In terms of development specifics the TTA clarifies:
- Under all assessment scenarios the receiving road network including the strategic network is suitable to accommodate the proposed development.
 - The assessment results confirm that the existing junctions can function within capacity and can satisfactorily accommodate the traffic generation arising from the proposed development. The forecast impact on the junctions is not significant and is likely to be imperceptible to existing road users.
 - The proposed development is served by the local road. It is approximately 6m wide and is generally in good repair, with some minor wear and tear along the road verges. The sightlines on the R135 from the site access point are adequate in both directions.
 - Overall the road network (inclusive of upgrade works proposed) for the proposed development will provide safe and appropriate conditions for pedestrians and cyclists.
 - In total 58no. car parking spaces are proposed, which is considered consistent with the number of staff required to operate the facility and appropriate to servicing the needs.
 - Whilst it is noted the parking provision is lower than the CDP standard for such Industrial use classes, the development proposed is not to be regarded as a typical Industrial unit and it is clear based on operational comparisons elsewhere by the applicant that the development plan provision of 100-200 car parking spaces would constitute a significant over-provision in car parking.
 - As detailed in the TTA a facility such as proposal that handles 95,000 tonnes of materials per annum is likely to require a staff of between 30-50 persons. If the facility has a higher degree of automation it will require fewer staff.
 - The appropriate parking provision is therefore based on industry-standard staff numbers required to operate the facility as per operational requirements elsewhere for similar developments, and hence a reduce parking provision is acceptable given automation and the nature of the activity carried out.

4.3.5 In summary the proposed development has been designed in line with the sustainable transport objectives which underpin the FCDP.

4.3.6 Overall we submit the TTA demonstrates that the subject site is well located in terms of access.

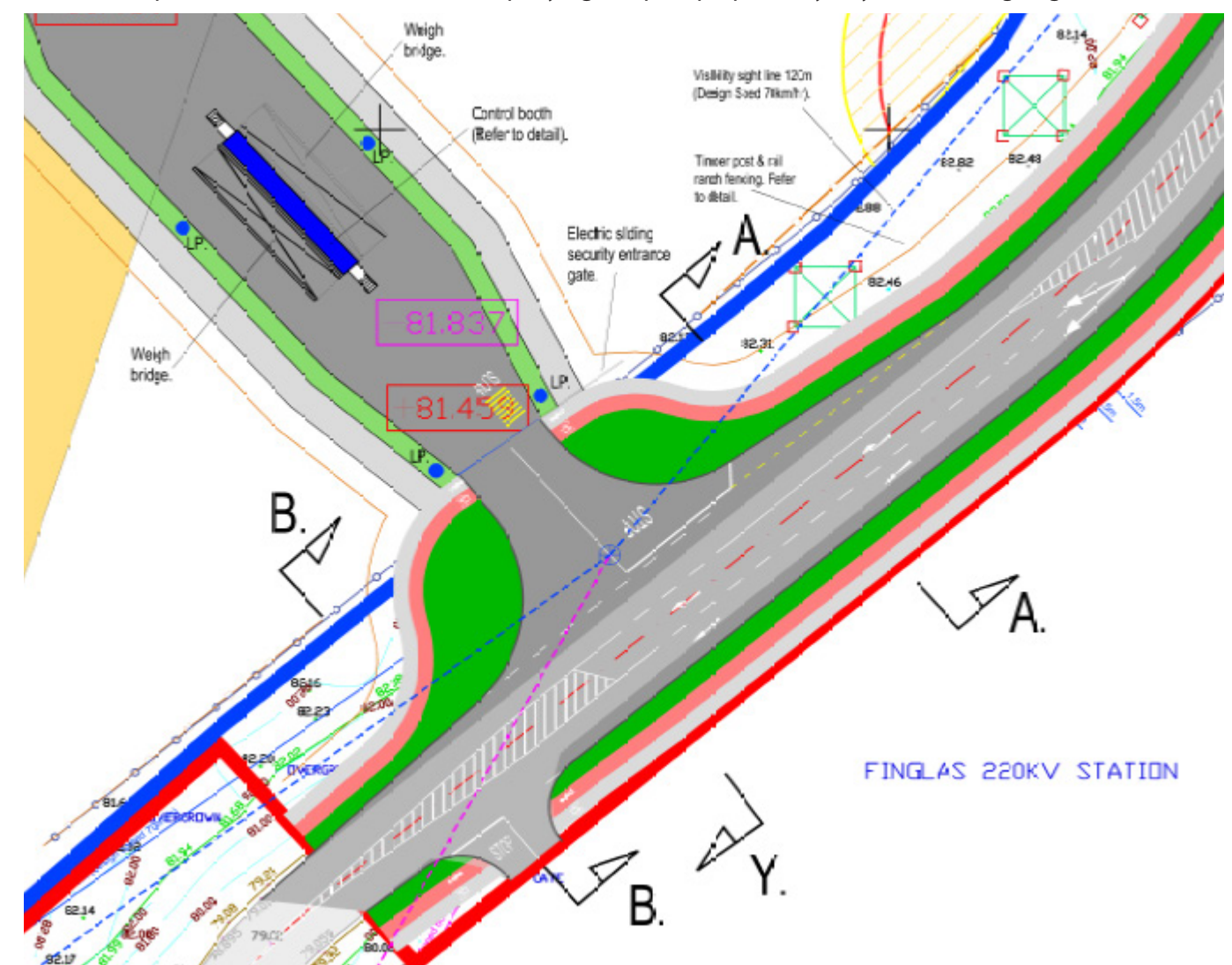
Pedestrian & Cyclist Access

4.3.7 As per attached plans a designated footpath and cyclist connections are proposed.

4.3.8 Having regard to the existing layout(s) the design rationale has been to provide pedestrian connectivity and cyclist connectivity onto the R135.

4.3.9 This approach is considered appropriate and it also means future Master Plans that may be carried out by the Council are already factored into the entrance and road upgrade design works proposed.

4.3.10 For particulars we refer to the accompanying site plan prepared by Coyle Consulting Engineers.



Extract from site layout plan with connections proposed to the existing footpath and cyclist networks

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Car Parking

- 4.3.11 Table 14.17 of the FCDP 2023-2029 sets out the car parking requirements.
- 4.3.12 Overall 58 car spaces are proposed, which is considered appropriate with regards to the FCDP 2023-2029, and which is a reduction on the development plan standard, given operational requirements and anticipated staff volumes.
- 4.3.15 Provision of 6no. spaces for drivers with impaired mobility is also provided in the parking areas. This is in accordance with the FCDP 2023-2029.
- 4.3.16 Also the proposed development will incorporate provision of infrastructure for a total of 14 EV charge points. This provision of EV charge points is consistent with the Government’s Climate Action Plan, and the ambitions set out in the section 17.1 of the FCDP 2023-2029. Also going forward additional EV charge points can be provided, if required, as exempt development under the provisions of SI 115 of 2021.
- 4.3.17 Overall it is submitted the parking provision is appropriate and we refer to the provisions of section 14.7.7 of the FCDP which states:

‘In the case of any development type not specified above, the Council will determine the parking requirement having regard to the traffic and movement generation associated with the development and the other objectives of this Plan.’

- 4.3.18 For reference set out below how parking standards are incorporated into the overall layout and which is based on the principles of operational requirements.

Land Use	Car Parking Spaces Development Plan Standard for Industrial - General (Spaces Provided)		
	Total	Disabled	Electric
Unit 1 - 5,032m²	100 (29)	5 (3)	10 (7)
Unit 2 - 5,032m²	100 (29)	5 (3)	10 (7)
Total	200 (58)	10 (6)	20 (14)

Proposed parking provision

- 4.3.19 Also of relevance and in line with the requirements of the FCDP the proposal incorporates a detailed planting and landscape plan for the car park areas.
- 4.3.20 As can be noted from the attached plans the design approach has been to incorporate a balance of hard and soft landscaping features, along with a tiered parking arrangement.
- 4.3.21 In summary we submit that the proposed car park landscape treatments and overall design is appropriate.

Bicycle storage

- 4.3.22 The Bicycle Parking Standards (section 12.10) of the FCDP 2023-2029 provides the parking standards for bicycles acceptable in new developments.
- 4.3.23 Given the proposed car parking is based on the maximum total number of staff to be employed on-site it is logical that cycle parking numbers would be derived by similar reference.
- 4.3.24 As detailed in the TTA and MMP Census data shows the travel habit of the local population by cycling to work is between 4-6.2%. On this basis, and given a maximum workforce of 50 persons, it could reasonably be expected that circa 2-3no. staff would travel to the site by bicycle.
- 4.3.25 In response the total number of bicycle storage proposed for the development is 16 spaces, provided by means of enclosed and secure storage facilities at surface level and in proximity to the buildings. Also to facilitate staff that may require greater security for bicycles it is proposed to provide 8no. bicycle lockers within the proposed buildings.
- 4.3.26 Overall we submit the bicycle storage provision complies with relevant policies such as the government’s Smarter Travel which seek to encourage sustainable modes of travel and the provision of secure bicycle parking facilities at appropriate locations.

Land Use	Cycle Parking Spaces Development Plan Standard for Industrial - General (Spaces Provided)		
	Total	Long-stay	Short-stay
Unit 1 - 5,032m²	88 (12)	63 (4)	25 (8)
Unit 2 - 5,032m²	88 (12)	63 (4)	25 (8)
Total	176 (24)	126 (8)	20 (16)

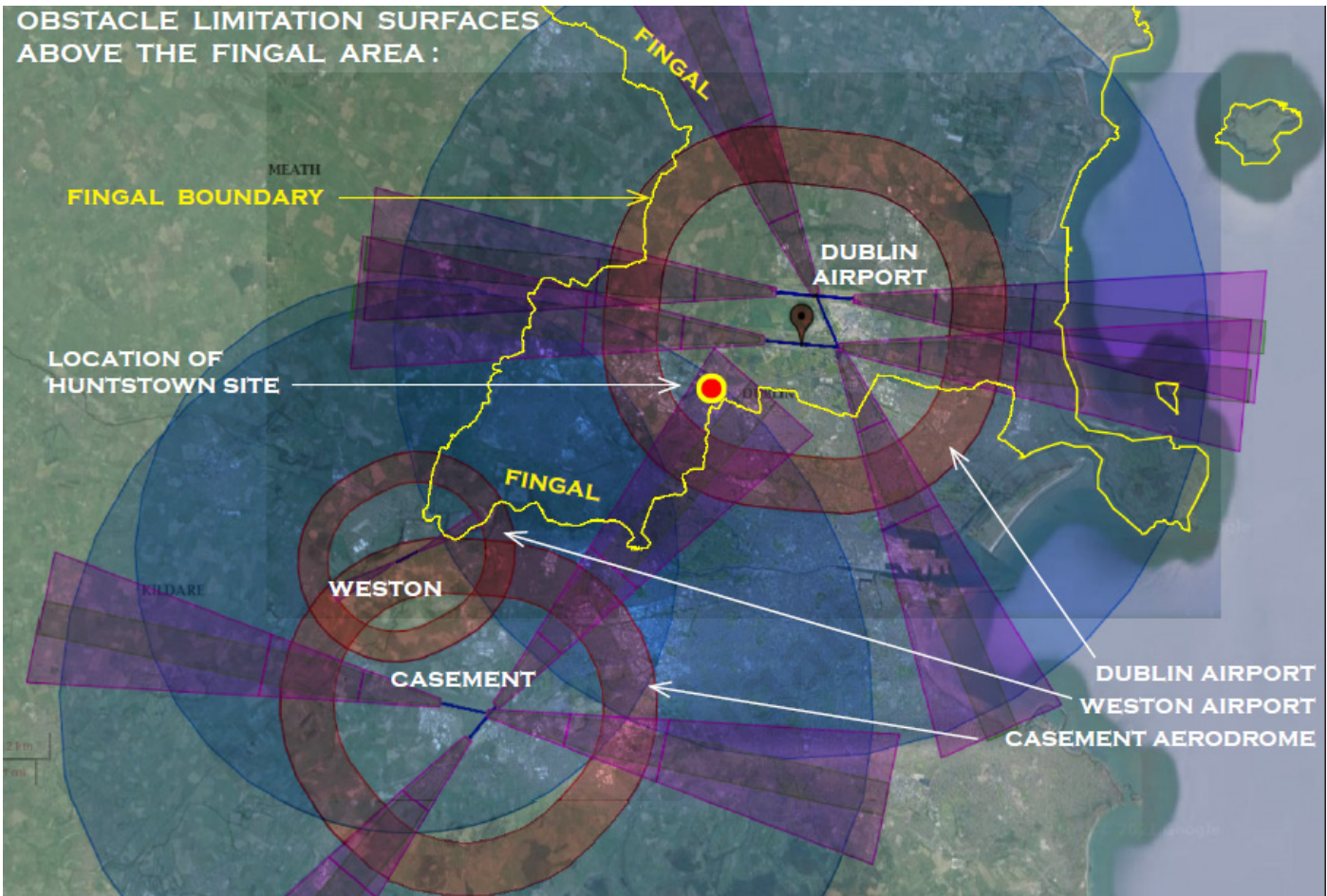
Proposed bicycle storage provision

4.4 Other matters: Taking in charge

- 4.4.1 In accordance with taking in charge procedures in Fingal we note the standard policy is that such industrial parks are not taken in charge; specifically section 1.6 of the Taking in Charge policy lists industrial parks as not eligible.
- 4.4.2 Accordingly the development has been designed in such a manner as to allow a management company to manage the public areas, road network, car park areas and footpaths. A condition pertaining to same is considered acceptable, providing for specific agreements with the Planning Authority prior to occupation of the site.

4.4 Other matters: Aviation safety and design rationale

- 4.4.3 We note Aviation safety is provided for under objectives listed below:
- DA018: Promote appropriate land use patterns in the vicinity of the flight paths serving the Airport, having regard to the precautionary principle, based on existing and anticipated environmental and safety impacts of aircraft movements.
 - DA019: Support the review of Public Safety Zones associated with Dublin Airport and implement the policies to be determined by the Government in relation to these Public Safety Zones.
 - DA020: Take into account relevant publications issued by the Irish Aviation Authority in respect of the operations of and development in and around Dublin Airport.
 - DA021: Continue to take account of the advice of the Irish Aviation Authority with regard to the effects of any development proposals on the safety of aircraft or the safe and efficient navigation thereof. To refer planning applications for any proposals that may be developed in the environs of the airport to the Irish Aviation Authority and daa in accordance with the Obstacle Limitation Requirements of Regulation (EU) No 139 / 2014 (EASA Certification Specifications), previously required under ICAO Annex 14, and which are depicted on the aerodrome operator's map.
- 4.4.4 For conciseness we refer to the Aeronautical Assessment report enclosed which sets out the Aviation matters that have had to be considered and factored into the design; both in terms of building heights, crane heights, SUDS strategy and also the glint/glare matters.

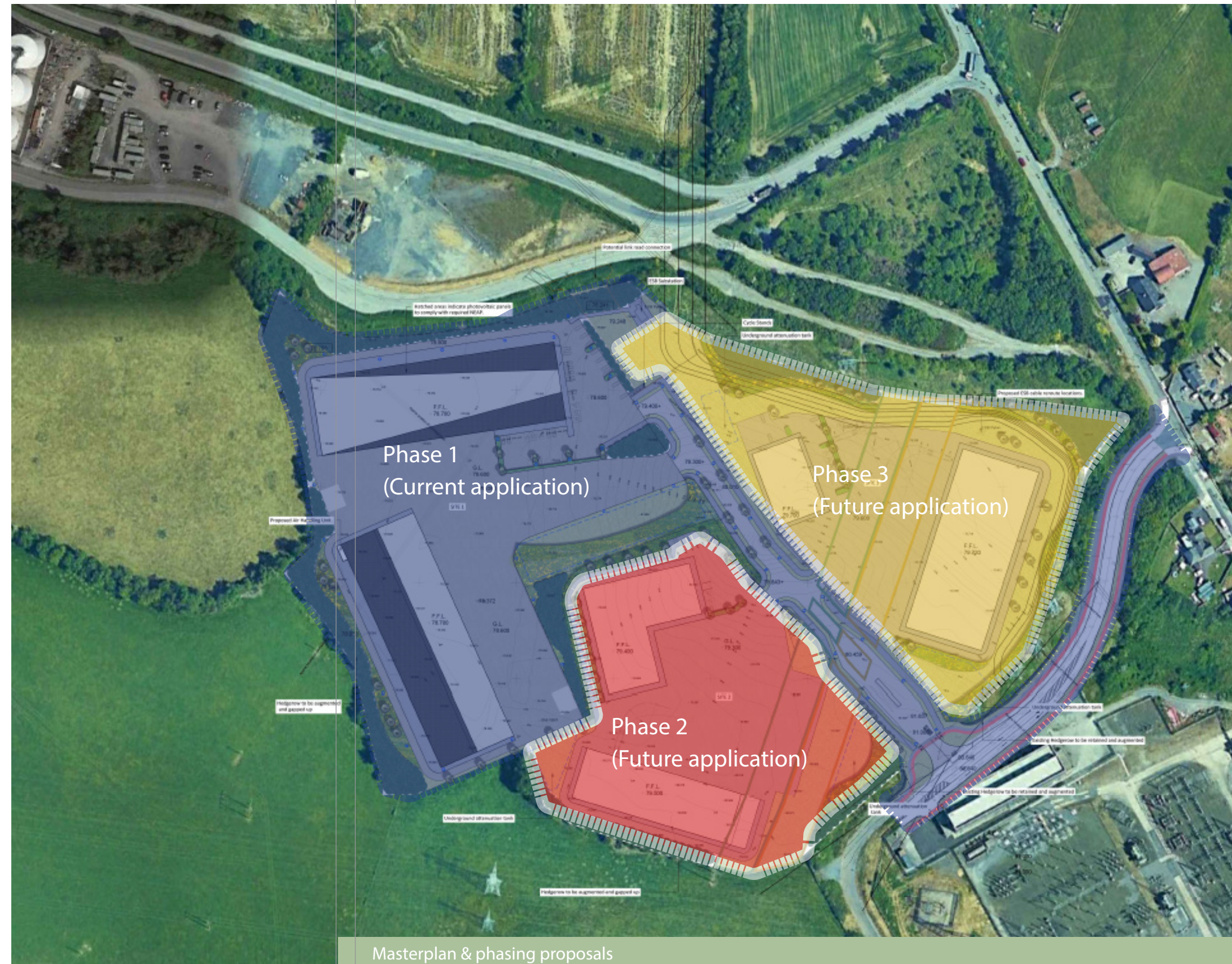


Extract from the Aviation report denoting the site in the context of Dublin Airport, Weston Airport & Casement Aerodrome

- 4.4.5 We highlight the project site lies within the consultation zone for Dublin Airport Authority and as per the Aeronautical Assessment enclosed the design approach has been to provide an appropriate SUDS design rationale that does not impact Aviation safety.
- 4.4.6 The site has the following aviation-related aspects which must be minimised or eliminated:
- It is at 2.4km from one of Dublin Airport's main runway thresholds (Threshold 10R).
 - It is on elevated ground directly under Dublin Airport's "Inner Horizontal Surface".
 - Its ground surfaces are directly in view of Dublin Airport's new 90m-tall Control Tower, and in line with the control tower's view towards aircraft landing on Dublin's Runway 10R.
 - It is well within the 13km distance from Dublin Airport, identified as the area of bird hazard risk.
 - It is directly under the end of the "Approach Surface" to Casement Aerodrome's runway 22.
 - It is directly under Casement Aerodrome's "Outer Horizontal Surface".
- 4.4.7 Given all of the above aviation aspects the arrangement of landscape and drainage features (and site management) on this site requires that all potential bird strike hazard elements be minimised or eliminated.
- 4.4.8 Consequently the design approach is that there should be no permanent ponds, and minimal swale provision (if any). In practical terms this is a site on which the otherwise "green solutions" (referred to in paragraph 4.5.2.8. of the Fingal Plan) would be "not feasible".
- 4.4.9 For ease of reference as detailed in section 7.7 of the accompanying report it states:
- 'Any ponds or swales on this site could give rise to a bird strike hazard, and ponds or swales could also give rise to a glint & glare potential affecting visibility from Dublin Airport's Control Tower cab. Consequently, there should be no permanent ponds, and minimal swale provision (if any). In effect, this is a site on which the otherwise "green solutions" (referred to in paragraph 4.5.2.8. of the Fingal Plan, and quoted above) would be "not feasible".
- 'Taking into account the various aviation safety aspects (including bird strike and glint & glare potential, and affecting both Dublin Airport and Casement Aerodrome), the appropriate SuDS provision on this particular site – for aviation safety reasons – would be underground attenuation tank provision (of large capacity, as proposed and permeable pavings where possible).
- 4.4.10 Therefore the approach to SUDS is to implement an underground attenuation tank as opposed to a surface attenuation area. This approach is utilised in order to protect the site from wildlife such as birds will be attracted to this area which is not acceptable given the sites location to Dublin Airport. In addition the SUDS strategy incorporates permeable paving to car park areas along with rainwater harvesting to building roofs.
- 4.4.11 Taking into account the various aviation safety aspects (including bird strike and glint & glare potential, and affecting both Dublin Airport and Casement Aerodrome) the appropriate SuDS provision on this particular site, for over-riding aviation safety reasons, is underground attenuation tank provision, and permeable paving as proposed.
- 4.4.12 Notwithstanding the provisions of the FCDP which encourages nature-based SUDS, we submit the design approach is therefore acceptable and in the interests of proper planning to deliver this site and also not result in an aviation hazard.

4.5 Other matters: Masterplan

- 4.5.1 We note from the previous application it was requested by the Planning Authority for a Masterplan to be shown.
- 4.5.2 For completeness we attach a Masterplan to set out the vision for the overall land-holding and how the residential scheme as proposed will lead to a new Recycling Hub.
- 4.5.3 In summary the Masterplan is a vision for the lands that will achieve:
- The delivery of a Recycling Hub.
 - The delivery of a total of 6no. buildings within the overall lands under 3 phases.
 - Cognisance being given the Irish Water wayleave which traverses the site.
 - Significant investment in the region.
 - A scheme that will be a driver for increased recycling and which will trigger further mixed-use development in the area.
 - The creation of upwards of 150 jobs when fully operational.
- 4.5.4 Of relevance we also highlight that the Masterplan has been incorporated into the assessments for traffic and infrastructure, with adequate upgrade works proposed to the site entrance.
- 4.5.5 Given the extent of lands available this strategic vision is also consistent with the zoning objectives for the lands and phase 1 now proposed is a key aspect of this new Huntstown Circular Economy Hub.





05 | Summary & Conclusion

5.1 Summary & Conclusion

- 5.1.1 The development will consist of the construction of a Materials Recovery Facility along with a Food Container Cleaning Plant. The development is phase one of the Huntstown Circular Economy Hub and the Masterplan attached in section four of this statement sets out the overall vision for the lands.
- 5.1.2 The proposed development and accompanying documentation have been prepared following pre-planning consultations held with the Planning Authority on 14th June 2022.
- 5.1.3 The overarching project rationale will provide for environmental, business and public health needs and a waste management facility that will facilitate recycling by residential and commercial sources for the Greater Dublin Area.
- 5.1.4 In terms of planning background particular regard has been given to the previous decision by the Planning Authority under FW20A/0603. Reasons for refusal are now fully addressed and we summarise:
- Reason 1 Absence of an EIAR: This is now addressed in the EIAR which accompanies the planning application. Also as part of application documents an Appropriate Assessment Screening is enclosed which concludes the proposal will not have the potential to adversely impact Natura 2000 sites.
 - Reason 2 SUDS: A comprehensive SUDS Strategy is now included as part of the application. The SUDS strategy consists of
 - SUDS infiltration soakway with storage capacity;
 - Permeable paving to car park areas;
 - Rainwater harvesting to building roofs.Importantly given the proximity of the site to Dublin Airport open swales or retention ponds are not a viable means of SUDS for this site. Specifically open swales and ponds attract bird life and the proximity of the site to Dublin Airport the provision of open swales or ponds would increase the risk to aircraft from birds being attracted to/based at the site.
 - Reason 3 Access: As per the revised site plan we highlight the proposal will incorporate an access road from the southern side, which is an amended access proposal to application FW20A/0063. This access arrangement has been incorporated into the layout so that connection can be made to the wider pedestrian and cyclist network and also result in a purpose-designed entrance arrangement in accordance with DMURS requirements.
- 5.1.5 This statement demonstrates that the proposal is consistent with the national, regional and local planning policy framework and that it will provide for an appropriate and efficient use of this zoned site which is highly accessible.
- 5.1.6 The proposal is supported by the NPF; specifically
- Objectives 7, 11, 52, 53 and 56 of the NPF are complied with.
 - The lands represent infill and site-based regeneration and currently under-used.
 - The lands are in close proximity to a number of significant employment centres.
 - Key objectives of the NPF are to manage waste generation and support the circular and bio economy.
- 5.1.7 The proposal is consistent with the Urban Development and Building Height Guidelines for sustainable consolidation and densification.

- 5.1.8 The scheme at this location is in accordance with the principles set down in Smarter Travel and DMURS.
- 5.1.9 In response the proposal is fully consistent with National policy directives sets out under the Climate Action Plan, A Resource Opportunity - Waste Management Policy in Ireland and the policy context set out therein to increase recycling.
- 5.1.10 The proposal has clear policy support set out under the RSES and also the Regional Waste Management Plan.
- 5.1.11 The proposal is consistent with the relevant objectives and policies set out in the Fingal County Development Plan 2023-2029; it is plan led.
- 5.1.12 In terms of design proposals, the site layout incorporating an adequate potential future infrastructure corridor being kept free from built-development is a logical response which is designed to both tie-in with the existing road infrastructure, will enable the sustainable development of the site, be in accordance with the objectives of the Fingal CDP.
- 5.1.11 The design objectives incorporated into the scheme are summarised as:
- Connect to existing road infrastructure.
 - A purpose-designed recycling facility.
 - Access and circulation provided within the site.
 - Road connections designed to suit existing scenario and also future-proofed in terms of design for delivery of the wider Masterplan.
 - Provision for current and future services.
 - Compliant road design widths with connectivity to pedestrian and cyclist network.
 - Active frontages and quality architectural design.
 - A SUDS strategy that is appropriate for this location proximate to Dublin Airport.
 - A landscape focused approach with retention and augmentation of existing hedges and creating a tree-lined avenue internally.
 - A layout and use that will not adversely impact neighbouring lands.
- 5.1.12 In terms of Appropriate Assessment the screening exercise has determined the proposal does not have the potential for significantly affecting the integrity of any Natura 2000 sites or their associated conservation objectives. We submit the Planning Authority, as the competent authority to carry out screening for Appropriate Assessment, should also reach this same conclusion.
- 5.1.13 The comprehensive EIAR enclosed sets out how the development can be delivered without adverse impacts on the recipient environment.
- 5.1.14 The accompanying reports and drawings all set out how the development management criteria of the Fingal Development Plan 2023-2029 are complied with.
- 5.1.15 The over-arching aim of the project is to create a self contained and high quality recycling facility being a focal land-mark and which will establish the industrial development as an integral part of the wider local economy.
- 5.1.16 The proposed recycling facility will create a vital and sustainable new element to the industrial profile of the area and which will be a significant economic asset to the local area in terms of economic activity and a Circular Hub.
- 5.1.17 Also in conjunction with the proposal the development has been carefully designed to integrate the new buildings to the existing industrial fabric of the surrounding area.
- 5.1.18 To conclude we trust the application will meet with favourable assessment by the Planning Authority.



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