

STATEMENT OF CONSISTENCY

In respect of

**Lands at Claremont,
Howth,
Dublin 13**

Prepared by

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On behalf of

Atlas GP Limited

December 2019



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1.0 INTRODUCTION

- 1.1. On behalf of the applicant, Atlas GP Limited, we hereby submit this Consistency Statement to accompany this strategic housing planning application to An Bord Pleanála under Section 5 of the Planning and Development (Housing) and Residential Tenancies Act 2016 in relation to a proposed mixed use development on lands at the former Techrete manufacturing facility, former Beshoff's car showroom, and former Howth Garden Centre, Claremont, Howth, Co. Dublin. Atlas GP Ltd. is part of the Marlet Property Group.
- 1.2. The strategy for our clients' lands is to bring about the redevelopment of the Claremont site which has the potential to deliver greatly enhanced public realm and improved urban design. This will in turn rejuvenate the overall appearance of the town centre at this key gateway site and provide for a vibrant mix of uses and a more sustainable form of development with a strong residential focus.
- 1.3. The proposed scheme has a strong residential focus which will result in the comprehensive development of the Claremont site. The proposal includes a modest element of supporting retail and restaurant uses which will provide active frontages and complement existing facilities within Howth village.
- 1.4. The scheme has been developed to comply fully with the Apartment Guidelines standards for apartment accommodation and is **not** being applied for as a 'Build to Rent' scheme as defined in the guidelines.
- 1.5. Claremont site is very well located adjacent to Howth railway station and is zoned for town centre use, including residential.
- 1.6. The proposed development will occur at a site bounded to the south by the Howth Road, to the east by a private dwelling, to the north by the DART line, and to the west by Local Authority lands. The site incorporates the former Techrete manufacturing facility, the former Beshoff's Motors showroom, and the former Howth Garden Centre.
- 1.7. The proposed development will include the demolition of all structures on site (c.8,162sqm GFA) and excavation of a basement. The proposed development comprises of the provision of a mixed use development of residential, retail/restaurant/cafe uses and a creche in 4 no. blocks (A to D), over part basement. Blocks A, B, C and D with a height up to a maximum of seven storeys of apartments over lower ground floor and basement car parking levels (a total of eight storeys over basement level). The residential component will consist of 512 no. residential units. The proposed development includes the provision of two vehicular entrances on to Howth Road, excavation of basement to provide for car parking, plant, waste storage and ancillary use. Additional car parking spaces shall be provided at lower ground floor level. A total of 439 no. car parking spaces and 1,335 no. bicycle parking spaces, including 49 no. bicycle spaces to cater for the retail units and creche shall be provided. One vehicular access is located at Block A, serving car parking spaces. The second is at Block C, providing access to the basement, residential and retail parking, and a service area for the retail units. A service route will be provided along part of the northern perimeter of the site with access from the western end of the site at a junction with Howth Road and at the main vehicular entrance at Block C;
- 1.8. A publicly accessible walkway/cycleway to the north of the site shall be provided at podium level. A civic plaza will be provided between Blocks D and C, and a landscaped park to the west of Block A. A channel to the sea for the Bloody Stream with associated riparian strip shall be incorporated as a feature within a designed open space between Blocks A and B. Communal gardens will be provided for Blocks A, B and C;

- 1.9.** The residential component consists of 512 no. residential units, which includes 4 no. studio, 222 no. one bed, 276 no. two bed, 10 no. three bed apartments, and communal facilities of 708 sqm. Ground floor units onto the Howth Road will have own door access. The units will be served by balconies or terraces on all elevations;
- 1.10.** Block A, with a maximum height of seven storeys of apartments over lower ground level car park (a total of eight storeys), will provide for 234 residential units, with residents' amenities to include a gym, residents' lounge, residents' support office, and 2 no. residents' multi-purpose rooms. Block B, with a maximum height of seven storeys of apartments over lower ground floor and basement car park (a total of eight storeys over basement), shall provide for 154 no. units, residents' lounge, residents' multi-purpose room, and creche of 236 sqm with outdoor play area. Own door access will be provided at ground floor. Block C, with a maximum height of seven storeys over basement car parking (a total of seven storeys) will provide for 83 no. residential units in two wings over a retail unit and Block D, with a maximum of 6 storeys over basement, shall provide for 41 no. residential units over retail units;
- 1.11.** The commercial component in Blocks C and D consists of 4 no. units with 2,637 sqm gross floor area. In Block C, it consists of a 1,705 sqm anchor unit, accessed from the civic plaza. In Block D, it consists of a restaurant (243 sqm) and retail unit (603 sqm) and café (86 sqm). The restaurant and retail units are accessed from Howth Road, and the café is accessed from the upper level of the civic plaza.
- 1.12.** The proposed development includes the provision of public and communal open space, green roofs, landscaping, boundary treatments, set down locations, substations, meter rooms, waste management and all ancillary site works, including upgrading of the public paths along Howth Road and relocation of bus stop in new setback with a bus shelter. Two set down areas are provided at either end of the site;
- 1.13.** The gross floor area of the proposed development is 48,252 sqm (excluding enclosed car parking) on a site of 2.68 ha.
- 1.14.** The key objectives of the proposal are to:
- Regenerate this key under-utilised brownfield site for an appropriate mix of uses to help rejuvenate and upgrade the eastern approach to Howth village and create a vibrant mix of high density residential, with supporting amenity, retail and child care uses at the former Techrete site and adjacent lands;
 - Provide additional retail floorspace and restaurants to complement the retail role of Howth village, enliven street frontages and reinforce the quality and character of the village centre;
 - Provide much needed residential dwellings (512 no.) within this established, mature area and its associated uses; retail, leisure, and retail service facilities;
 - Provide a civic plaza to the east of the site and public open space adjoining Baltray Park on the western approach to the village;

- Provide for a walkway/cycleway as part of a new podium along the northern perimeter of the site and on the Howth Road, in accordance with the objectives of the Fingal County Development Plan 2017-2023;
- 1.15. This Consistency Statement includes details in respect of the proposed development in relation to the site location and context, the development description and the relevant planning history.
 - 1.16. The development has been the subject to a number of section 247 pre-application consultation meetings with the Planning Authority in compliance with Section 5 (2) of the Planning and Development (Housing) and Residential Tenancies Act 2016. Details of the pre-application meeting and details of the Part V proposal are summarised in this report. In addition, a roundtable meeting was held with An Bord Pleanála and Fingal County Council on 17th August 2019.
 - 1.17. The proposed development is designed in accordance with the National Policy Guidelines such as Project Ireland 2040 National Planning Framework, the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2018 and the Urban Development and Building Height Guidelines 2018 in addition to the Fingal County Development Plan 2017-2023.
 - 1.18. For details of compliance with the quantitative standards for residential units as set down in the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2018, the Quality Housing for Sustainable Communities and the Fingal County Development Plan 2017-2023 please refer to the Housing Quality Assessment brochure prepared by Henry J. Lyons Architects.
 - 1.19. In summary; the site area is 2.68 hectares. The residential component is 512 units, at a density of 191 units per hectare. The plot ratio is 1:1.78. The site coverage is 29%. Car parking is provided at a rate of 0.7 space per units and an additional 80 spaces are provided for retail / visitor use, separate from the residential parking. In all, 439 car parking spaces are provided. One thousand, two hundred and eight six bicycle spaces will be provided at lower ground floor level with a further 49 no. spaces at surface level to cater for patrons of the commercial premises.
 - 1.20. The proposed provides for a new civic plaza (5% of the site), 33% of the site is public open space adjoining Baltray Park; 15% of the site is communal open space. A new sea-side loop walk and cycleway is being provided and a green boulevard approach taken to the Howth Road. This will encourage the integration of existing and new residents as well as enhancing the tourist offer of Howth by the creation of a new walk.
 - 1.21. The proposed development includes new retail units, a creche, restaurant and café so many of the needs of the residential community can sustainably be met on site, as well as adding to the vibrancy of Howth.
 - 1.22. Finally, the quality of the proposed residential units will be high. Most have sea or parkland views. 708 sqm of residents' amenities will be provided in the form of meeting rooms, gym, games rooms, etc. Some of these rooms may be available to rent by the local community. Ground floor units are 3 metres high on the Howth Road, allowing for future conversion. The proposed development will add a new neighbourhood to Howth while enhancing the quality of life therein.

2.0 SITE LOCATION & DESCRIPTION

- 2.1. The site in question is located at Howth, County Dublin. It is located at the entrance to the village of Howth. It is approximately 75 metres east of Howth railway station and lies between Howth Road and the railway line. It is bounded by a railway line to the north, Howth Road to the south, a private dwelling to the east and local authority lands to the west. Howth is an important retail and service centre and also serves a significant leisure role.
- 2.2. The site covers a total area of c.2.68ha and encompasses the former Howth Garden Centre, Beshoff Motors and Techrete premises, all of which front on to the Howth Road.

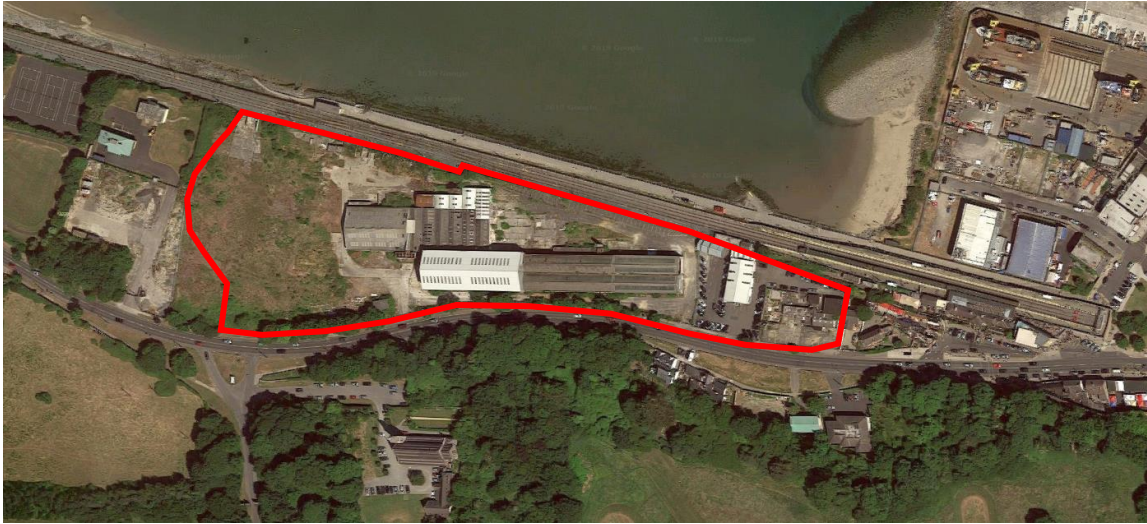


Figure 2.1: Approximate boundary of subject site outlined in red (Source: Google Maps)



Figure 2.2: Site in context (Source: Architect's Design Statement)

3.0 DESCRIPTION OF THE PROPOSED DEVELOPMENT

3.1. The proposal relates to the provision of a mixed-use scheme to complement and enhance the existing mix of uses in the town centre containing 512 no. residential units, creche (236 sqm), 4 no. commercial units with 2,637 sqm gross floor area including 1,715 sqm anchor unit, retail unit (603 sqm) restaurant (243 sqm), and café (86sqm), along with residential amenity floorspace of c. 708 sqm. 439 car parking spaces and 1,335 bicycle places will be provided. It provides for a civic space, two public open spaces as well as a sea loop walk around the proposed development, incorporating a cycleway.

3.2. The residential unit mix is proposed as follows:

- 226 no. 1-bedroom units (includes 4 no. studios), (44%);
- 276 no. 2-bedroom units, (54%);
- 10 no. 3-bedroom units, (2%).



Figure 3.1: Site Layout (Source: Henry J Lyons)

3.3. The design for the scheme provides for a mix of uses having regard to the current land use zoning context and will provide residential, retail and café/restaurant uses all framed within a strong active urban edge along the Howth Road which will address a new civic plaza space.

3.4. The objective is to improve the Claremont site which will have a considerable impact on the wider public realm, all to enhance the experience for residents, visitors, and the stakeholders within the town centre, and to reinforce the sense of place as you approach Howth.

3.5. The Architect’s Design Statement prepared by HJL sets out the overall vision for the integrated and sustainable development of the subject lands within the framework of the *Fingal County Development Plan 2017-2023*. The proposal will comply with the *Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2018* and the *Urban Development and Building Heights Guidelines 2018*. The proposal will secure the vitality and viability of the town.

Ground Floor/Street Level

3.6. At ground floor level it is proposed to provide a mix of retail and restaurant uses as well as a multi-level plaza area between Blocks C and D, which will act as a focal point for the scheme. The anchor unit will front onto both the proposed plaza area and the Howth

Road, as will the restaurant unit. The café will face onto the plaza. The other retail unit will front onto the Howth Road. The creche will be located at the railway side of Block B.

- 3.7. An important element of the ground floor is the creation of a new civic space, parkland areas, and podium looping walk around the proposed development.

Apartment Units

- 3.8. Block A will house 234 residential units. A podium level is included on the ground floor which provides for car parking. Residential units are proposed on all levels.
- 3.9. Block B will house 154 residential units across all floors, and own door units at ground floor facing onto Howth Road, and at first floor level with access from the podium. A creche of 220sqm is provided with its own dedicated outdoor area.
- 3.10. Block C has a double height retail unit at ground floor and 83 apartments.
- 3.11. Block D is to the eastern end of the site. It has a retail unit, restaurant and cafe units with residential units above. This block will house 41 apartments.
- 3.12. The apartments will be compliant with all relevant Government Guidelines in respect of floorspace, layout, private open space and parking.

Mixed-use and Community Gain

- 3.13. The development brief in *Howth Urban Centre Strategy 2008* with relevance to the subject site includes a desire for it to be

'redeveloped in an integrated manner to provide for additional facilities to serve the village in a manner that will enhance and improve the civic and environmental quality of this village and the vibrancy and vitality of the village core'.

- 3.14. It should be noted that it was an objective of the previous development plan to implement this strategy. However, it is not an objective of the current development plan. The subject proposal provides for residential, commercial, and retail uses. The scheme will also include a civic plaza and public realm improvements which will provide a significant community gain. The proposed parkland open space is adjacent to Baltray Park. This site will significantly enhance the public open space available to the community in Howth. In addition, the Bloody Stream will be de-culverted and re-routed through the site, creating a new space. A looping walk/cycle way at podium level to the north of the site will open up new sea views and views of Ireland's Eye to the general public.



Figure 3.2: Landscape Layout (Source: The Paul Hogarth Company)

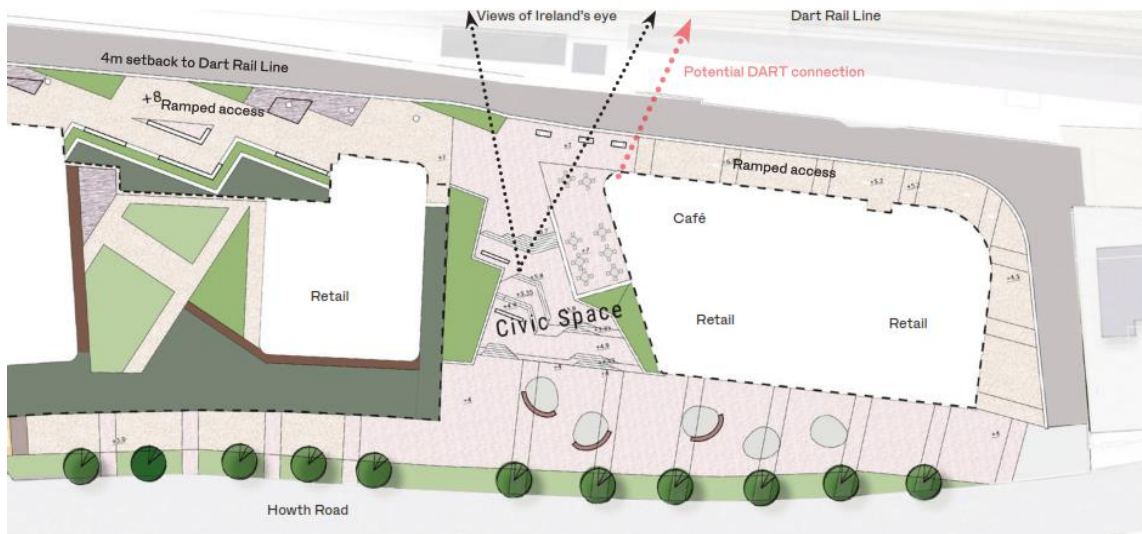


Figure 3.3: Proposed Plaza on the subject site

Height

- 3.15. The *Urban Development and Building Heights Guidelines for Planning Authorities 2018*, sets out that the guidelines provide a performance criteria driven approach to securing the strategic outcomes of the National Planning Framework, such as compact growth and consolidation of existing urban areas.
- 3.16. The objective of the height guidelines and *Project Ireland 2040 National Planning Framework* is to enable high density viable residential development which is of high-quality design at appropriate locations.
- 3.17. Whilst it is acknowledged that numerical height caps may not apply where the criteria of the Guidelines are met, good urban design that respects local context will dictate acceptable heights. As such, the proposals suggest a more design-led approach to height, which responds to the site characteristics and context.
- 3.18. The height of the proposed development is generally seven storeys (eight storeys on Block A where it adjoins the riparian strip), with a reduction of a floor to six storeys in Block D, nearest Howth village. A single storey element projects to the Howth Road beside the two-storey dwelling house 'Ashbury' in this block. The frontage onto Howth Road is three storeys with a setback floor above.

- 3.19.** It is considered that the subject site meets the criteria for increased density and additional height as it is located within a town centre and adjacent to public transport. In this regard, the subject site is also suitable for reduced parking provision, having regard to the *Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2018* 2018 *Apartment Guidelines* areas in 'Central and/or Accessible Urban Locations', "the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances". The site is highly accessible and serviced by high frequency public transport. A parking rate of 0.7 spaces per residential unit is proposed to service the residential units. A number of mobility management measures are also proposed to ensure sustainable travel movements are provided for by the proposed development, such as 1,335 bicycle parking spaces and provision for 5 car sharing spaces.

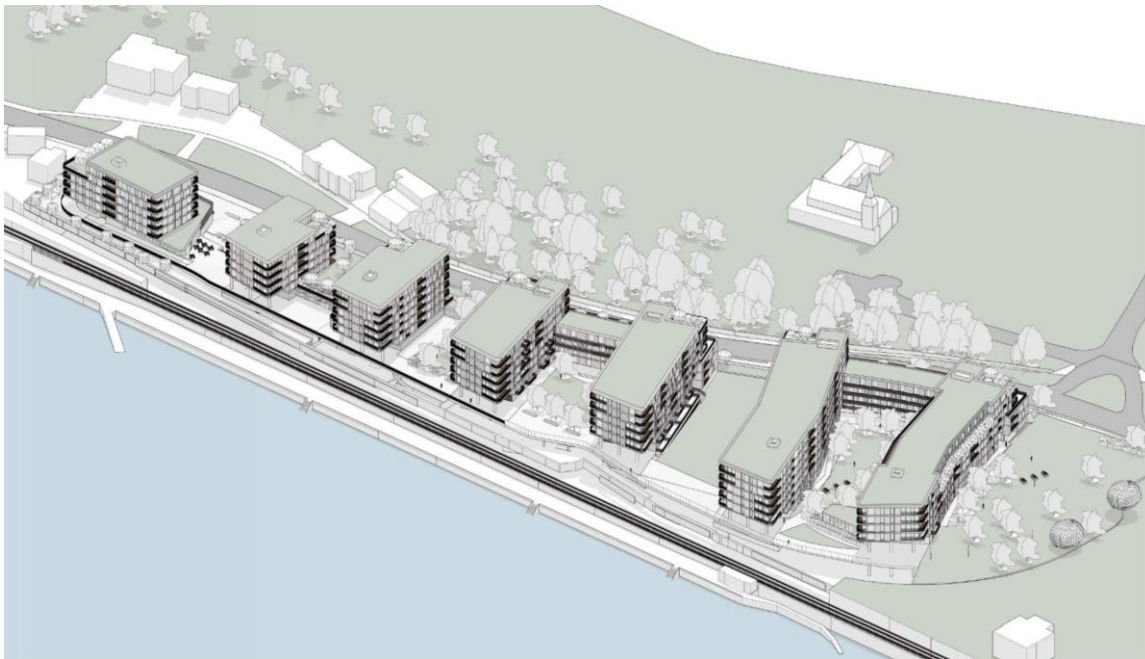


Figure 3.4: Height and massing (Source: Architects Design Statement)

Basement and Podium Levels

- 3.20.** Car parking is to be provided at basement level and at ground floor under a podium with cycle parking at ground floor.
- 3.21.** At basement level it is proposed that 80 car spaces would serve the commercial element of the scheme, with the remaining car spaces reserved for the residential element. This level would also provide a delivery area for the anchor retail unit.

Public Realm Improvements

- 3.22.** The Paul Hogarth Company layout for the proposal includes for the upgrade of adjoining public realm frontage and the provision of a new pedestrian/cycle link at podium level between the site and the seafront.
- 3.23.** The proposed development contributes to enhancing the overall character and quality of the public realm at this location by redeveloping the existing vacant and unsightly buildings and creating a lively series of own-door residential units, shop fronts, and

restaurants with generous setbacks from the roadway, to allow for the creation of an enhanced public realm.

- 3.24. This proposed civic space will enliven the streetscape both during the day and in the evening at this key location and provide for a community gain through improvement to the public realm, the provision of civic space incorporating hard and soft landscaping and street furniture.
- 3.25. The intention is to provide a transformation of the public realm and the integration of the role and function of the site into Howth town, creating a new high-quality environment which includes a sustainable level of dwellings.
- 3.26. The animation of Howth Road is central to the design of the proposed development. The new strong lively edge will ensure that this development will make a strong positive contribution to the vitality of the area.
- 3.27. The proposal also provides for an upgrade of the public realm and improved traffic management measures to Howth Road including hard and soft landscaping, and new bus shelter.

Connectivity and Permeability

- 3.28. The layout of the development includes a number of access points, allowing for a high level of permeability. This will may in future also form part of larger new walks, linking the town centre with its western hinterland.

Access/Egress/Parking/Servicing

- 3.29. We refer the Planning Authority to the enclosed technical note prepared by BM Consulting Engineers. It is intended to provide vehicular access/egress to the proposed development via two locations on Howth Road to two levels of car parking (439 no. spaces in total). There are sufficient sight lines that are provided, and the development will be compliant with the Design Manual for Urban Roads and Streets as confirmed in the BM Consulting Engineers Report.
- 3.30. In addition, a spur to a service area will be provided. Set down space on the public road and set down areas at basement level will be provided for the creche.

Site Services

- 3.31. The proposed development site is well serviced in terms of public drainage and water supply infrastructure. Irish Water have confirmed that they have no objection to the proposed development in respect of water infrastructure. We would refer to the accompanying report prepared by BMCE.

Public Transport/Cycle/Car Parking Provision

- 3.32. The development site is well serviced by public transport being located next to Howth railway station. There are also bus routes which serve the site directly, with a frequent service (Routes 31 and 31A).
- 3.33. 1,335 bicycle parking spaces are to be provided, allowing for more sustainable travel movements. This is a significant number having regard to the 512 residential units proposed.

- 3.34.** Car Parking (439 no. spaces) provision for the proposed development has been determined to take into consideration the location of the proposed development within a mixed-use scheme and the potential for dual/multi-usage trips between land uses.
- 3.35.** A ratio of 0.7 car parking spaces is proposed to serve the residential element of the proposed development. The proposed parking provision has been formulated to take into consideration the close proximity to Howth railway station and a number of bus routes, and to provide a sustainable level of car parking for the proposed mixed-use development.

Childcare Facilities

- 3.36.** The Section 28 *Sustainable Urban Housing; Design Standards for New Apartments; Guidelines for Planning Authorities 2018* states that:

“Notwithstanding the Department’s Planning Guidelines for Childcare Facilities, in respect of which a review is to be progressed, and which recommend the provision of one child-care facility (equivalent to a minimum of 20 child places) for every 75 dwelling units, the threshold for provision of any such facilities in apartment schemes should be established having regard to the scale and unit mix of the proposed development and the existing geographical distribution of childcare facilities and the emerging demographic profile of the area. One-bedroom or studio type units should not generally be considered to contribute to a requirement for any childcare provision and subject to location, this may also apply in part or whole, to units with two or more bedrooms”.

- 3.37.** Based on the above criteria, the proposed development will provide for an on-site childcare facility of 236 sqm, that will be located at Block B. It will provide for 57 childcare places.

4.0 POLICY CONTEXT - NATIONAL AND REGIONAL

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

- National Planning Framework (2018);
- Regional Spatial and Economic Strategy for the Eastern and Midlands Region (2019);
- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009), and the accompanying Urban Design Manual;
- Urban Design Manual – A Best Practice Guide (2009);
- Delivering Homes, Sustaining Communities (2007) and the accompanying Best Practice Guidelines- Quality Housing for Sustainable Communities (2007);
- Urban Development and Building Heights Guidelines for Planning Authorities (December 2018);
- Design Manual for Urban Roads and Streets (2019);
- Smarter Travel – A New Transport Policy for Ireland (2009-2020);
- Transport Strategy for the Greater Dublin Area 2016-2035;
- The Planning System and Flood Risk Management (2009);
- Birds and Habitats Directive – Appropriate Assessment;
- Design Standards for New Apartments (2018);
- Guidelines for Planning Authorities on Childcare Facilities (2001).

4.2 Ireland 2040 – National Planning Framework (2018)

4.2.1 The National Planning Framework (Ireland 2040) was published in February 2018. The plan will guide national, regional and local planning opportunities throughout our Republic together with investment decisions for at least the next two decades.

4.2.2 It is stated that the NPF together with the 10-year Capital investment Plan will set the context for each of Ireland's three regional assemblies to develop their Regional Spatial and Economic Strategies taking account of and coordinating local authority County and City Development Plans in a manner that will ensure national, regional and local plans align.

4.2.3 The ultimate objectives of the NPF are to:

- Guide the future development of Ireland, taking into consideration a projected 1 million increase in our population, the need to create 660,000 additional jobs to achieve full employment and a need for 550,000 more homes by 2040;
- Of the 1 million extra people, 25% is planned for Dublin, recognised as our key international and global city of scale and principal economic driver, 25% across the other four cities combined (Cork, Limerick, Galway and Waterford), enabling all four to grow their population and jobs by at least 50%, and become cities of greater scale, and
- The remaining 50% of growth to occur in key regional centres, towns, villages and rural areas, to be determined in the forthcoming Regional Spatial and Economic Strategies (RSEs).
- Enable people to live closer to where they work, moving away from the current unsustainable trends of increased commuting;
- Regenerate rural Ireland by promoting environmentally sustainable growth patterns;

- Plan for and implement a better distribution of regional growth, in terms of jobs and prosperity;
- Transform settlements of all sizes through imaginative urban regeneration and bring life / jobs back into cities, towns and villages;
- Coordinate delivery of infrastructure and services in tandem with growth, through joined up NPF/Capital Plan and consistent sectoral plans, which will help to manage this growth and tackle congestion and quality of life issues in Dublin and elsewhere.

4.2.4 In relation to residential development in built up areas the plan states;

'There will be a major new policy emphasis on renewing and developing existing built-up areas rather than continual expansion and sprawl of cities and towns out into the countryside, with a target of at least 40% of new housing to be delivered within the existing built-up areas of cities, towns and villages on infill and/or brownfield sites'

4.2.5 National Policy Objective 11 states: *'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'*.

4.2.6 National Policy Objective 32 states: *'Target the delivery of 550,000 additional households up to 2040 in accordance with the policy objectives of Ireland 2040'*.

4.2.7 Objective 35 states that it is an objective to *'increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration and increased building height'*.

4.2.8 Under national core principles the plan states:

'Prioritise the location of new housing provision in existing settlements as a method to maximising a better quality of life for people through accessing services, ensuring a more efficient use of land and allowing for greater integration with existing infrastructure.'

4.2.9 In summary the draft NPF shows broad policy support for residential development as proposed in an existing settlement area within the metropolitan area of the GDA, on town centre zoned land, adjacent to a railway station, which will help address the issue of further sprawl and ensures efficient use of zoned residential land.

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

The Urban Development and Building Heights Guidelines for Planning Authorities were published in their final form in December 2018 under section 28 of the Planning and Development Act 2000, as amended.

4.3.1 In relation to Development Planning, Specific Planning Policy Requirement 1 requires Planning Authorities to avoid provision of blanket *'numerical limitations on building height'* and advises the identification of areas *'where building height will be actively pursued'* within Development Plans. The Guidelines advocate increased building heights *'in locations with good public transport accessibility, particularly town/city core's'*.

- 4.3.2** The Guidelines also note that historic environments can be sensitive to large scale and tall buildings, with the suitability of typology and building heights to be determined to by Planning Authorities subject to the existing character and setting of the site.
- 4.3.3** This Request to enter Pre-Application Consultation with An Bord Pleanála is accompanied by a Landscape Visual Impact Assessment by the Paul Hogarth Company and a scoping document on architecture and cultural heritage prepared by Historic Building Consultants. Both documents take into consideration the potential impact of the proposed development upon the character and setting on Howth, nearby Protected Structures and the Architectural Conservation Area to the south. Please refer to these reports for more detail.
- 4.3.4** The Guidelines introduce Development Management criteria which proposals for higher buildings will be required to satisfy. The relevant criteria in respect of the proposed residential development are noted and responded to as follows:

At the scale of the relevant city/town

The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport.

- The subject lands are highly accessible, located opposite bus stops and within 75 metres of Howth DART station providing links across the city. Howth Road also benefits from demarcated cycle lanes.

Development proposals incorporating increased building height... should successfully integrate into/enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views. Such development proposals shall undertake a landscape and visual assessment by a suitably qualified practitioner such as a chartered landscape architect.

- The scale of the proposed development is considered to integrate appropriately with its surroundings. The proposed building height takes cognisance of the scale, height and proximity of neighbouring properties and maximises the topography of the site to ensure that the taller buildings are set to the seaward side, while the single and three storey element is more in keeping with the existing heights on the Howth Road.
- The site benefits from the fact that it is large enough to create its own character, being somewhat of an island site. Landscape proposals serve to mitigate the potential visual impact of the proposed development from the immediate streetscape as well as the wider area. The accompanying Verified Views by Model Works and the Landscape and Visual Impact Assessment prepared by The Paul Hogarth Company of the proposed development, contributes to its sylvan setting, generates a strong sense of approach into the village and complements the tree avenue character present along Harbour Road (in line with objective GI36 of the development plan).

On larger urban redevelopment sites, proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale of adjoining developments and create visual interest in the streetscape.

- The proposed development site extends to approximately 2.68 ha and is therefore a 'larger urban redevelopment site'. It provides for new public open spaces; new cycle and walking routes and a new civic plaza.

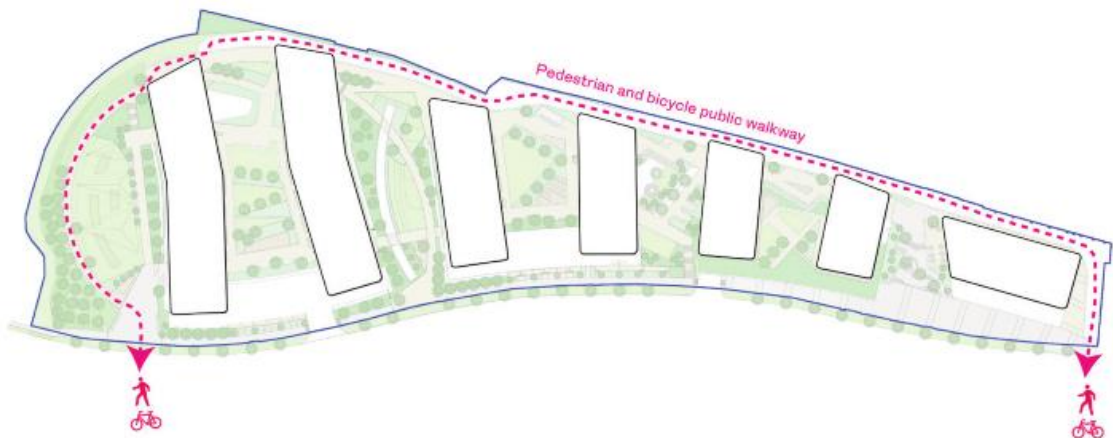
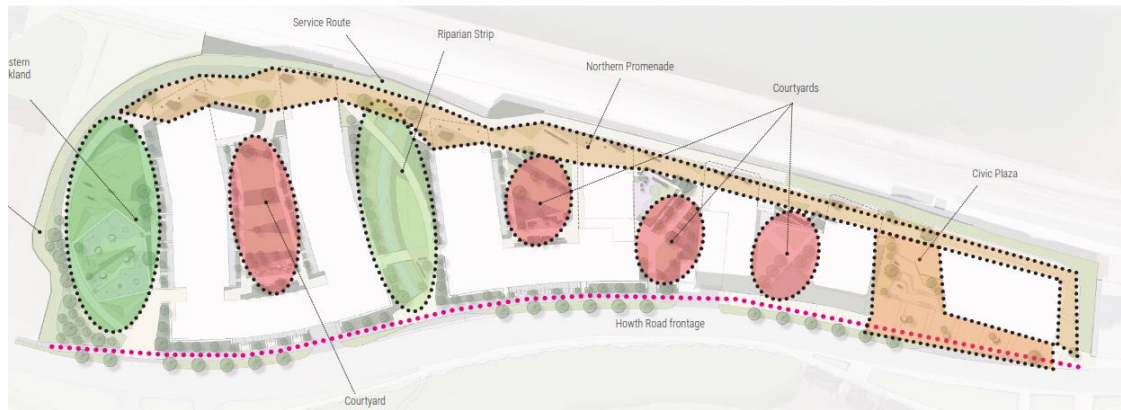


Figure 4.1: New public spaces integrating the development into Howth.

At the scale of district / neighbourhood / street

The proposal responds to its overall natural built environment and makes a positive contribution to the urban neighbourhood and streetscape

- It is considered that the proposal introduces a high quality development at an underutilised brownfield site on town centre zoned lands. The sensitive design and scale of development is considered to make a positive contribution to the urban neighbourhood through the provision of public open space and future permeability beyond the subject site. The layout of the development serves to enhance the streetscape and integrates appropriately.

The proposal avoids long, uninterrupted walls of building in the form of perimeter blocks or slab blocks with materials / building fabric well considered.



Figure 4.2: View of the Proposed Development from the Howth Road – (Source: Model Works)

- The proposal provides a variety of frontages, palette of materials and mix in use. High quality materials are chosen with the marine location in mind, to ensure that finishes last well and landscaping species appropriate to the area.
- The riparian corridor and civic plaza as well as the public opens pace adjoining Baltray Park ensure that apartment buildings are appropriately separated and facilitate a pedestrian cycle path along the railway line which give views to the sea. The U-shaped blocks provides a visual break to the plane of the building line and improves light penetration, as well as enhancing safe pedestrian routes and providing passive surveillance. The design features and fenestration of the blocks, incorporating balconies, own door accesses, external terraces and a setback upper floors provides visual animation to the proposals.

The proposal enhances the urban design context for public spaces and key thoroughfares and inland waterway/ marine frontage, thereby enabling additional height in development form to be favourably considered in terms of enhancing a sense of scale and enclosure while being in line with the requirements of “The Planning System and Flood Risk Management – Guidelines for Planning Authorities” (2009).

- The marine frontage will now be opened up to the public and will enhance the quantum and quality of public open space in the area and contribute to the creation of a sense of place translated through high quality landscaping proposals which serve to enhance the experience of residents and visitors.
- Three distinct public open spaces are provided as well as communal open space for the future residents. These communal areas will not be available to the public and are visual enclosed by landscaping, while still allowing passive surveillance of the new walkway.



Figure 4.3: Landscape Layout (Source: Architect’s Design Statement)

The width and proximity to the sea allows for greater height.



Figure 4.4: Seven storeys facing onto Baltray Park – the sea and Ireland’s Eye are visible beyond (Source: Model Works)

The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area within which the development is situated and integrates in a cohesive manner.

The legibility of the proposed development has been set out above. The integration of the site into Howth village will be set out below.



Figure 4.5: Site with Howth Railway Station in the middle ground (Source: Model Works)

- The proposed development fits into the town centre of Howth, merging with the modern expression of new buildings in Howth.



Figure 4.6: New frontage facing onto Howth Road (Source: Model Works)

- A new streetscape will be created, giving a new quarter to Howth, but respectful of Protected Structures, the Architectural Conservation Area, and the landscape setting of the site.

At the scale of the site/building

The form, massing and height of proposed developments should be carefully modulated so that there is maximum access to natural daylight, ventilation and views and overshadowing and loss of light is minimized.

Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision outlined in guides like the Building Research Establishment's 'Site Layout Planning for Daylight and Sunlight' (2nd Edition) or BS 8206-2: 2008 – 'Lighting for Buildings – Part 2: Code of Practice for Daylighting'.

Where a proposal may not be able to fully meet all the requirements of the daylight provisions above, this must be clearly identified and a rationale for any alternative, compensatory design solutions must be set out, in respect of which the planning authority or An Bord Pleanála should apply their discretion, having regard to local factors including specific site constraints and the balancing of that assessment against the desirability of achieving wider planning objectives. Such objectives might include securing comprehensive urban regeneration and or an effective urban design and streetscape solution.

- The proposed scale, massing and height of the development has been informed by Landscape and Visual Assessment but also Daylight and Sunlight analysis and the desire to create as many sea views out of the development as possible.



Figure 4.7: CGI of communal courtyard (Source: HJL)



Figure 4.8: CGI of Riparian Strip looking back to St. Mary's Church (Source: HJL)

- The inland views have also been captured as the buildings seek to frame the view – as demonstrated in Figure 4.8.
- JVT have undertaken a draft Sunlight and Daylight Access Impact Analysis and Shadow Analysis in support of this submission. The open spaces of the development perform very well in terms of access to sunlight – see Figure 4.9 below. Even the promenade, which is on the north side of the proposed development achieves more than 2 hours sunlight, due to the spacing between the proposed buildings.
- 80% of 1,316 rooms tested for Average Daylight Factor passed the test – the standard necessary to achieve BREEAM and LEED (75%).

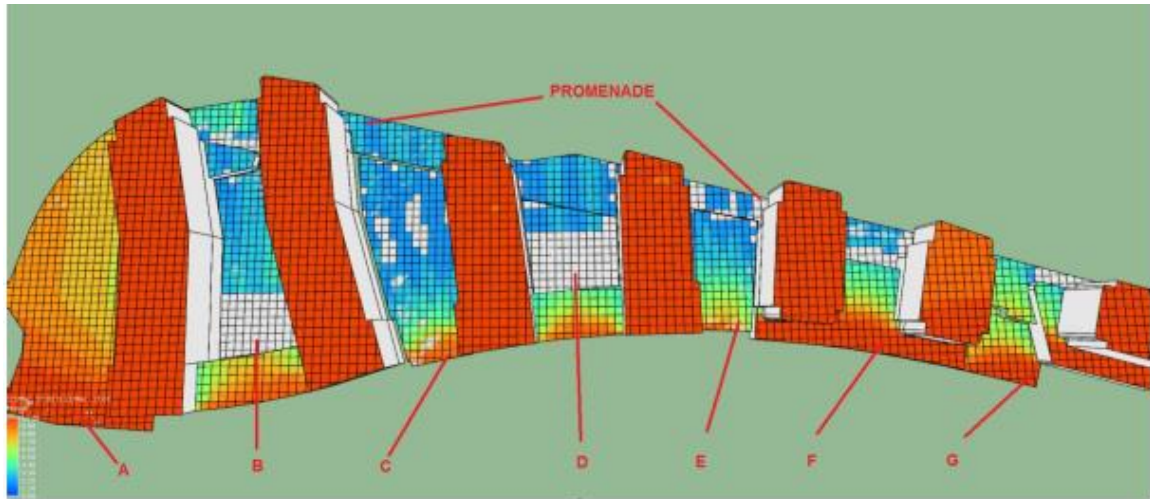


Figure 14 - Results for the 21st of March

General Information		Criteria			
Amenity Area	BRE Garden & Open Spaces Target [%]	Total Amenity Area [m2]	Total Amenity Area Receiving More Than 2 Hours [m2]	Percentage of Amenity Area Receiving 2 Hours [%]	Status
A	50	3736	3736	100.00	Meets Criteria
B	50	1541	991	64.31	Meets Criteria
C	50	1753	1459	83.23	Meets Criteria
D	50	1241	668.75	53.89	Meets Criteria
E	50	812	762	93.84	Meets Criteria
F	50	1032	1032	100.00	Meets Criteria
G	50	524	524	100.00	Meets Criteria
Promenade	50	3567	2206	61.84	Meets Criteria

Figure 4.9: Access to Sunlight 21st March (Source JV Tierney)

- 4.4 It is clear to see that there is a strong emphasis towards increased density and building height in appropriate locations within existing urban centres and in close proximity to public transport links within existing and emerging Government policy.
- 4.5 From the above analysis, it is considered that the proposal meets the criteria for higher buildings as set out within the Guidelines on Building Heights. The site is well placed to absorb a high-density development which is appropriately scaled and designed in the context of its urban surroundings, at a highly accessible location and in the vicinity to high quality public transport.
- 4.5.1 Under Section 3 of the Guidelines (Development Management Principles), it is stated:

“In relation to the assessment of individual planning applications and appeals, it is Government policy that building heights must be generally increased in appropriate urban locations. There is therefore a presumption in favour of buildings of increased height in our town/city cores and in other urban locations with good public transport accessibility.”

4.5.2 The Guidelines expand on the benefits taller buildings will bring to an area. In addition to extra housing and economic development in well-located urban areas, *“they can also assist in reinforcing and contributing to a sense of place within a city or town centre, such as indicating the main centres of activity, important street junctions, public spaces and transport interchanges. In this manner, increased building height is a key factor in assisting modern placemaking and improving the overall quality of our urban environments”*.

4.5.3 In order to receive a grant of planning permission for taller buildings in a city or a town the following criteria must be met;

“The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport.”

The site is located adjacent to Howth railway station, with its regular services on the DART network. Dublin Bus also provides regular services in the area.

“Development proposals incorporating increased building height, including proposals within architecturally sensitive areas, should successfully integrate into / enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views. Such development proposals shall undertake a landscape and visual assessment, by a suitably qualified practitioner such as a chartered landscape architect.”

A visual assessment has been included as part of this PAC application.

“On larger urban redevelopment sites, proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale of adjoining developments and create visual interest in the streetscape.”

The proposed design of the development has taken this into account and includes a variety of blocks with varying heights and forms.

4.6 Design Standards for New Apartments - Guidelines for Planning Authorities (March 2018)

4.6.1 The guidelines provide for updated guidance on apartment developments in response to the National Planning Framework and Rebuilding Ireland. These guidelines supersede the 2015 *Sustainable Urban Housing: Design Standards for New apartments; Guidelines for Planning Authorities*.

4.6.2 A key inclusion in the guidelines is the acknowledgement of the importance of strategic sites in existing urban areas that are near to existing public transport facilities. The guidelines identify locations in cities and towns that may be suitable for apartment development as follows:

- Central and / or Accessible Urban Locations
- Intermediate Urban Locations
- Peripheral and / or Less Accessible Urban Locations

- 4.6.3** The subject site is located within a Central and / or Accessible Urban Location. The Apartment Guidelines note that these locations are generally suitable for smaller – to large scale (which will vary subject to location), and higher density development that may wholly comprise of apartments including;
- Sites within walking distance (i.e. up to 15 minutes or 1,000 – 1,500m) of principle city centres, or significant employment locations, that may include hospitals and third level institutions;
 - Sites within reasonable walking distance (i.e. up to 10 minutes or 800-1,000m) to / from high capacity urban public transport stops (such as DART or Luas) and;
 - Sites within easy walking distance (i.e. up to 5 minutes or 400-500m) to / from high frequency (i.e. 10 minute peak hour frequency) urban bus services.
- 4.6.4** In such circumstances, the default position is to minimise car parking provision, substantially reduce or wholly eliminate in certain circumstance (Section 4.19).
- 4.6.5** The subject development satisfies these conditions on a number of fronts;
- 4.6.6** The proposed apartment buildings and units have been considered to be suitability located on the subject site, integrated within the landscape and well connected to adjacent facilities including public transport, and will provide high quality residential development on the subject site. In addition, a decision was made to reduce the level of parking on the site in line with National Guidance for sites located within a 10-minute walk of a DART Station. The level of bicycle parking is in excess of Development Plan standards and is in line with permission recently granted at the neighbouring Balscadden site. A total of 1,335 no. bicycle parking spaces are provided with the aim of promoting sustainable transport modes. In addition, it is proposed to provide 5 no. car sharing spaces in the underground basement for use by the residents.
- 4.6.7** In such sites, a minimum of 33% of units must be dual aspect units. In this case, 36% is achieved. While this is a large, brownfield site, the layout of the blocks is designed to maximise views to the seas, so the amenity of the units are particularly high. The single aspect units generally face east and west and overlook courtyards. There are no north facing single aspect units.
- 4.6.8** The guidelines set out minimum floor areas, minimum private open space area and minimum communal open space.

Table 1: Minimum Apartment Floor Area Requirements

Minimum Floor Areas for Apartments	
Studio apartment	37 sq.m
1-bed apartment	45 sq.m
2-bed apartment	73 sq.m
3-bed apartment	90 sq.m

Table 2: Minimum Private Amenity Area Requirements

Apartment	Standard Requirement
Studio apartment	4 sq m
1-bed apartment	5 sq.m.
2-bed apartment	7 sq.m.
3-bed apartment	9 sq.m.

Table 3: Minimum Floor Areas for Communal Amenity Space

Minimum Floor Areas for Communal Amenity Square	
Studio apartment	4 sq.m
1-bed apartment	5 sq.m
2-bed apartment	7 sq.m
3-bed apartment	9 sq.m

4.6.9 This planning application is accompanied by a Housing Quality Assessment document, prepared by HJL Architects, which demonstrates the compliance of the proposed development with the relevant quantitative standards required under the 2018 Apartment Guidelines. The HQA and Drawing Package illustrates how each apartment meets or exceeds the minimum relevant standards for example in respect to apartment size, internal areas, dimensions, etc.

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

4.7.1 The role of the *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas* is to ensure the sustainable delivery of new development throughout the country. The Guidelines focus on the provision of sustainable residential development, including the promotion of layouts that:

- Prioritise walking, cycling and public transport, and minimise the need to use cars;
- Are easy to access for all users and to find one's way around;
- Promote the efficient use of land and of energy, and minimise greenhouse gas emissions;
- Provide a mix of land uses to minimise transport demand.

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

4.7.3 These Guidelines support a plan-led approach to development as provided for in the Planning and Development Act 2000 (as amended). Section 2.1 of the Guidelines note that *'the scale, location and nature of major new residential development will be determined by the development plan, including both the settlement strategy and the housing strategy'*.

4.7.4 The Guidelines reinforce the need to adopt a sequential approach to the development of land and note in Section 2.3 and *'the sequential approach as set out in the Departments Development Plan Guidelines (DoEHLG, 2007) specifies that zoning shall extend outwards from the centre of an urban area, with undeveloped lands closest to the core and public transport routes being given preference, encouraging infill opportunities...'*

4.7.5 Having regard to the above, the subject lands at Claremont have been zoned to provide for town centre use and can be considered a brownfield development.

4.7.6 The subject lands would be considered to be lands adjacent to 'Public Transport Corridors' in the context of the densities required under the Guidelines for Planning

Authorities on Sustainable Residential Development in Urban Areas (2009), as the lands are located adjacent to the railway station at Howth.

- 4.7.7** Section 5.8 of the Guidelines recommends that *'in general, minimum net densities of 50 dwellings per hectare, subject to appropriate design and amenity standards, should be applied within public transport corridors, with the highest densities being located at rail stations / bus stops, and decreasing with distance away from such nodes'*. The proposals aim to provide for a high density, which accords with the above and also has regard to the surrounding context and character of the area. Thus, the proposed development would be consistent with the guidelines in relation to residential density.
- 4.7.8** The proposed development incorporates design principles such as basement and podium parking to maximise the provision of open space and to prioritise walking and cycling.
- 4.7.9** The layout is highly accessible for all users, with a permeable layout providing new links to the seafront from Howth Road.
- 4.7.10** The Guidelines also provide guidance on the core principles of urban design when creating places of high quality and distinct identity. The Guidelines are accompanied by a Design Manual which demonstrates how design principles can be applied in the design and layout of new residential developments, at a variety of scales of development and in various settings.
- 4.7.11** In respect to pre-application consultations with the Planning Authority the design team had regard to the advice set down in the 'In Practice' section of the Urban Design Manual (2009), which recommends the following approach:

Development Brief: An analysis of the site has been carried out which includes reviewing the local development plan, flooding information, utilities and services etc.

Site Analysis: The characteristics of the subject lands and surrounding context have been established and potential linkages and vistas to adjoining lands have been analysed.

Concept Proposals: An initial proposal responding to the parameters established by the development brief and site analysis has been prepared describing aspects of the scheme such as land use and density range, boundary conditions and connections which is discussed in greater detail below.

Pre-planning: Pre-planning consultation is designed to respond to initial designs to encourage an interactive process, particularly for sites in excess of approx. 50 units. We are therefore, requesting a pre-planning consultation with ABP to discuss the proposal.

- 4.7.12** The above approach is reflected in the structure of the HJL Design Statement.
- 4.7.13** The Design Manual sets out a series of 12 criteria which it recommends should be used in the assessment of planning applications and appeals. The 12 criteria are discussed in detail below.
- 4.7.14** This pre-application consultation request is accompanied by a Design Statement, prepared by HJL Architects, which demonstrates how the proposed development has regard to and has been developed in accordance with best practice in respect to urban design. The Design Statement should be read in conjunction with this Statement of Consistency and the Planning Report, and with the plans and particulars accompanying this submission.

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

4.8.1 The Design Manual sets out a series of 12 criteria which it recommends should be used in the assessment of planning applications and appeals. The 12 no. criteria are assessed as follows:

4.8.2 Context: How does the development respond to its surroundings?

Response: This Howth Road area consists of a mix of residential, undeveloped, and brownfield lands. The approach to the town lacks a coherence and doesn't provide a strong gateway. The development is designed to take advantage of the site's location on the seafront through views from open spaces and residential units where possible.

The proposed development has been designed to respond positively to the prominent position of the site at the entrance to Howth town. The western elevation is of a scale that befits its gateway status. The Howth Road frontage has been designed to reflect the character of Howth town centre, with 3 storey own-door units providing animation and active frontages on the approach to the established town.

The layout of the proposed dwellings links the proposed streets and spaces through the architectural design and overall landscaping of the development. The development provides for suitable separation distances to adjoining development and provides appropriate boundary treatments on site to protect the residential amenity and landscape character of the area.

The development will be finished in materials of a high-quality design to ensure it represents its own character while at the same time integrating sympathetically with the surrounding residential areas.

4.8.3 Connections: How well is the new neighbourhood / site connected?

Response: The proposed development will have two vehicular access points from Howth Road which will allow for vehicular and bicycle access to the parking areas. The site is also located next to Howth Dart station, and access to this station is available via the existing footpaths which run to the east from the subject site along Howth Road.

The development will consist of a series of internal walkways, footpaths, and cycle routes which will connect the development to the surrounding area.

4.8.4 Inclusivity: How easily can people use and access the development?

Response: The proposed development will provide for vehicle, pedestrian, and cycle routes within the site. The internal walkways and cycleways provide for a clear navigable circular route around the development with a number of intermitting links back to Howth Road.

The development will provide for disabled car parking spaces and all communal areas and house types are designed to be accessible to all. The loop walk will provide a new route which is accessible to all.

4.8.5 Variety: How does the development promote a good mix of activities?

Response: The proposed development provides for a good mix of dwelling types including a mix of duplex units and apartments of varying sizes. This will ensure a mix of tenures is provided for within the scheme. It is considered that the proposed development

provides a suitable amount of open space for this residential development, whilst having regard to the significant open space in the surrounding area.

4.8.6 Efficiency: How does the development make appropriate use of resources, including land?

Response: The proposed development provides for a net density of c. 191 no. units per hectare. The proposed density makes efficient use of these valuable residential zoned lands and includes an appropriate quantum of public open space and provides improved access to the seafront via a new bridge over the railway line.

The layout and orientation of the scheme has been designed by HJL Architects to have regard to aspect and views and ensure both dwellings and areas of open space achieve light throughout the day.

4.8.7 Distinctiveness: How do the proposals create a sense of place?

Response: There is a variety and mix of heights and design, with a mix of apartment types proposed throughout the scheme, in addition to the central open spaces, which combined contribute to creating a sense of place.

The buildings will provide visual landmarks within the residential development and in the wider town. Please refer to the Design Statement for further details.

4.8.8 Layout: How does the proposal create people-friendly streets and spaces?

Response: The proposed layout of the site provides for a straightforward, easily accessible and easily navigable development with pedestrian movement prioritised. A significant portion of the street network consists of shared pedestrian and bicycle surfaces which creates people friendly streets and spaces within the residential development.

The central open spaces provide for informal amenity and recreation, footpaths, seating and tree planting, contributing to the creation of a people friendly space.

4.8.9 Public Realm: How safe, secure and enjoyable are the public areas?

Response: The layout and design of the proposed development has been heavily influenced by the level of security and overlooking obtained by the future residents. The design of the development has been carefully considered as to provide a high level of passive surveillance on public access areas. The design of the dwellings and the apartment buildings provide for direct frontage onto the central open spaces, as well as onto Howth Road, ensuring the provision of a safe, secure and enjoyable residential development.

4.8.10 Adaptability: How will the buildings cope with change?

Response: Each of the proposed dwellings meet or exceed the minimum standards for residential unit size.

The development provides a mix of 1, 2, and 3, bedroom units that can be easily reconfigured to adapt to the changing life cycles and personal needs of each resident.

4.8.11 Privacy / Amenity: How do the buildings provide a high quality amenity?

Response: Each unit is provided with an area of useable private open space which meets or exceeds the Development Plan standards. All of the dwellings meet or exceed the Section 28 Guidelines unit size requirements. The design of dwellings has also had due regard to the siting and orientation of the development in order to maximise the solar gain and natural light aspect of each dwelling.

The development provides for adequate separate distances between dwellings. This maintains a high level of privacy and amenity obtained by residents and reduces the level of overlooking and overshadowing.

In addition, residential amenities are provided for the future residents including meetings rooms, a lounge, a games room, and a gym.

4.8.12 Parking: How will the parking be secure and attractive?

Response: A total of 439 no. car parking spaces are provided at basement level and at ground level under a podium within the scheme. In addition, 1,335 no. cycle parking spaces are provided for the scheme. The proposed parking provision is considered to be secure.

4.8.13 Detailed Design: How well thought through is the building and landscape design?

Response: The design rationale from an urban design and architectural perspective is explained in the Design Statement prepared by HJL Architects.

The landscape design rationale is set out in the Landscape Design Statement prepared by The Paul Hogarth Company. The proposed landscaping arrangement is laid out in a civic plaza, a riparian strip, four podium courtyards, and a western parkland. These open spaces are linked by a seafront walkway overlooking the sea, providing for informal amenity and recreation, footpaths, seating and tree planting.

A landscape feature comprising a riparian strip along a section of the de-culverted Bloody Stream is to be located between Blocks A and B.

Full details on the rationale for the landscaping design can be found in the tree survey, Natura Impact Statement, and landscape plan prepared by Treefile, Enviroguide, and The Paul Hogarth Company which accompanies this pre-application request.

4.9 Delivering Homes, Sustaining Communities (2007)

4.9.1 The Department's policy statement *Delivering Homes, Sustaining Communities, Guidance* provides the overarching policy framework for an integrated approach to housing and planning. The statement notes that demographic factors will continue to underpin strong demand for housing, which in turn will present considerable challenges for the physical planning of new housing and the provision of associated services. The quality of the housing environment is stated as being central to creating a sustainable community.

4.9.2 Sustainable neighbourhoods are areas where an efficient use of land, high quality design, and effective integration in the provision of physical and social infrastructure combine to create places people want to live in.

- 4.9.3** The Delivering Homes, Sustaining Communities policy statement is accompanied by Best Practice Guidelines entitled '**Quality Housing for Sustainable Communities**'. The purpose of these Guidelines is to promote high standards in the design and construction and in the provision of residential and services in new housing schemes. They encourage best use of building land and optimal utilisation of services and infrastructure in the provision of new housing; point the way to cost effective options for housing design that go beyond minimum codes and standards; promote higher standards of environmental performance and durability in housing construction; seek to ensure that residents of new housing scheme enjoy the benefits of first-rate living conditions in a healthy, accessible and visually attractive environment; and provide homes and communities that may be easily managed and maintained.
- 4.9.4** This request to enter into pre-application consultation with An Bord Pleanála is accompanied by a Housing Quality Assessment document prepared by HJL Architects which demonstrates the consistency of the proposed development with the relevant quantitative standards in the Quality Housing for Sustainable Communities document, the accompanying best practice guidelines and the County Development Plan where relevant.
- 4.10 Design Manual for Urban Roads and Streets (DMURS) (2019)**
- 4.10.1** This sets out design guidance and standards for constructing new and reconfiguring existing urban roads and streets in Ireland. It also outlines practical design measures to encourage more sustainable travel patterns in urban areas. The Engineering Services Report, prepared by BM Consulting Engineers provides further detail in respect of the consistency of the proposed development with DMURS, which is discussed below also.
- 4.10.2** DMURS aims to end the practice of designing streets as traffic corridors, and instead focus on the needs of pedestrians, cyclists, and public transport users. The Manual sets out design guidance and standards for constructing new and reconfiguring existing urban roads and streets in Ireland. Incorporating good planning and design practice and focus on the public realm, it also outlines practical design measures to encourage more sustainable travel patterns in urban areas. The principle design guidance of DMURS has been considered in the design of this development. As demonstrated in the Design Statement accompanying this consultation request, the proposed development seeks to prioritise pedestrians and cyclists throughout and around the site in accordance with the policies set out in DMURS.
- 4.10.3** The street and building design of the proposed development has had regard to the recommendations of DMURS as it includes proposals for buildings fronting onto streets and open spaces, basement and under-podium level parking, shared surfaces within the scheme and the creation of a pedestrian and cycle friendly urban environment.
- 4.10.4** A link to the proposed upgraded public walkway / cycleway along the seafront has also been proposed to encourage and improve connectivity in the wider area.
- 4.10.5** DMURS suggests that measures should be considered that reduce the dominance of the vehicle in favour of pedestrian and cyclists having dominance within a street. This is provided across the site within the housing layout with a separate route for pedestrians and cyclists.
- 4.10.6** The design seeks to ensure that the requirements of all potential street users are considered in a balanced and appropriate manner that encourages sustainable travel choices for all local journeys in addition to maximising connectivity to the public transport
-

networks. Howth railway station is located adjacent to the proposed development, which is accessible via the existing footpath and cycle lane arrangement on Howth Road. A shared pedestrian/cycle path is proposed, linking the development to the seafront.

4.10.7 The development will be accessed from Howth Road by way of two junctions. In addition to ensuring appropriate sight lines for the proposed development this junction arrangement provides an important road safety and traffic management benefit of traffic calming by influencing the speeds of traffic along the Howth Road,

4.10.8 The proposed development enhances permeability, provides high density residential development in proximity to a public transport corridor and improves accessibility in the area by providing a permeable development with connectivity to the wider area for cyclists and in particular pedestrians.

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

4.11.1 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 significantly from current levels;
- A reduction will be achieved on the 2005 figure for Greenhouse gas emissions from the transport sector.

4.11.1 Key to the achievement of these targets is better alignment between land-use and transport to minimise travel demand. The subject site is located in close proximity to the DART public transport corridor, and to Dublin Bus services. Thus, the principle of a residential development at a high density in this location would be in accordance with the principles set down in Smarter Travel.

4.12 Transport Strategy for the Greater Dublin Area 2016 - 2035

4.12.1 This strategy has been prepared by the National Transport Authority. The Vision of this strategy is for Dublin to be a competitive, sustainable city-region with a good quality of life for all by 2030.

4.12.2 The Strategy includes five overarching objectives to achieve the vision which are as follows:

- Build and strengthen communities
- Improve economic competitiveness
- Improve the built environment
- Respect and sustain the natural environment
- Reduce personal stress

- 4.12.3** The Strategy sets out measures to achieve the vision and objectives for the GDA. These include better integration of land use planning and transportation, consolidating growth in identified centres, providing more intensive development in designated town and district centres and control parking supply.
- 4.12.4** The strategy builds on previous strategies and investment programmes, and for this reason several major infrastructure schemes that are included in the government's transport 21 investment framework are included in all of the strategy options. One of these major infrastructure schemes is a proposal to provide additional capacity on the northern DART line which would directly benefit the DART services to Howth. This infrastructure scheme is identified as one such measure which will help achieve each of the five overarching objectives of the Strategy listed above.
- 4.12.5** The proposed residential development, which provides for a high density, adjacent to existing good quality public transport, in particular the DART (with improvements planned) is considered to be consistent with the vision and objectives of the Transport Strategy for the GDA.
- 4.13 Guidelines for Planning Authorities on 'The Planning System and Flood Risk Management' (November 2009)**
- 4.13.1** The Planning System and Flood Risk Management Guidelines were published by the Minister for the Environment, Heritage & Local Government in November 2009 under Section 28 of the Planning & Development Act 2000 (as amended).
- 4.13.2** The Planning system and flood risk management guidelines require the planning system at all levels to;
- Avoid development in areas at risk of flooding, particularly floodplains, unless there are proven wider sustainability grounds that justify appropriate development and where the flood risk can be reduced or managed to an acceptable level without increasing flood risk elsewhere;
 - Adopt a sequential approach to flood risk management when assessing the location for new development based on avoidance, reduction and mitigation of flood risk; and
 - Incorporate flood risk assessment into the process of making decisions on planning applications and planning appeals.
- 4.13.3** In order to comply with these Guidelines a detailed flood risk assessment has been carried out by BM Consulting Engineers using a combination of existing information and additional surveying to identify and confirm whether there may be flooding or surface water management issues for the lands in question that warrant mitigation measures to be incorporated into the design.
- 4.13.4** The assessment concluded that the subject site is located in Flood Zone C, '*where the probability of flooding from rivers and the sea is low*'. Table 1 of the report indicates that the proposed development is deemed 'Appropriate' for the location and that a justification test is not required.
- 4.13.5** Mitigation measures for the unlikely occurrence of flooding have been included in the design of the development, including a berm around the entrances to the underground carpark, and a riparian strip that is capable of catering for the volume of excess water.

4.14 Birds and Habitats Directive – Appropriate Assessment

4.14.1 Under Article 6 (3) of the EU Habitat Directive and Regulation 30 of SI no. 94/1997 “European Communities (Natural Habitats) Regulations (1997)” any plan or project which has the potential to significantly impact on the integrity of a Natura 200 site (i.e. SAC or SPA) must be subject to an Appropriate Assessment. This requirement is also detailed under in the Planning and Development Acts (2000 – 2010).

4.14.2 A Natura Impact Assessment, prepared by Enviroguide, is submitted with this request to enter into pre-application consultations with the Board. A screening report established that some of the habitats and species listed as ‘qualifying features’ in the Natura 2000 site designations may be affected by the proposed development and so the development of the project required a further analysis in Stage 2 of the Appropriate Assessment Process. The Natura Impact Assessment.

4.15 Guidelines for Planning Authorities on Childcare Facilities (2001);

4.15.1 These guidelines that Development Plans should facilitate the provision of childcare facilities in appropriate locations. These include larger new housing estates where planning authorities should require the provision of a minimum of one childcare facility with 20 places for each 75 dwellings. The threshold for provision should be established having regard to existing location of facilities and the emerging demography of the area where new housing is proposed.

4.15.2 The Apartment Guidelines 2018 noted that these childcare guidelines are to be reviewed. The number one bed units are to be discounted from calculations of childcare demand. As there are 286 units of two bedroom or more, this would give rise to a population of circa 601 persons at an occupancy ratio of 2.1 persons per apartment unit. Approximately 7% of the population are aged between 0 and 4 years of age, which would imply that the proposed development could generate a childcare demand of 42 spaces. This is below the level of 80 childcare spaces, which would constitute a viable childcare facility. It should be noted that there is a permission for 164 units on a site in Balscadden, in Howth, without a creche. This would generate a demand for 19 childcare spaces. There are 8 number childcare facilities in Howth, providing for approximately 287 childcare spaces. In the 2016 Census, there was 401 children aged between 0-4 years of age. The proposed child care facility caters for 57 no. children. There is more than adequate provision of child care places in Howth, as the 2016 Census of Population found at 13% of children are cared for in this form of child care.

4.16 Regional Spatial and Economic Strategy

The Regional Spatial and Economic Strategy (RSES) notes that the preferred spatial strategy for the Eastern and Midlands Region is the consolidation of Dublin plus the Regional Growth Centres of Athlone, Dundalk and Drogheda, supported by planned focussed growth of a limited number of self-sustaining settlements. Future population growth within this region is to be consolidated along public transport corridors. Up to 50% of future population growth is to occur within the built up area of Dublin. As shown in Figure 4.10 below, Howth is located within the core Dublin City and Suburbs area.

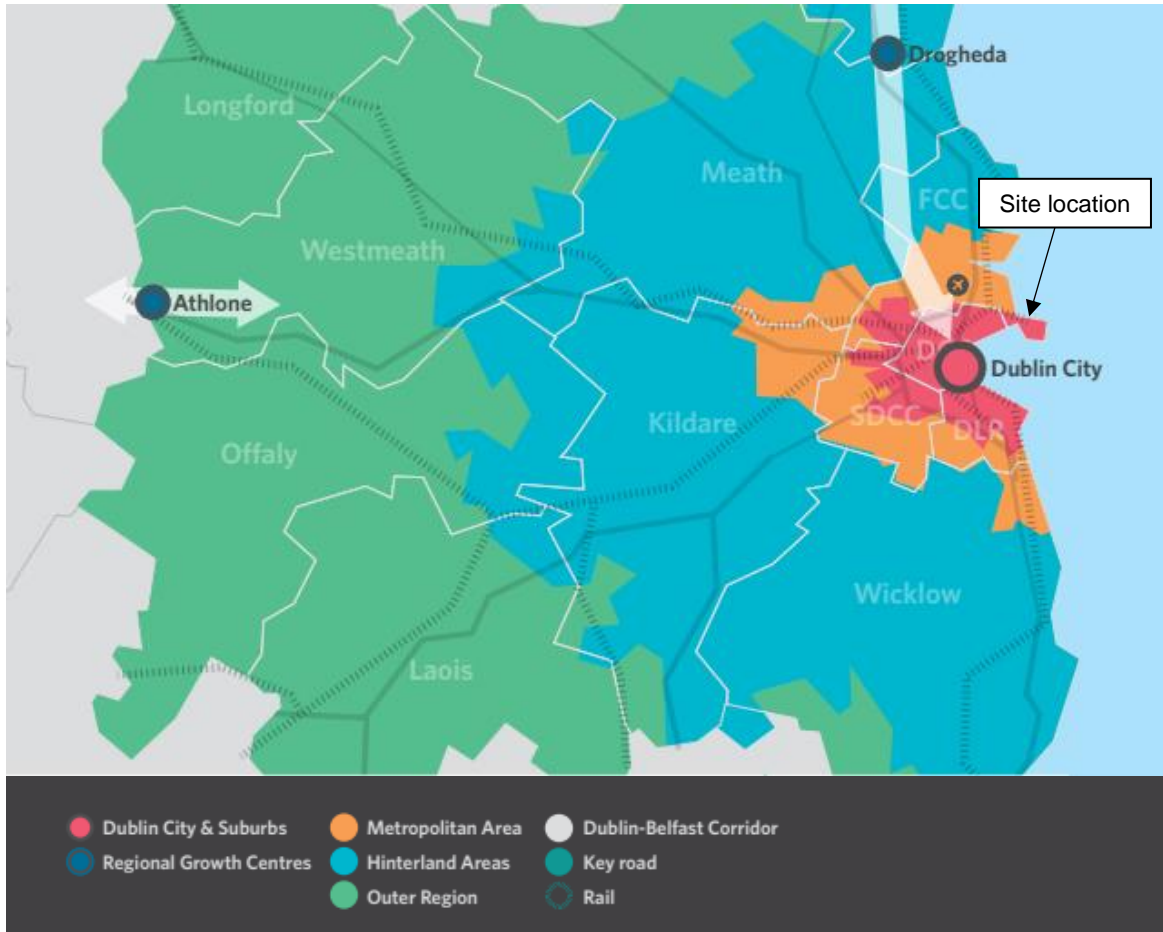


Figure 4.10: Growth Strategy (Source: RSES, EMRA)

RSES Commentary in “Taking account of existing plans”

The RSES states that the zoning of land and planning permission alone, do not necessarily guarantee delivery and population growth in accordance with projected, targeted timeframes.

Therefore, in planning for future growth, the RSES notes that Planning Authorities set out and monitor the service capacity and likely rate of completion of development on zoned land (brownfield and greenfield) – having regard to local conditions and trends.

The RSES notes that there may not be an “ideal fit” between some current plans and the more recent parameters set out in the NPF and that appropriate transitional arrangements will be put in place.

4.16.1 The following is noted in the RSES: -

- Closer attention to the actual delivery (of housing) is required and Public Authorities (PAs) take steps that may be necessary to implement strategic planning aims and **“above all avoiding the hoarding of land and/or planning permissions.”**
- PAs to tackle any tendencies towards any land or planning permission hoarding, or excessively slow delivery using vacant site levy **“and the release of alternative lands where permitted development, without any wider delivery constraints, is not being brought forward.”**

- PAs to avoid creating “*an unreasonable dependency*” on certain sites which would impede the bringing forward of other suitable lands with better prospects for delivery in the short term, if the strategic sites are not being brought forward by their owners.

4.16.2 We would also note that National Policy Objective 9 allows for some settlements to be identified for significant growth (i.e. greater than 30% growth above 2016 levels) provided there is agreement at regional assembly level and or local authority as appropriate, and that this may entail a balancing of growth elsewhere, so that the totality of growth is in line with the overall growth target; all to ensure alignment with investment in infrastructure and the provision of employment (together with supporting amenities).

Measuring Delivery through Active Land Management

4.16.3 The RSES acknowledges that achieving good performance (in delivering growth) “*will require a range of more active land management measures, beyond just zoning land.*”

4.16.4 According to the RSES, “*this will include analysis of service capacity, needs and overall cost, infill/brownfield potential and patterns of housing delivery and output, including the take-up and completion of planning permissions.....All of this will require a suitable ‘pipeline’ of development opportunities, prioritised on the basis of likelihood of meeting targets and kept under review through monitoring and reporting.*”

5.0 POLICY CONTEXT - LOCAL

5.1 This section of the planning report provides an account of the relevant local planning policies contained within the Fingal County Development Plan 2017 - 2023;

Fingal County Development Plan 2017 – 2023

5.2 The site is located within the administrative area of Fingal County Council and is therefore subject to the land use policies and objectives of the County Development Plan 2017 - 2023.

Core Strategy and Residential Strategy

5.3 The emphasis of this Plan *‘is to continue to consolidate the existing zoned lands and to maximise the efficient use of existing and proposed infrastructure. In this way the Council can ensure an integrated land use and transport strategy in line with national and regional policy.’*

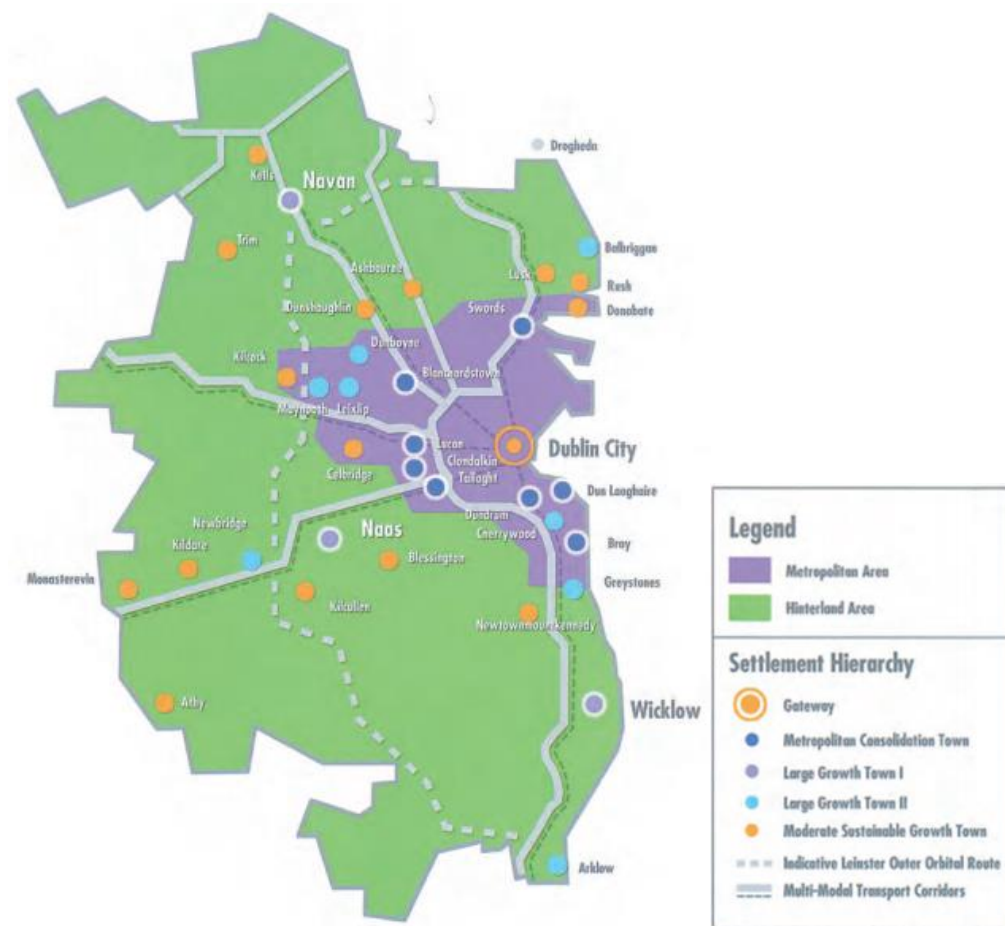


Figure 5.1: Core Strategy Map (Source: Fingal County Development Plan 2017-2023 page 30)

5.4 The Core Strategy projects a likely need for 49,536 additional residential units in Fingal over the period from 2016 - 2026. Consolidation and sustainable intensification in established urban areas and existing towns, through infill development and brownfield redevelopment, is a priority. The most important priority for Fingal is to ensure that there is sufficient land zoned in the right places to meet the housing targets up to 2023 in the

first instance, recognising that much of this may not be completed until after that date. This will involve consolidating urban areas around the Dublin Gateway and making the most efficient use of investment in infrastructure through integration with land use planning policy.

- 5.5** The emphasis of this Plan is to continue to consolidate the existing zoned lands and to maximise the efficient use of existing and proposed infrastructure. In this way the Council can ensure an integrated land use and transport strategy in line with national and regional policy. It will also ensure that the Council is in a strong position to influence infrastructure providers at national level, including Irish Water, in that there will be clear evidence of the Council's commitment to maximizing investment in infrastructure through its policy of consolidation.
- 5.6** The potential of Fingal's housing capacity on zoned residential/mixed use land in the 2017-2023 Development Plan is set out below. As can be seen, Howth has a remaining land supply of 16ha which has a potential residential capacity of 498 at a density of 31 units per hectare. This is set out in *Table 2.6 Remaining Zoned Residential Capacity from Fingal Development Plan 2011-2017*, an excerpt of which is included below.

Town/Village	Land Supply (hectares)	Potential Residential Units
Consolidation Towns		
Swords	514	15,828
Blanchardstown	329	11,757
Consolidation Areas within the Gateway		
Malahide	88	1114
Portmarnock	57	1490
Howth	16	498
Baldoyle/Sutton	29	1498
Other Settlements*	80	2791

Figure 5.2: Extract of Table 2.6 Remaining Zoned Residential Capacity (Source: Fingal Development Plan 2017-2023 page 35)

- 5.7** The key tenet of the overall Settlement Strategy is the continued promotion of sustainable development through positively encouraging consolidation and densification of the existing urban built form – and thereby maximizing efficiencies from already established physical and social infrastructure.
- 5.8** Howth is described as 'a Consolidation Area within a Gateway' in the Fingal Settlement Strategy. The Development Plan states "*There are a number of settlements across the County which have their own distinct character and sense of place but given their location in close proximity to Dublin City, respectively form consolidation areas within the gateway. These areas include Baldoyle, Castleknock, Clonsilla, Howth, Mulhuddart, Portmarnock, Sutton, and parts of the city suburbs located close to the M50 motorway. The policy approach in these areas will be to gain maximum benefit from existing transport, social, and community infrastructure through the continued consolidation of the city and its suburbs. Future development will happen in a planned and efficient manner utilising opportunities to achieve increased densities where appropriate*".
- 5.9** The following objectives relate to Settlement Strategy;

Objective SS01 - Consolidate the vast majority of the County's future growth into the strong and dynamic urban centres of the Metropolitan Area while directing development in the hinterland to towns and villages, as advocated by national and regional planning guidance.

Objective SS02 - Ensure that all proposals for residential development accord with the County's Settlement Strategy and are consistent with Fingal's identified hierarchy of settlement centres.

Objective SS15 - Strengthen and consolidate existing urban areas adjoining Dublin City through infill and appropriate brownfield redevelopment in order to maximize the efficient use of existing infrastructure and services.

Objective SS16 - Examine the possibility of achieving higher densities in urban areas adjoining Dublin City where such an approach would be in keeping with the character and form of existing residential communities or would otherwise be appropriate in the context of the site.

The core strategy provides 498 dwellings on 16 hectares. This equates to a density of 31.1 units per hectare. This density of development does not comply with current national guidelines, particularly having regard to proximity to public transport.

- 5.10** The proposed residential development, which provides for a net density of c. 191 units per hectare, on zoned lands which are located in Howth Town Centre which comprise brownfield lands and are located adjacent to high quality public transport infrastructure (Howth railway station), is otherwise considered to be consistent with the vision, strategies and objectives outlined in the Core Strategy and the Settlement Strategy for Fingal and for Howth.
- 5.11** A key strand of the overall Settlement Strategy focuses on the 'continued promotion of sustainable development through positively encouraging consolidation and densification of the existing urban/suburban built form – and thereby maximizing efficiencies from already established physical and social infrastructure'.
- 5.12** The Strategy seeks to focus higher density development in suitable strategic nodes along existing or planned public transport corridors. The subject lands occupy a substantial under-developed brownfield landholding located in close proximity to a public transport corridor.
- 5.13** Section 2 of the County Development Plan contains the Sustainable Communities Strategy. The vision of the Strategy is; *'To develop sustainable and successful communities across the County both through the continuing consolidation and redevelopment of the established built up areas, and the promotion of new, compact mixed-use urban villages optimally located in greenfield areas well served by existing or planned public transport networks and where residents will be within walking distance of supporting social and community infrastructure – including shops, services, employment opportunities, schools and leisure facilities'*.
- 5.14** The plan describes Sustainable Communities as *"economically, environmentally, and socially healthy and resilient"*. Such communities facilitate their residents' access to *"a range of accommodation, facilities and environment in which to enjoy their desired lifestyle"*.
- 5.15** The proposed residential development, which provides for a net density of c. 191 units per hectare in proximity to high quality public transport infrastructure and existing social

and community infrastructure is considered to be consistent with the vision and strategies outlined above.

Development Strategy for Howth – Objectives for Howth

- 5.16** Howth is a distinctive settlement located within a unique natural and built environment. Howth Head is a Special Amenity Area and there are also several Special Areas of Conservation and Special Protection Areas located on and around the Peninsula which must be protected into the future. Howth also has an important maritime heritage focused on the historic harbour. Today the harbour is important for the fishing industry and the marina is an important amenity. There are also several Architectural Conservation Area (ACA) designations in Howth. The settlement fulfils a predominately leisure role for visitors with restaurants, cafes, bars and some niche shopping such as arts and crafts.

The Development Plan seeks to develop the town in a manner that will protect its character and strengthen and promote the provision and range of facilities, especially the retention and promotion of retail convenience shopping and community services to support the existing population and tourists. Future development will be strictly related to the indicated land use zones including the infilling of existing developed areas rather than further extension of these areas. Development will be encouraged which utilises the recreational and educational potential of the area and other nearby natural environments of high quality, as follows;

Objective Howth 1 - Ensure that development respects the special historic and architectural character of the area.

Objective Howth 2 - Prepare a Public Realm Strategy to address issues such as pedestrian and cycle permeability, signage, car parking, traffic management and enhancements to the village core including Main Street.

Objective Howth 3 - Encourage the retention and development of ground floor commercial / retail uses within the core of the village. Such uses should be of a convenience and comparison retail mix with emphasis on the latter. Office provision should also be encouraged to ensure a vibrant village core.

Objective Howth 4 - Protect and manage the Special Amenity Area, having regard to the associated management plan and objectives for the buffer zone.

Objective Howth 5 - Continue to encourage the development of the harbour area for fishing and marine related industry and tourism.

Objective Howth 6 - Encourage and facilitate the development of a Community Centre in Howth Village

- 5.17** The proposed development complies with the vision for Howth Development Strategy. It protects the character of the town and promotes the level of services to the population as well as opening up pedestrian routes and permeability through the town through the creation of a new pedestrian and cycle route along the north of the site. The mix of uses proposed within the scheme will ensure a vibrant town core.

Views and Prospects

- 5.18** There are many Views and Prospects on the headland of Howth which have been identified as significant and are included on Zoning Map 10 of the Development Plan, an extract of which is included as Figure 5.3 of this report. There are a number of objectives

within the plan which outline how such views and prospects should be regarded. In regard to Designed Landscapes, as the avenue at Howth Castle is, the Plan states that *'care needs to be taken that significant views or vistas looking out of the designed landscape or into it are not encroached upon by development outside of its boundaries.'*

Objective CH21 seeks to protect the relationship between a Protected Structure and any designed views or vistas from or to that structure.

The Landscape Visual Impact Assessment (LVIA), which accompanies this application as part of the EIAR, has assessed the protected views along Howth Castle avenue from four viewpoints.

In Viewpoints 5A and 5B the buildings in development are either entirely or substantially obscured by existing and proposed vegetation. The upgrade of the Western Parkland area is considered to enhance the views of the sea and effects are considered to be positive.

Viewpoints 5C and 5D are closer to the development site and therefore the proposed development is more visible. Effects are considered positive.

'Objective CH25 Ensure that proposals for large scale developments and infrastructure projects consider the impacts on the architectural heritage and seek to avoid them. The extent, route, services and signage for such projects should be sited at a distance from Protected Structures, outside the boundaries of historic designed landscapes, and not interrupt specifically designed vistas. Where this is not possible the visual impact must be minimised through appropriate mitigation measures such as high quality design and/or use of screen planting.'

Views and prospects that contribute to the character of the landscape, and in particular those which have been identified in the Development Plan, are protected from inappropriate development through Objective NH40. A number of Landscape Character Areas have been assessed in the LVIA and the effect of the proposed development on the vast majority of these is considered to be negligible, neutral, or positive.

Zoning and Site-Specific Objectives

- 5.19** The site is zoned 'Objective TC – Town and District Centre'. The objective of this zoning is to *'Protect and enhance the special physical and social character of town and district centres and provide and/or improve urban facilities'*. Residential development is permitted in principle under this zoning objective.
- 5.20** There is a site specific local objective on the site. Local Objective 108 states:
- Development shall be between three and five storeys. The three storey aspect of the development shall be on the western side of the site and a maximum of 30% of the overall development shall be five storeys. The proposed development does not comply with this local objective and a Material Contravention Statement has been prepared. The local objective does not comply with national policy in terms of densification of town centre site, proximate to public transport and the 2018 Urban Height Guidelines, which are predicated on performance indicators rather arbitrary height limitations.*
- 5.21** While the site is not located on a preserved view, the preserved view begins at the traffic island opposite the site, leading into Howth Castle. The preserved view is through the castle gates.

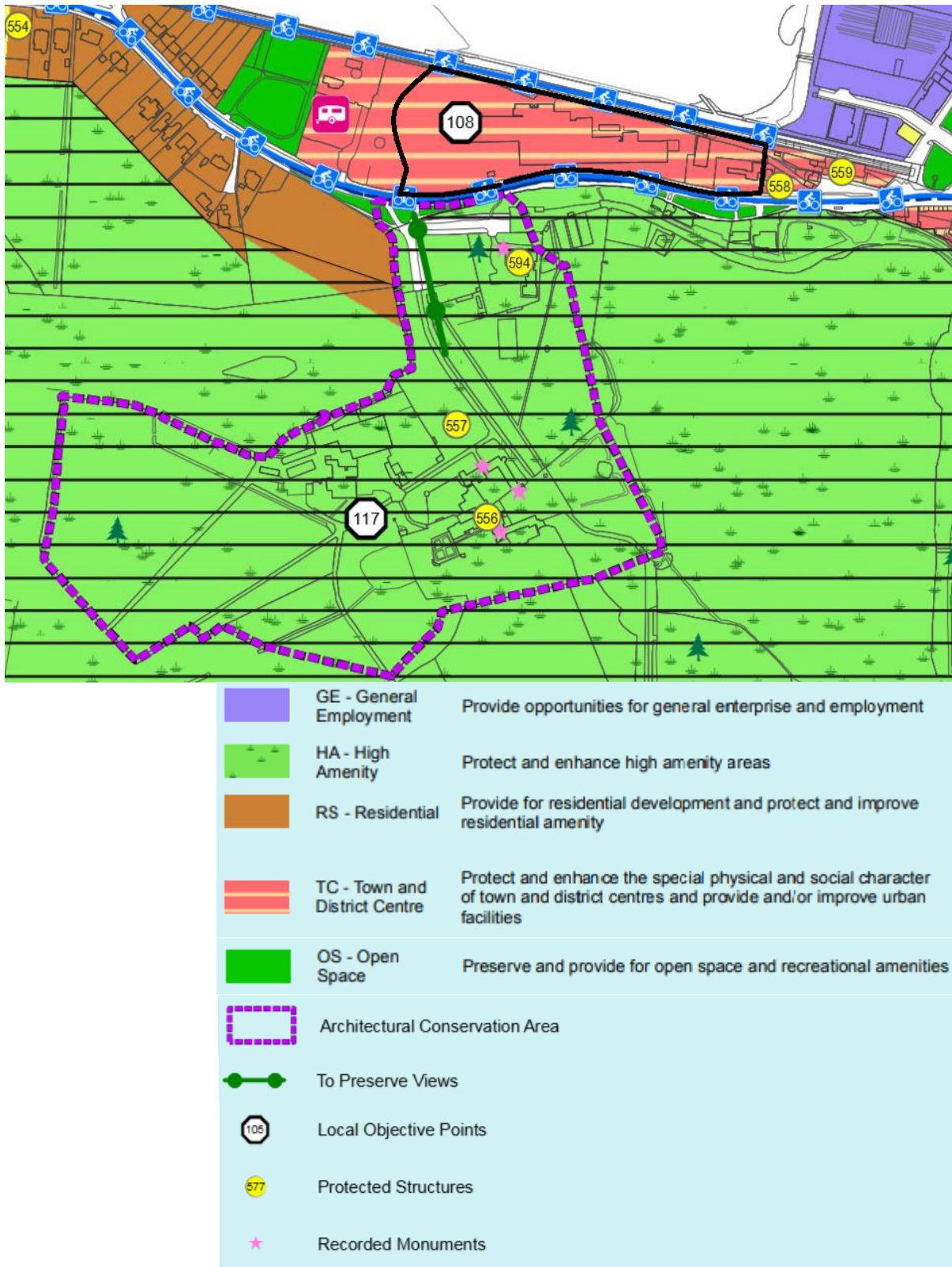


Figure 5.3: Fingal County Development Plan Zoning Map 10 extract showing the approximate site boundary outlined in black, and the Howth Castle Architectural Conservation Area (dashed purple boundary)

- 5.22** The proposed development provides a high-quality residential development with a density of approximately 191 units per hectare along with retail and restaurant units and is considered to be consistent with the zoning objective.

Residential Development Policies of the Fingal County Development Plan

- 5.22** The proposed development of 512 no. residential units with a mix of dwelling types and sizes, in a high quality landscaped setting, located close to a high quality public transport corridor and on a site which is zoned for residential development fully accords with the overarching vision for residential development in Fingal.

Design Principles

- 5.23** The Development Plan seeks to achieve high quality, sustainable urban and natural environments, which are attractive to residents, workers and visitors through excellent urban design responses which are in accordance with the 12 urban design principles set out in the Urban Design Manual – A Best Practice Guide (2009). The urban design of new developments must have regard to the Design Manual for Urban Streets and Roads (DMURS), (2013) and the National Transport Authority’s Permeability Best Practice Guide (2015), in the provision of good urban design. Objective PM33 states the authority’s desire to “*develop the fabric of existing and developing rural and urban centres in accordance with the principles of good urban design, including the promotion of high quality well-designed visually attractive main entries into our towns and villages*”
- 5.24** As set out above in Section 2, and demonstrated in the HJL Architects Design Statement, the proposed development has been guided by the principles within ‘Urban Design Manual – A Best Practice Guide’ (2009), and in the ‘Design Manual for Urban Roads and Streets’ (2013). A variety of street type, built form and amenity space throughout the proposed scheme adds to the quality of the public realm. The scheme also consolidates development within Howth town and strengthens the entrance to the town.

Mixed Use and Vitality of Sustainable Communities

- 5.25** The Development Plan states ‘*To ensure that development takes place in a sustainable and efficient manner, mixed use developments are essential. Fingal encourages a mix of residential, social, commercial and community uses in communities in order to enhance their vitality and viability. These uses are encouraged particularly, in existing under-utilised or vacant building stock*’.
- 5.26** The development proposes a mix of uses along with the residential aspect of the scheme. This includes retail and restaurant / café use. These uses will add to the vitality of Howth and will provide for the necessary services required for the scheme.

Residential Densities

- 5.27** Objective PM41 of the Development Plan states the intention of the authority to “*Encourage increased densities at appropriate locations whilst ensuring that the quality of place, residential accommodation and amenities for either existing or future residents are not compromised.*”
- 5.28** This scheme proposes higher densities due to its location in Howth town core and its good transport links including the DART and Dublin Bus stops. The net density proposed is 191 units per hectare. The incorporation of commercial facilities and increased permeability and access to the site help secure the development as an extension of the existing town

core. It is considered that this location in Howth town complies with this objective and provides for an excellent use of valuable Town Centre zoned and serviced lands.

Apartment Development

- 5.29** Apartment developments should be of high quality design and site layout having due regard to the character and amenities of the area. All apartment developments shall accord with or exceed all aspects of Government Guidelines in relation to residential development best practice, including 'Sustainable Urban Housing: Design Standards for New Apartments' (2015) and 'Sustainable Residential Development in Urban Areas' (2009) and provisions of Tables 12.1, 12.2 and 12.3 - Dwelling and Apartment Standards set out in Chapter 12 Development Management Standards.

Objective PM44 - Encourage and promote the development of underutilised infill, corner and backland sites in existing residential areas subject to the character of the area and environment being protected.

Objective PM45 - Promote the use of contemporary and innovative design solutions subject to the design respecting the character and architectural heritage of the area.

- 5.30** The subject site is currently occupied by a number of disused buildings, namely the former Techrete factory. The proposed development has complied with the updated design standards for apartments as issued in 2018. It also complies with Objective PM44 and PM45 by promoting the re-development of Howth town with a contemporary design which fits with the existing character of the village. The scheme creates a new gateway to the town and opens up the currently enclosed site to the village through new entrances and a pedestrian and cycleway.

Open Space

- 5.31** Objective PM52 - Require a minimum public open space provision of 2.5 hectares per 1000 population. For the purposes of this calculation, public open space requirements are to be based on residential units with an agreed occupancy rate of 3.5 persons in the case of dwellings with three or more bedrooms and 1.5 persons in the case of dwellings with two or fewer bedrooms.

Objective PM53 - Require an equivalent financial contribution in lieu of open space provision in smaller developments where the open space generated by the development would be so small as not to be viable.

Objective PM60 - Ensure public open space is accessible and designed so that passive surveillance is provided.

Objective PM61 - Ensure permeability and connections between public open spaces including connections between new and existing spaces, in consultation to include residents.

- 5.32** It is intended to meet these objectives in the final design of the open space on this development.

Childcare Facilities

- 5.33** Objective PM74 - Encourage the provision of childcare facilities in appropriate locations, including residential areas, town and local centres, areas of employment and areas close to public transport nodes.

Objective PM75 - Ensure that childcare facilities are accommodated in appropriate premises, suitably located and with sufficient open space in accordance with the Childcare (Pre-School) Services) (No. 2) Regulations 2006.

Objective PM76 - Require as part of planning applications for new residential and commercial developments that provision be made for appropriate purpose built childcare facilities where such facilities are deemed necessary by the Planning Authority

- 5.34** It is intended to include a creche as part of this development.

Flood Risk

- 5.35** The Development Plan states in Objective SW07 that a flood risk report will be necessary for developments in Howth. Please see the attached report on Flood Risk in the Engineering Services Report prepared by BM. It confirms that Tidal and Groundwater flooding events are very unlikely to occur, and while Fluvial and Pluvial flooding is more likely, the design of the development combined with regular maintenance means that any effects from flooding are likely to be low.

Environmental Management and Environmental Impacts

- 5.36** Chapter 7.6 of the Development Plan provides guidance in relation to air, noise and light pollution.
- 5.37** This request to enter into consultations is accompanied by an Environmental Report, which includes an EIA screening.

Howth Urban Centre Strategy 2008

- 5.40** Although no longer current (the implementation of the strategy was on objective of the previous development plan and not included in the current development plan) An Urban Centre Strategy for Howth was published by Fingal County Council in order to communicate a vision for the village, through the preparation of detailed, actioned, urban design guidelines for the centre of the village, the harbour area, and the former Techrete site (known as Opportunity Site 1). It is a non-statutory document which the local authority advised *'should be used as a tool to assist and guide future development proposals in Howth. The enhancement of the vitality and viability of the village whilst having regard to the special historic and architectural character of the area and its special amenity and tourism value forms the basis of the Urban Centre Strategy.'*
- 5.41** In section 6.1, the key principles of the indicative built form on Opportunity Site 1 include finger blocks, well defined edges, high quality landscaping, and a permeable urban grain. The key principles of the indicative public realm include active frontages, a new focal area, access across the rail line to the water's edge and a high quality public realm. Heights of seven storeys are indicated.

5.42 It is respectfully submitted that the design of the proposed development, which incorporates finger blocks, high permeability through the site, active frontages along the Howth road and internal courtyards, high quality landscaping of the public realm and new civic square, and potential for a new pedestrian bridge across the railway line, meets the key principles as set out in the Urban Centre Strategy.

6.0 Site Specific Development Briefs

6.1 Opportunity Site 1

Indicative Height and Massing

Key Principles

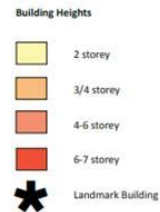
1. Increased height towards the seafront
2. Decreased height from east to west

The proposed blocks rise in height from west to east of the site and generally climb in height from the Howth Road to the sea edge.

There is also potential for a landmark building within this gateway area to the eastern edge. This landmark building is recommended to retain an appropriate slenderness ratio of between 1:3 and 1:4.

The form, bulk and profile (especially of the roof), separation and the materials (colour and texture) are important design considerations for the site. If a singular architectural style is applied across the site, it will be perceived as a single object in views from the north in particular (the sailing routes and the coastline). If however, the component buildings are designed with a degree of variety (e.g. in height, width, profile, materials, etc.) as in the Georgian terrace along the Harbour Road, the combined visual mass of the development would be lessened. Large expanses of light coloured, reflective material, e.g. glass, will be most prominent and will display the form and scale of buildings most conspicuously. Darker and more textured materials will reduce visibility and are therefore promoted within the site.

At the planning application stage proposals within this area will be subject to a visual impact assessment in an effort to ensure that the integrity of the area is not compromised.



5.0 General Design Guidelines

Howth Road

Urban Design Principle	Issue	Urban Design Guidelines
Quality of Building Frontage	The quality of building frontages within this area are generally positive. However, the frontages associated with the former Techrete site are of a negative quality.	Promote the redevelopment of the former Techrete site and improve the quality of the building frontage along Howth Road.
Urban Grain	Due to the mixture of industry uses and residential uses building widths vary. On average building widths are between 7 - 10m wide for residential uses. Building widths are approximately 140m wide for buildings associated with the former Techrete site.	Opportunities to reinforce a tight urban grain should be explored. A building width of between 10m -15m should be promoted along Howth Road. New development can address this medium grain also through facade articulation/modulation.
Building Height and Massing	The large buildings that form the Techrete site have created an extreme contrast in scale within the predominantly low rise housing immediately east, south and west of the site. The industrial sheds and other support buildings are not of any townscape value. The buildings are 8m - 12m in height to eaves level. The majority of terraced and detached buildings to the south of Howth Road are no more than 2 storeys in height.	The former Techrete site has the capacity to promote heights of up to 7 storeys. There is also potential for a landmark building within this gateway area. At the planning application stage proposals for this area should be subject to a visual impact assessment in an effort to ensure that the integrity of the area is not compromised.

Figure 5.4: Howth Urban Strategy 2008

5.43 Element 7 of the Development strategy vision included in the strategy is “to expand the village at Techrete” and specifically to:

- “Allow the former ‘Techrete’ site act as a ‘stepping stone’ in expanding the village centre’s retail, residential and commercial offer west of the DART station.
- Make more efficient use of a key gateway site.
- Greatly improve the visual appearance of the existing ‘Techrete’ site from the Howth Road which is a key route through to the village centre for local and tourist traffic.
- Provide for a pedestrian link from the ‘Techrete’ site over the rail line to Claremont Strand”.

5.44 The Urban Design Framework include the following objectives:

- 20 - Enhance the existing green link from Harbour Road to Grace O Malley Park ('the Tramway') by providing adequate lighting and environmental improvement measures.*
- 21 - Enhance the area in front of the existing DART station as a pedestrian friendly civic space*
- 22 - Develop a bus stop and turnaround area at this location.*
- 23 - Enhance the northern edge of Howth Road by widening footpaths as well as introducing new street tree planting.*
- 24 - Develop a landmark building at this location to act as a 'gateway' to Howth village.*
- 25 - Provide a civic open space at this location fronted by ground floor activity to act as a new destination west of the DART station.*
- 26 - Encourage a well-defined building line to the northern edge of Howth Road.*
- 27 - Enhance the views of the sea and Ireland's Eye from Howth Castle and Howth Road through the building form.*
- 28 - Encourage the provision of an access way across the railway line to Claremont Beach*
- 29 - Encourage the provision of a Community Centre at this location.*
- 30 - Encourage the development of traveller accommodation at this location.*

5.45 Many of the objectives set out above are provided for in the proposed development.

6.0 PLANNING HISTORY

- 6.1 A planning history search of the subject lands at Claremont was conducted using Fingal County Council's online planning search system. The following permissions and applications are relevant to the site.

Combined Sites	
Reg. Ref. F15A/0362 PL06F.246151 EXTANT PERMISSION	
Lodged: 04 Aug 2015 Granted: 20 Jun 2016 after appeal Site Area: 4.446ha GFA: 34,500sq.m.	Demolition of existing industrial/commercial buildings (c.8,162sqm GFA). Construction of a mixed-use development of five blocks, ranging in height from 1 to 6 storeys plus mezzanine. The development included; 200 no. residential units, 6 no. commercial units, community centre, open spaces, and parking for 487 no. cars and 332 no. bicycles.
Reg. Ref. F11A/0028 PL06F.240171 EXTANT PERMISSION	
Lodged: 28 Jan 2011 Granted: 29 Jan 2013 after appeal An extension of duration of permission was granted the 13th March 2023. Site Area: 4.4786ha GFA: 37,359.6sq.m.	Demolition of existing industrial/commercial buildings (c.8,162sqm GFA). Construction of a mixed-use development ranging in height from 1 to 7 storeys and comprising residential, retail, office, leisure, restaurant and community uses. The development included: 286 no. residential units including 281 apartments and 5 no. 2-storey traveller residential units, offices, leisure centre, creche, community centre, sports facilities, public park, open spaces, and parking for 462 cars and 464 bicycles. Provision of 4 no. vehicle access points from Howth Road to serve the parking areas.
Reg. Ref. F08A/1172 PL06F.23083	
Lodged: 30 Sep 2008, Refused: 25 Mar 2010 by council and ABP after appeal Site Area: 4.775ha. GFA: 56,133sq.m.	Demolition of existing industrial/commercial buildings (c.8,162sqm GFA). Construction of a mixed-use development of eight blocks, ranging in height from 3 to 11 storeys. The development included; 386 no. residential units, hotel, 6 no. commercial units, community centre, sports facilities, open spaces, and parking for 935 no. cars and 548 no. bicycles. An Bord Pleanala upheld the local authority's decision to refuse permission, citing unacceptable scale, height, and quantum of development, unsatisfactory apartment and block design, and insufficient detail contained within the Environmental Impact Statement in relation to the excavation of the basement.

Techrete Manufacturing Site	
Reg. Ref. F96A/0129	
Lodged: 01 Mar 1996 Granted: 05 Jun 1996	Demolition of existing stores, flue, warehouses and plant and the reconstruction of a new single production warehouse and compressor building incorporating new landscaping and tree planting.
Beshoff Motors Site	
Reg. Ref. F01A/0239 PL06F.125009	
Lodged: 08 Mar 2001 Granted: 29 Nov 2001 after appeal Site Area: 0.172ha	Construct single storey detached workshop to side/rear.
Reg. Ref. F99A/0754	
Lodged: 22 Jun 1999 Granted: 01 Oct 1999 Site Area: 0.172	Construct valeting bay to rear, and to construct boundary railings/wall/piers.
Reg Ref. F98A/0716	
Lodged: 20 Jul 1998 Granted: 01 Dec 1998 Site Area: 0.172ha	Retain front porch, to construct boundary railings, & to erect vertical illuminated sign.
Howth Garden Centre Site	
Reg. Ref. F14A/0303	
Lodged: 30 Jul 2014 Granted: 28 Jan 2015 Site Area: 0.139ha	Retention of use of the premises for a further temporary period (3 years) as a Garden Centre and a Dog Grooming business. Retention of 2 no. additional sheds (c.68sq.m. in total). Total gross floor area of buildings (5 no.) on site is c.300sq.m. Retention of 1 no. advertising sign. and all site development works.
Reg. Ref. F97A/0208	
Lodged: 24 Mar 1997 Granted: 04 Jul 1997 Site Area: 0.148ha	Development to consist of alterations to forecourt entrance, construction of a new underground tank farm, new offloading slab, new offset fill point, new forecourt surfacing and ancillary works.
Reg. Ref. 93A/0347	
Lodged: 24 Mar 1993 Granted: 29 Jun 1993	Retention for (a) change of use of store to retail area and provision of new toilet (b) works carried out to forecourt to comply with D.S.A. 1979 regulations

Combined Motors and Garden Centre Site	
Reg. Ref. F05A/0626	
Lodged: 10 May 2005 Granted: 27 Mar 2006 Site Area: 0.314ha	Replacement of existing buildings on site with one five storey and two four storey blocks consisting of ninety car park spaces in basement; four retail shops at ground floor, and forty-six apartments at first, second, third, and fourth floor. Surface car parking for 10 cars, open space.
Reg. Ref. F97A/0337	
Lodged: 28 Apr 1997 Granted: 11 Aug 1997 Site Area: 0.307ha	Construct single storey (car showroom) extension to front.

6.2 Both housing permissions are extant and capable of being implemented in conjunction with the adjoining Fingal lands. In terms of visual impact, the apartment permission of 2011 is more comparable with the proposed development. Therefore, this permission can be regarded as the appropriate comparison to test the proposed development against, rather than the existing conditions on site. The question to be asked is whether the proposed development represents an improvement on the extant permission, instead of the current baseline condition, which is effectively unchanged from 2011.

6.3 The site layout at Further Information is presented overleaf. The drawings are presented in an A3 booklet for comparison. The photomontages of this permission have also been included in the LVIA and Verified Views. The car parking levels at 462 car parking space are very similar to the proposed development (439 no. spaces).

6.4 The blocks highlighted in yellow in Figure 6.1 show the heights permitted across the site

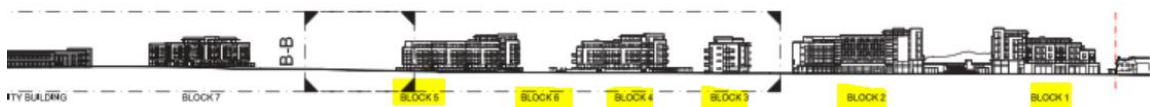


Figure 6.1: Site section F11A/0028 PL06F.240171

6.5 Planning history in the vicinity of the site includes a number of permissions for developments in Howth Harbour. Two permissions have also been granted for sites to the north of the current site on the west pier. These were for an extension to an existing fish processing factory (F17A/0553) and for industrial units (F18A/0267). A third permission (F18A/0074) provides for a new quay wall on the east side of the middle pier and associated berthing.

6.6 Planning permission has been granted for a new Waste Water Treatment Plant with associated pipeline and facilities which will serve the north Dublin area (ABP-301908-18 and ABP-302039-18).

7.0 SUPPORTING REPORTS

- 7.1 The application is supported by a range of documentation.
- 7.2 John Spain Associates (JSA) – Has prepared a number of accompanying reports; this *Statement of Consistency, Response to the Opinion of An Bord Pleanala, Statement of Material Contravention and School Provision Report*. JSA has also coordinated the preparation of an *Environmental Impact Assessment Report* (EIAR) which is included with this planning application. The EIAR has been prepared with the input of various consultants.
- 7.3 Henry J Lyons, Architects prepared the drawings for the application. They prepared the *Architectural Design Statement* and the *Housing Quality Assessment* and a number of discrete reports to aid the Response to the Opinion of An Bord Pleanala. These reports are supported by The Paul Hogarth Company and JV Tierney & Co.
- 7.4 Barrett Mahony Consulting Engineers have prepared a series of reports dealing with the engineering aspects of the proposed development. These include a *Construction and Demolition Waste Management Plan, Construction Management Plan, DEMURS Statement, Flood Risk Assessment, Civil Infrastructure Report, Mobility Management Plan, and Traffic and Transport Assessment*.
- 7.5 Enviroguide prepared an *Appropriate Assessment Screening Report* which found that a *Natura Impact Assessment (NIS)* was required. Enviroguide have also prepared the NIS which accompanies this application.
- 7.6 Historic Building Consultants prepared a *Conservation Assessment* of the proposed development.
- 7.7 The Paul Hogarth Company (TPHC) prepared a Landscape and Visual Impact Assessment which is contained within the EIAR. The report provides an assessment based on current conditions and a comparison with the permitted apartment development on site. Verified views have been prepared by Modelworks and include the permitted apartment block. TPHC have also prepared the landscape drawings and a *Landscape Design Report*.
- 7.8 A *Tree Survey* and drawings have been prepared by The Tree File.
- 7.9 JVT have prepared a *Daylight and SunCast Report, a Sustainability / Energy Report, and a Site Utilities Infrastructure Report*.
- 7.10 Aramark have prepared a *Building Life Cycle Report*, which provides an initial assessment of the long term running and maintenance costs of the development for future residents. In addition, an *Estate Management Strategy* report is prepared, dealing with management structure, residents facilities, security, car parking and car sharing, etc.
- 7.11 Martin Johnson and Partners have prepared a *Preliminary Access and Use Strategy (Universal Design Statement)* for the development.
- 7.12 Minorex Environmental Limited prepared a *Planning stage dewatering plan, risk assessment and mitigation measures. (These can be found in Volume 3 of the EIAR)*.
- 7.13 Golder – *Materials Management and Remedial Strategy Plan, Interpretative Ground Investigation Report, Human Health Risk Assessment, Controlled Waters Risk Assessment (These can be found in Volume 3 of the EIAR)*
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8.0 RAILWAY BRIDGE

- 8.1** The applicant has been in discussions with Irish Rail about a proposed bridge from the site to cross the railway line and land on the promenade owned by Fingal County Council. This bridge was part of earlier permissions on the site. The provision of a bridge would also fulfil a development plan objective to provide for better access to Claremont Beach, subject to Appropriate Assessment considerations.
- 8.2** Irish Rail have indicated the locations that it is not possible to provide the bridge, where it would interfere with the safe operation of the railway line. However, Irish Rail will only consider allowing the bridge to proceed if the bridge is fully designed and Fingal County Council are prepared to take the bridge in charge.
- 8.3** The applicant is willing to design and construct the bridge as part of the proposed development. However, a letter of consent from Irish Rail is needed by the applicant to apply for planning permission for the bridge. Fingal County Council are currently examining whether it will take the bridge in charge. It is hoped that this issue can be resolved in time for the application. For the purposes of the PAC request to An Bord Pleanála, an indicative bridge is shown but it is not within the red line. The proposed bridge would enhance permeability of the site, but it is not essential to allowing the proposed development to proceed. To avoid any doubt on the willingness of the applicant, in the event that Irish Rail and Fingal County Council cannot come to an agreement in time for the application, the applicant is prepared to accept a Section 48 (2) (c) contribution for the provision of the railway bridge and agree to allow its land be used for the bridge structure.

9.0 PART V

- 9.1** The applicant has engaged with Fingal County Council on their Part V requirements. The necessary details, the specific units identified on drawings and costings are enclosed.

10.0 UPGRADES TO PUBLIC FOOTPATHS AND ROADS

- 10.1** The applicant has agreed to work with Fingal County Council to undertake upgrade works and improvements to the public road. Consequent to this the red line for the site has been extended to include these areas. A letter of consent from the council has been submitted as part of this application in support of this.

11.0 EIAR AND NIS

- 11.1** The application is accompanied by an EIAR and NIS.

12.0 CONCLUSION

12.1 The statement set out herein demonstrates that the proposed development is consistent with the relevant national, regional and local planning policy context.

At a national and regional level, this statement has demonstrated consistency with the following:

- National Planning Framework 2040;
- Rebuilding Ireland – Action Plan for Housing and Homelessness;
- Regional Spatial Economic Strategies – Eastern & Midlands Regional Assembly (2019-2031);
- Urban Development and Building Height Guidelines (2018);
- Design Standards for New Apartments (2018);
- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009), and the accompanying Urban Design Manual;
- Delivering Homes, Sustaining Communities (2008) and the accompanying Best Practice Guidelines- Quality Housing for Sustainable Communities;
- Quality Housing for Sustainable Communities (2007);
- Design Manual for Urban Roads and Streets (2013);
- Guidelines for Planning Authorities on Childcare Facilities (2001);
- Smarter Travel – A New Transport Policy for Ireland (2009-2020);
- Bus Connects – Transforming City Bus Services (2018);
- The Planning System and Flood Risk Management (2009);
- Birds and Habitats Directive – Appropriate Assessment.

12.2 Consistency is also demonstrated with the policies and provisions of the Fingal County Development Plan 2017-2023 and Howth Urban Centre Strategy. Where there is divergence from policy, a Material Contravention Statement provides justification for this. The delivery of an appropriate scale of residential and retail/restaurant/cafe development at this location is therefore entirely in accordance with the confirmed policy approach to development for a town centre.

12.3 The proposed development has the potential to provide significant improvements to the public realm and it delivers a high-quality urban design by continuing the street frontage along Howth Road, providing an attractive extension of the village and providing well located homes next to a high frequency public transport corridor. Café/restaurant and retail uses will augment the other facilities provided in the district centre.

12.4 In conclusion, it is respectfully submitted that the proposed development is consistent with the proper planning and sustainable development of the area, and is largely consistent with all relevant national, regional and local planning policies and guidelines and that the proposal as presented constitutes a reasonable basis for an application.



John Spain Associates

APPENDIX 1 - Pre-Planning Application Discussions

Six formal pre-applications were undertaken with Fingal County Council, plus specialist consultants contacted their counterparts in the planning authority to establish the views of different departments. The scheme changed significantly over time, responding to the concerns of the planning authority.

The first PAC was an informal meeting held with the applicant.

The second PAC was held on 08/11/2019 and was attended by David Murray, Hazel Craigie, Fionnuala Maye, Niall McKenna from Fingal County Council. For the applicant, Pat Crean, Niall O'Byrne, Hakeem Bader (Marlet), Derek Byrne (HJL), Mary Mac Mahon (JSA).

A scheme of 550 units up to 10 storeys was presented. The council concerns about the site related to contamination, car parking, including if the retail unit generated a significant volume of parking, the height of the development, massing and scale, Howth being a village. The planning authority wanted time to digest the scheme. Later comments were that the scheme appeared monumental. The crossing of the railway line was viewed positively, but the location of the bridge was considered to be better placed nearer the railway station. A hierarchy of public open spaces was important.

Another meeting was held on 18/12/2018, where a revised scheme was presented with a maximum height of 9 storeys, with 552 residential units. The planning authority looked for animation of the sea walk. A visual impact showing block massing was presented.

A fourth meeting was held on 26/02/2019. Fingal County Council was represented by David Murphy, Colm McCoy, Helena Bergin, Niall Thornton, Philip Grommel, Mark Finnegan, Mary MacCarthy. The applicant's team consisted of Pat Crean, Niall O'Byrne, Derek Byrne, Vincent Barrett, Andrew Haley and Mary MacMahon. The scheme was for 550 residential units and maximum height was 9 storeys. The western part of the site was considered problematic because of size, scale, mass and views from Howth castle. Facades are to be animated and materials suitable for a saltwater location should be used. The doubling quantum of development in terms of residential units should be reflected in the quality of the units. The preferred parking ratio is one space per residential unit (0.5:1 was presented by the applicant). Visitor parking can be accommodated in the commercial parking.

On the 18/04/2018 Fingal County Council was represented by David Murphy, Helena Bergin, Linda Lally, Gemma Carr, Sean Tear and Niall McKinnon and the applicant's team were Shaun Thorpe, Niall O'Byrne, Derek Byrne, Richard Doorley, Vincent Barrett, Mark Salisbury, Anthony McGuigan, John Spain, Mary MacMahon. A more detailed scheme was presented. The maximum height was now 8 storeys. The layout had changed to allow for more permeability. Overshadowing of the beach is to be considered. The visual impact on the gated of Howth Castle was noted. An LVIA was presented. The car parking provision was increased to 0.7 spaces per unit. The issue of the railway bridge was discussed. Irish Rail will only agree to the bridge if Fingal County Council agree to take it in charge. The council agreed to examine the issue.

The final meeting was held on 05/06/2019. Fingal County Council was represented by Colm McCoy, Paul O'Brien, Fionnuala Maye, Mark Finnegan, Niall McKinnon, Niall Thornton, and the applicant's team were Shaun Thorpe, Niall O'Byrne, Derek Byrne, Margaret Costello, Andrew Haley, Mary Mac Mahon. The current scheme was presented. Generally the scheme was considered an improvement on the permitted apartment scheme. Outstanding issues are the size of the residential units, the need to ensure privacy of adjoining properties, ensure ground floor ceiling heights are high enough to allow future conversion and show that access to the residential parking area is controlled. A schools' capacity report should be submitted with the application. No comment was made on the LVIA at this stage. The future bridge is still being considered. The red line for the application should include Fingal roads.