

**STRATEGIC HOUSING DEVELOPMENT
PLANNING APPLICATION
STATEMENT OF CONSISTENCY**
FOR LANDS AT BALSADDEN & FORMER BAILY COURT
HOTEL, HOWTH, CO.DUBLIN

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**Brady Shipman
Martin**

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Balscadden GP3 Limited

DATE
March 2022

LANDS AT BALSCADDEN

Statement of Consistency

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1 INTRODUCTION

On behalf of Balscadden GP 3, this Statement of Consistency with Planning Policy has been prepared to accompany a Strategic Housing Development Planning Application to An Bord Pleanála in relation to a proposed development at lands in Howth, Co. Dublin.

The subject application site of c.1.43 ha (hereafter called ‘the site’) comprises lands at Balscadden Road, south of the Martello Tower, and at the Former Baily Court Hotel, Main Street, Howth, Co. Dublin.

The proposed development is predominantly residential and will provide 180 high-quality apartments in a mix of studios, 1-, 2- and 3- bed units.

This Statement of Consistency with planning policy has been prepared to specifically address the requirements of the strategic housing development guidance document issued by An Bord Pleanála. This SHD planning application to An Bord Pleanála is also accompanied by a Planning Report and a Material Contravention Statement which includes further details in respect of the proposed development in relation to the site location and context, the development description and the relevant planning history.

This standalone planning policy consistency statement, prepared by Brady Shipman Martin, demonstrates that the proposal is consistent with the current relevant national planning policy, guidelines issued under Section 28 of the Planning and Development Act 2000 (as amended), and with local planning policy. During the finalisation of this application for lodgement to An Bord Pleanála the Draft Fingal County Development Plan 2023-2029 was published, on the 24th February 2022, for public consultation. This consultation period runs until 12th May 2022. It is considered that as the decision of the Board will be made before that plan is final, adopted and in force (in 2023) it has not been considered in respect of the proposed development. This report should be read in conjunction with the accompanying detailed documentation prepared by Plus Architects and Landscape Architects, Brady Shipman Martin, Waterman Moylan, and other design team members.

For further details of consistency with the quantitative standards for residential units as set down in the Sustainable Urban Housing: Design Standards for New Apartments (2020) and the Fingal County Development Plan, please refer to the Housing Quality Assessment and other Documents prepared by Plus Architects and the Planning Report included in this SHD planning application to An Bord Pleanála.

2 CONSISTENCY WITH PLANNING POLICY

2.1 National and Regional Planning Policy

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

- Rebuilding Ireland – Action Plan for Housing and Homelessness
- Project Ireland 2040 - National Planning Framework,
- Eastern and Midland Regional Assembly - Regional Spatial & Economic Strategy (RSES)
- 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;
- Sustainable Urban Housing: Design Standards for New Apartments (2020)
- Design Manual for Urban Roads and Streets (2013);
- Urban Development and Building Heights Guidelines for Planning Authorities (December 2018)
- Guidelines for Planning Authorities on Childcare Facilities (2001);
- Smarter Travel – A New Transport Policy for Ireland (2009-2020);
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (2018)
- The Planning System and Flood Risk Management (2009); and
- Birds and Habitats Directive – Appropriate Assessment;
- EIA Directive

2.1.1 Rebuilding Ireland – Action Plan for Housing and Homelessness

Rebuilding Ireland is the Government’s Action Plan for Housing and Homelessness, launched in 2016. The Plan’s aim is to accelerate housing supply by addressing the needs of homeless people and families in emergency accommodation, accelerate the provision of social housing, deliver more housing, utilise vacant homes and improve the rental sector.

The Plan contains five key pillars:

- Pillar 1 – Address Homelessness: Provide early solutions to address the unacceptable level of families in emergency accommodation; deliver inter-agency supports for people who are currently homeless, with a

particular emphasis on minimising the incidence of rough sleeping, and enhance State supports to keep people in their own homes.

- Pillar 2 – Accelerate Social Housing: Increase the level and speed of delivery of social housing and other State-supported housing.
- Pillar 3 – Build More Homes: Increase the output of private housing to meet demand at affordable prices.
- Pillar 4 – Improve the Rental Sector: Address the obstacles to greater private rented sector delivery, to improve the supply of units at affordable rents.
- Pillar 5 – Utilise Existing Housing: Ensure that existing housing stock is used to the maximum degree possible - focusing on measures to use vacant stock to renew urban and rural areas.

The proposed development at Howth is consistent with Pillar 3 and Pillar 4 as the scheme is proposing to construct 180 no. apartments on a highly accessible site location within the northern suburbs of Dublin City adjacent to existing residential communities and local facilities. The scheme also provides for 18 no. Part V social housing units.

2.1.2 Project Ireland 2040 National Planning Framework (Published 16/02/2018)

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

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

Project Ireland 2040 contains two key plans: the National Planning Framework (NPF); and the National Development Plan Framework (NDP) which, in tandem, set out infrastructure priorities and plan regional development for the country. The NPF is the Government's high-level strategic plan for shaping the future growth and development of our country out to the year 2040.

The plan identifies that by 2040 it is expected that an additional one million people will live in Ireland, an additional two-thirds of a million people will work

here. These are huge increases: more people will be travelling to work, school and universities, more buildings will be needed to accommodate them, clean water will be needed for homes, farms and industry, more and better care facilities will be required for the elderly.

One of the key objectives of the NPF relates to compact growth. The plan seeks to carefully manage the sustainable growth of compact cities, towns and villages and to add value and create more attractive places in which people can live and work. The NPF identifies that activating '*strategic areas and achieving effective density and consolidation, rather than more sprawl of urban development*' as a top priority.

With regards to Dublin the NPF identifies that the city needs to '*accommodate a greater proportion of the growth it generates within its metropolitan boundaries and to offer improved housing choice*'.

National Policy Objective 4 in this regards states:

Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.

National Policy Objective 11 in this regards states:

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

National Policy Objective 13 in this regards states:

In urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well-designed high quality outcomes in order to achieve targeted growth. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected.

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

The proposed development is responding to the existing strong demand in the area and in a location that is highly accessible to both existing local facilities and public transport routes to the City Centre and proposes increased density at this location. It is submitted that the proposed development is consistent with the objectives of the NPF in seeking to consolidate and densify an urban area proximate to primary transport routes.

2.1.3 Eastern and Midland Regional Assembly –Regional Spatial & Economic Strategy (RSES) 2019-2031

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

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

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

The proposed development is located in the area identified as the ‘Dublin City & Suburbs’ within the Dublin Metropolitan Area. The RSES includes an objective to prepare a Metropolitan Area Strategic Plan (MASP) to ensure a steady supply of serviced development lands throughout the City’s Metropolitan area to support Dublin’s sustainable growth and continued competitiveness. The Strategy promotes compact urban growth to realise targets of at least 50% of all new homes to be built, to be within or contiguous to the existing built up area of Dublin city and suburbs and a target of at least 30% for other urban areas. Within the Dublin City and Suburbs area, the RSES supports the consolidation and re-intensification of infill, brownfield and underutilised lands with 50% of all new homes to be provided in the existing built-up area of Dublin City and Suburbs. The MASP further supports the consolidation of Dublin City and Suburbs with a target population of 1.4 million people in the area by 2031.

The RSES sets out the North – South Corridor (DART expansion) as a key infrastructure project to be delivered by 2027 and which will increase capacity on the northern commuter line and support ongoing urban expansion of the northern suburbs of Dublin City.

The proposed development is designed to utilise a vacant site in an urban context in close proximity to a variety of amenities and services. The proposed residential development, which provides for a density of c.126 units per hectare, is located within a 10-minute walk from Howth Dart Station and complies with the following policy:

“RPO 8.3 That future development is planned and designed in a manner which maximises the efficiency and protects the strategic capacity of the metropolitan area transport network, both existing and planned and to protect and maintain regional accessibility”.

The proposed development will serve to regenerate an urban compact site and is supported by the policies of compact growth in the RSES.

“RPO 3.2 Local authorities, in their core strategies shall set out measures to achieve compact urban development targets of at least 50% of all new homes within or contiguous to the built up area of Dublin city and suburbs and a target of at least 30% for other urban areas.”

“RPO 3.3 Local authorities shall, in their core strategies, identify regeneration areas within existing urban settlements and set out specific objectives relating to the delivery of development on urban infill and brownfield regeneration sites in line with the Guiding Principles set out in the RSES and to provide for increased densities as set out in the ‘Sustainable Residential Development in Urban Areas’, ‘Sustainable Urban Housing; Design Standards for new Apartment’s Guidelines’ and the ‘Urban Development and Building Heights Guidelines for Planning Authorities’”.

The development of the subject site is fully compliant with the objectives of the RSES, as the proposal will facilitate residential development on a zoned, serviced site within the Dublin Region.

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

The aim of these guidelines is to set out the key planning principles which should guide the delivery of residential development in urban areas. The Guidelines provide guidance on the core principles of urban design when creating places of high quality and distinct identity. The Guidelines recommend that planning authorities should promote high quality design in their policy documents and in

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their development management process. In this regard, the Guidelines are accompanied by a Design Manual discussed in the section below which demonstrates how design principles can be applied in the design and layout of new residential developments, at a variety of scales of development and in various settings.

These Guidelines support a plan-led approach to development as provided for in the Planning and Development Act 2000. 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'*.

The Guidelines reinforce the need to adopt a sequential approach to the development of land and note in Section 2.3 *'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...'*

In identifying appropriate locations for increased density the Guidelines note that City and town centres offer *'the greatest potential for the creation of sustainable patterns of development'* and of which in particular brownfield sites should be promoted.

Having regard to the above, the Core Strategy of the Development Plan promotes the continued consolidation of 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.

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

Having regard to the above, the subject site is zoned 'Objective RS - Residential' and 'Objective TC – Town and District Centre', and is located proximate to public transport routes (bus and DART).

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

These qualitative standards have been brought through in the Design Manual as referenced above, the Fingal Development Plan and in the Sustainable Urban Housing: Design Standards for New Apartments which have guided the design approach of the scheme. This is set out in detail in the accompanying Design Statement and Housing Quality Assessment prepared by Plus Architects.

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

The Design Manual sets out a series of 12 criteria which it recommends should be used in the assessment of planning applications. These are listed below, with a response to each provided, and should be read in conjunction with the Architect's Design Statement.

Context: How does the development respond to its surroundings?

The proposed development has been designed to respond positively to the existing established, and permitted residential communities in the area, and the proximity to Howth Village. The streetscape and buildings have been arranged to enhance the sense of connection to the village centre.

The proposal aims to provide a scheme design that creates a sustainable, liveable community within a quality landscaped environment that will also be an attractive addition to Howth Village. The development respects its setting close to the Martello Tower, a protected structure, to its north. The streetscape has been carefully designed to flow naturally from the village creating new pedestrian links from Main Street through to Balscadden Road. The architecture has been carefully considered to provide a modern yet sympathetic and appropriate insertion to Howth Village.

The site density is appropriately high at c.126 units per ha in this village centre location close to public transport links. Extensive roof and courtyard landscaping in addition to private balconies and terraces are provided for resident's use. Public routes will be finished in high quality materials and softened with trees and herbaceous borders as appropriate.

The urban design of the scheme looks to take clues from the immediate context and the site layout is structured around forming a new street and making new connections between Howth Village and Balscadden Bay. The development encourages pedestrian and cyclist movements through enhanced permeability and will result in a high quality new residential neighbourhood in the heart of Howth.

The subject site is located in Howth Village which makes it accessible to a wide range of shops, services and bus/DART routes to the city centre. It is well connected in terms of public transport links. The proposed development has been designed to respond positively to the existing residential developments surrounding the site.

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

The subject lands are located in the centre of Howth Village, between Main Street and Balscadden Road, with access proposed from both sides, through a new high quality pedestrian and cycle route through the new development. Additionally, an existing access route is also proposed to be enhanced between Abbey St. along the bottom of the mound of the Martello Tower through to Balscadden Road, formalising this route and fully integrating it into the new development. Vehicular access to basement parking in the site will be facilitated from Main Street.

The proposed development is easily accessible to Howth Dart Station, to existing bus routes, and to Howth Village centre, and enhances connectivity within Howth Village itself by opening up this inaccessible site and connecting two principle routes in the village (Balscadden Road and Main Street).

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

The proposed development will be accessed by a range of means including rail, bus, car, pedestrian and bicycle. Vehicular access is present only to access basement parking, with measures taken to prioritise the pedestrian and the cyclist within the public realm.

The site is located within the heart of Howth Village, within short walking distance of retail, education, health, amenity and leisure facilities. The site is proximate to Howth Dart station connecting the site with the wider Dublin Area. Howth is also served by Dublin Bus routes, and under the Bus Connects project by Spine Route H3 with bus stops proximate to the site.

The main access point into the site is via the new vehicular, pedestrian access off Main St., with a new pedestrian – cycle route proposed through the development, and an enhancement of an existing pedestrian route to the north of the scheme, both connecting Main Street /Abbey Street to Balscadden Road. New public realm is proposed through the creation of a new public plaza in the east of the site overlooking Balscadden Bay, and an enhanced public realm on Main Street continuing through a new pedestrian route through the development.

The layout of the proposed development has been designed to enable easy access by all. Proposed apartments suit a range of people and households and are designed to be adaptable for future needs. The routes are level and footpaths sufficiently wide to accommodate all users. The site contributes new public open space to this part of Howth Village, and are clearly defined, accessible and open to all.

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

In terms of residential mix, the proposed scheme provides for a good mix of unit types by providing, studio, 1-bed, 2 bed and 3- bed apartments.

The subject site will complement existing provision of mixed services in Howth Village through the delivery of a café/retail unit onto Main Street in Block D, a small scale retail unit in Block A giving onto the new pedestrian link through the development, tenant amenity at Block C and a retail/ café unit adjacent to the new public space at Balscadden Road.

Use	Size (c. sqm)
Café / Retail	436.8
Residents Amenity / Foyer	427.1

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

It is considered that the site, given location and context, represents a significantly underutilised landbank in the centre of Howth Village. The site is located proximate to Howth DART station enabling convenient access to Dublin City Centre and other high quality public transport links.

The development aims to maximise the potential of the site by increasing the density in Howth Village, an area which is fully serviced with roads, piped infrastructure, public transport networks, schools, shops, services, restaurants etc. and by enhancing the wider environment, creating permeability through the site and enhanced connections, and conserving the views from the important areas of the landscape (Martello Tower and Balscadden Road). The proposed density is c.126 units per hectare.

The layout is designed to maximise natural sunlight, views and air into the open space. The proposed density makes efficient use of these valuable residential/town centre zoned lands and includes an appropriate quantum of public open space which will link to the wider green network of Howth. The layout and orientation of the scheme has been designed by Plus Architects to have regard to aspect and views and ensure both dwellings and areas of open space achieve light throughout the day.

Landscaped areas are designed to provide amenity and biodiversity, protecting buildings and spaces from the elements. The scheme brings a large plot of brownfield land close to the village centre back into productive use as a sustainable, new community.

The proposed development makes optimum use of pre-existing infrastructural investment including high quality public transport, roads and open space without compromising residential amenities of future or existing residents.

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

The proposed development will provide for a new residential quarter to Howth Village, integrated into it and contributing positively to the creation of a quality built environment in the Village. It will connect the Village from Main Street with Balscadden Bay. It will be open and accessible to the public with proposed new civic plazas which will create a sense of place for Howth Village and for residents of the new scheme.

Views into and out of the site have been carefully considered in the design process and opportunities for sea views and legibility have been fully exploited. The new public plaza proposed to the east of the development provides stunning views for the public over Balscadden Bay.

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

The layout allows for new and enhanced pedestrian connections onto proposed new public plaza areas, and to Balscadden Bay, and the Martello Tower, promoting connectivity and accessibility through safe, overlooked pedestrian routes. The layout is an extension of the existing village and sits comfortably into the existing urban grain. The proposals create a permeable, urban residential neighbourhood with public spaces and building form used to aid legibility.

Small scale retail / café facilities are proposed with the aim of drawing the public through the development and providing alternative quieter sitting and viewing spaces within Howth Village. Active frontages are employed across primary public frontages with doors directly serving the street. The streets are designed as places. Private and public spaces are clearly defined by the layout of the blocks.

Adaptability: How will the buildings cope with change?

Each of the proposed dwellings meets or exceeds the minimum standards for residential unit size. The development provides a mix of studios, 1, 2, and 3, bedroom units that can allow for occupancy as life cycles and personal needs of each resident change. A variety of internal layouts are provided to allow for adaptability of use.

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

The layout and design of the proposed development has been heavily influenced by the level of security and overlooking provided by the future residents. All public open space is overlooked by surrounding apartments and is designed as a usable and legible space. There is a clear definition between public and private spaces.

Traffic levels will be low, slow moving, and for access to the underground carpark or emergency use only. The design of the development has been carefully considered so as to provide a high level of passive surveillance on areas of open space and publicly accessible areas. The design of the dwellings provides for

direct frontage onto all public areas ensuring the provision of a safe, secure and enjoyable residential development.

The public areas are designed to enhance views of the sea and the Martello Tower. There will be improved access to the tower with an upgraded pedestrian link at the base of the mound. The new civic plaza at the junction with Main St., and another at Balscadden Road will be valuable additions to Howth Village.

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

Each dwelling 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 Ministerial 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 views of the sea, views onto open space, solar gain and natural light aspect of each dwelling. The design of balconies maintains a high level of privacy and amenity obtained by residents, and reduces the level of overlooking and overshadowing. The design maximises the number of homes enjoying dual aspect. Ground floor units are set back from the street and protected by both private terraces and public planting. All homes meet, and generally exceed, the Development Plan and Section 28 minimum standards.

Class 2 open space is provided through a number of well-designed public open space and wide landscaped paths/plazas throughout the scheme (See Plus Architects drawings for detailed design of the open spaces). These spaces include the Main Street Plaza and Balscadden Plaza, Linear Plaza, Martello Path. The layout is designed to maximise natural sunlight, views and air into the open space. c.1,470 sqm of landscaped high amenity public open space is provided on site, along with c.4,108sqm of communal amenity space for use solely by residents. Communal open spaces are provided in large communal Courtyards in the centre of both Block C and Block B, in addition to landscaped roof terraces.

Parking: How will the parking be secure and attractive?

Resident car parking is provided in the basement carpark of Block B, and will have secure and managed access to residents, in accordance with the management of the proposed development.

In addition, a significant quantum of cycle spaces are provided. Secure cycle parking for residents is provided in every block, with Blocks B, C, D providing interior spaces at basement and ground floor levels. Block A bicycles can be accessed and stored in the secure exterior courtyard provided.

Flexible cycle parking for visitors and users of the proposed development is provided in the public realm for short term stays.

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

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The proposed design of the development has been subject to pre-application consultation between the design team and the Planning Authority. The design rationale from an urban design and architectural perspective is fully set out in the Design Statement prepared by Plus Architects.

The general approach to the architecture of the scheme is to consider the buildings within the context of Howth Village. The buildings scale and materiality are all considered, creating a distinctive language for the various areas of the scheme as it interfaces with Howth Village, through an individual and varied palette of materials, cognisant of the context of the adjacent Architectural Conservation Area (ACA) at Main Street / Abbey Street, and the buffer zone of the Howth SAA (Special Amenity Area), which is adjacent the site to the north and east.

The building form to Main St/ Abbey St has been developed to present a simple and recognizable building to the village. The building form proposes simple windows, of vertical proportion, similar to existing traditional windows observed in the village. No balconies are proposed to this elevation, so not to introduce a façade element unfamiliar to the village vernacular.

Whilst the existing Baily Court Hotel building is past its useful life and in a poor state of repair (and proposed for demolition), the hotel was an important landmark in the village. The design approach to a replacement building is to repeat what was successful about the existing building and try to remedy what was less positive. Accordingly a building of similar scale and form is proposed:

- Pitched roofs are proposed, in natural slate, to integrate the roofscapes into the surrounding townscape. The local vernacular of pitched roof forms is preferred over flat roofs.
- A composed and symmetrical upper level façade is presented to the main street frontage.
- A ground level café use, continuing the intense fenestration of the Baily Courts former façade is proposed.
- Window proportion and distribution respects that of its neighbours.

The elevation to Balscadden Bay has been designed to take the position of the main entry and address for the development. This entry is formally planned, central to a symmetrical elevation that fronts the bay and frames the backdrop of a new open public space overlooking the bay. To Balscadden Bay, material usage has been determined by an analysis of materials used in Howth and Dublin's coastal architecture.

New public realm is proposed through the creation of a new public plaza in the east of the site overlooking Balscadden Bay, and an enhanced public realm on Main Street continuing through a new pedestrian route through the development.

Public open spaces comprise of landscaped plazas (east and west of the proposed development). The landscape design strategy is set out by Plus Architects.

Residents' courtyards and roof gardens including for play spaces,, balconies and winter gardens, all provide quality private and semi-private amenity space for the new development.

All planting proposed is suited to the maritime environment and trees will aid as wind breaks. Surface materials flow through the development from Main Street to Balscadden Road.

Full details on the rationale for the architecture and landscape design strategy can be found in the accompanying Plus Architects Design Statement and Landscape Statement.

2.1.6 Sustainable Urban Housing: Design Standards for New Apartments (2020)

The Sustainable Urban Housing Design Standards for New Apartments (Apartment Guidelines) were approved by the Minister for Housing, Planning and Local Government and published in March 2018, and updated in December 2020 in relation to Shared Accommodation only. The guidelines update previous guidance from 2015 and note that this is done so *in the context of greater evidence and knowledge of current and likely future housing demand in Ireland taking account of the Housing Agency National Statement on Housing Demand and Supply, the Government's action programme on housing and homelessness Rebuilding Ireland and Project Ireland 2040 and the National Planning Framework, published since the 2015 guidelines.*

The Guidelines note that the NPF projects a need for a minimum of 550,000 new homes, at least half of which are targeted for provision in Ireland's five cities and of particular relevance to this site it notes a shift in Government policy towards securing more compact and sustainable urban development, to enable people to live nearer to where jobs and services are located, which requires at least half of new homes within Ireland's cities to be provided within the current built-up area of each, i.e. on sites within the existing urban 'envelope'.

The Guidelines have been updated, from the previous 2015 Guidelines, to amend and address new areas including:

- Enable a mix of apartment types that better reflects contemporary household formation and housing demand patterns and trends, particularly in urban areas;
- Make better provision for building refurbishment and small-scale urban infill schemes;
- Address the emerging 'build to rent' and 'shared accommodation' sectors; and

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- Remove requirements for car-parking in certain circumstances where there are better mobility solutions and to reduce costs.

The subject site represents a centrally located landbank in the centre of Howth Village, in the suburbs of Dublin City, served by high quality transport links, and as such represents a project that is fully supported by these Guidelines.

The Guidelines identify Central/Accessible Urban Locations which are suited to higher density development. The subject site falls within this category as it is a *'Site within reasonable walking distance to/from high capacity urban public transport stops'*, and located in the centre of Howth Village.

This SHD planning application is accompanied by a Housing Quality Assessment (HQA), prepared by Plus Architects which demonstrates the compliance of the proposed development with the relevant quantitative standards required under the Apartment Guidelines.

The HQA illustrates in tabular format how each apartment within the proposed scheme meets or exceeds the relevant standards as set out in the Guidelines including SPPR3: Minimum Apartment Floor Areas and SPPR 4: Dual Aspect Apartments.

Another key update in the 2020 Guidelines is the ability to reduce car parking standards. The Guidelines identify that *'in larger scale and higher density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances'*.

The scheme as proposed includes for car parking at a rate of 0.77 per apartment unit which is justified given the site's accessibility within Howth Village and to public transport.

With regards to cycle parking, the proposed scheme exceeds the standards as set out in the Fingal County Development Plan and the requirements of Section 4.15 of the Guidelines.

The Traffic and Transport Assessment prepared by Waterman Moylan provides details of cycle parking provided.

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

The Urban Building Height Guidelines identify that as reflected in *'the National Planning Framework ... that there is significant scope to accommodate anticipated population growth and development needs, whether for housing, employment or other purposes, by building up and consolidating the development*

of our existing urban areas’ and that ‘securing compact and sustainable urban growth means focusing on reusing previously developed ‘brownfield’ land, building up infill sites (which may not have been built on before) and either reusing or redeveloping existing sites and buildings, in well serviced urban locations, particularly those served by good public transport and supporting services, including employment opportunities’.

The Guidelines reference NPO 13 (from the NPF) which states that *‘in urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well designed high quality outcomes in order to achieve targeted growth. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected’.*

It recognises that in meeting the challenge set out above new approaches to urban planning and development are required and that securing an effective mix of uses within urban centres is critical. To bring about this increased density and increased residential development in urban centres the Guidelines state that *‘significant increases in the building heights and overall density of development is not only facilitated but actively sought out and brought forward by our planning processes and particularly so at local authority and An Bord Pleanála levels’.*

The proposed development is proposing a high density of c.126 units per ha at this location taking into account the village centre location and proximity to public transport. The proposed development is providing a sustainable use, opening up this previously underused site thereby enhancing the urban centre of Howth Village and contributing positively to residential provision in this urban context.

The development is designed to be architecturally sensitive to the site location and responds to the existing urban form, proposing heights of 3-5 storeys.

2.1.8 Design Manual for Urban Roads and Streets (DMURS) (2013)

The Design Manual for Urban Roads and Streets (DMURS), was adopted by the Department of Transport and the Department of Environment (now Housing) in 2013. It sets out design guidance and standards for constructing new and reconfiguring existing urban roads and streets in Ireland. It also outlines practical design measures to encourage more sustainable travel patterns in urban areas. A note on the relevance of DMURS to this site prepared by Waterman Moylan is included as part of the application documents.

2.1.9 Guidelines for Planning Authorities on Childcare Facilities (2001)

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

However the *Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities* state that:

'Notwithstanding the Planning Guidelines for Childcare Facilities (2001), in respect of which a review is to be progressed, and which recommend the provision of one child-care facility (equivalent to a minimum of 20 child places) for every 75 dwelling units, the threshold for provision of any such facilities in apartment schemes should be established having regard to the scale and unit mix of the proposed development and the existing geographical distribution of childcare facilities and the emerging demographic profile of the area. One-bedroom or studio type units should not generally be considered to contribute to a requirement for any childcare provision and subject to location, this may also apply in part or whole, to units with two or more bedrooms'.

Given the existing and proposed provision of childcare facilities in the Howth area, and the scale of this proposed residential development, it is not proposed to develop a childcare facility as part of this development.

Please see enclosed Schools Demand and Childcare Facilities Assessment prepared by BSM which details the rationale for the non-provision of a childcare facility at this proposed development.

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

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

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

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

- Future population and employment growth will predominantly take place in sustainable compact forms, which reduce the need to travel for employment and services

- 500,000 more people will take alternative means to commute to work to the extent that the total share of car commuting will drop from 65% to 45%
- Alternatives such as walking, cycling and public transport will be supported and provided to the extent that these will rise to 55% of total commuter journeys to work. The total kilometres travelled by the car fleet in 2020 will not increase significantly from current levels
- A reduction will be achieved on the 2005 figure for greenhouse gas emissions from the transport sector.

The subject site encourages sustainable and smarter travel by providing high density development on underused lands in the centre of Howth Village and in close proximity to high frequency public transport connecting the development with Dublin City. In addition through the reduction of car parking and provision of significant cycle facilities.

2.1.11 Transport Strategy for the Greater Dublin Area 2016 – 2035

The Transport Strategy for the Greater Dublin Area 2016 – 2035, as prepared by the National Transport Authority, provides a framework for the planning and delivery of transport infrastructure and services in the Greater Dublin Area (GDA) over the next two decades. It also provides a transport planning policy around which statutory agencies involved in land use planning, environmental protection, and delivery of other infrastructure such as housing, water and power, can align their investment priorities. It is, therefore, an essential component, along with investment programmes in other sectors, for the orderly development of the Greater Dublin Area over the next 20 years.

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

- An assumed return to sustained economic growth;
- Substantial population growth;
- Full employment;
- That no one is excluded from society, by virtue of the design and layout of transport infrastructure and services or by the cost of public transport use; and
- That the environment in the GDA is protected and enhanced.

It is considered that since the publication of the Strategy in 2016 economic and population growth has continued to substantially increase and as such the objective of the plan are critical to ensuring a functional GDA region.

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

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

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

This Site Specific Flood Risk Assessment for the proposed residential development was undertaken in accordance with the requirements of the "*Planning System and Flood Risk Management Guidelines for Planning Authorities*", November 2009.

The SSFRA did not find any indicators of the proposed development being at risk from fluvial, pluvial or groundwater flooding. Additionally, the SSFRA did not find any indicators that the proposed development will give rise to flood risk elsewhere.

2.1.13 Birds and Habitats Directive – Appropriate Assessment

Under Article 6(3) of the EU Habitats 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 2000 site (i.e. SAC or SPA) must be subject to an Appropriate Assessment. This requirement is also detailed under Section 177 (U) of the Planning and Development Act 2000-2010.

An Appropriate Assessment is required if likely significant effects on Natura 2000 sites arising from a proposed development cannot be ruled out at the screening stage, either alone or in combination with other plans or projects.

We refer An Bord Pleanála to the Appropriate Assessment Screening Report and Natura Impact Statement prepared by Enviroguide that accompany this SHD planning application.

2.1.14 EIA Directive

The EIA Directive 85/337 EEC, as amended, is the key legislation in EU Environmental Policy. The EIA Directive aims to determine the likely significant effects of a project on the environment. Screening is the first stage in the EIA process required by Article 4 of the EIA Directive and this process determines whether an EIA is required for a specific project. The Directive outlines in Article

4(1) 24 Annex 1 projects that require a mandatory EIA. Article 4 (2) outlines Annex 2 projects that require consideration for EIA further to a case by case examination or through thresholds and criteria set out by Member States. In an Irish context, projects requiring a mandatory EIA or consideration for EIA further to a case by case examination or thresholds are listed in Schedule 5 of the Planning and Development Regulations.

An Environmental Impact Assessment Report has been prepared as part of this Strategic Housing Development Planning Application.

2.2 Local Planning Policy

This section provides an overview of consistency with local planning policy. The site is located within the administrative area of Fingal County Council and is therefore subject to the land use policies and objectives of the County Development Plan 2017-2023. The strategic objective for Howth is to consolidate development and protect the unique identity of the settlement.

2.2.1 Fingal County Development Plan 2017 - 2023.

Zoning

The site is zoned 'Objective RS - Residential', and 'Objective TC – Town and District Centre'. To the north of the site, a small strip adjacent to the Martello tower is zoned HA – High Amenity (outside the red line boundary of this application).

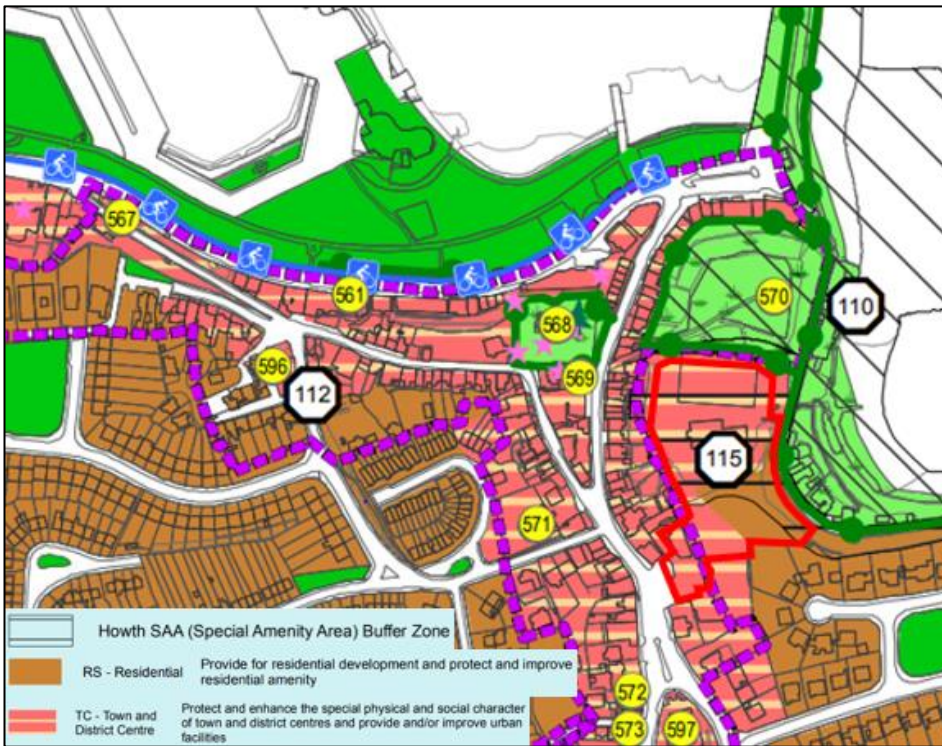


Figure 2.1: extract from the Fingal Development Plan Zoning Map 10 – indicative site outline in red (Source: FCC).

The map extract above shows a broken purple line surrounding the town centre. This indicates the Howth Historic Core Architectural Conservation Area (ACA). The Baily Court Hotel is within the boundary of this ACA, while the ACA boundary runs along western and northern boundaries of the application site.

The northern part of the site (and a part of the eastern site area) is also located within the Howth SAA (Special Amenity Area) Buffer Zone but adjacent to the SAA Zone.

The following uses are considered permitted in principle in 'RS' Residential zoned lands:

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

The following uses are considered permitted in principle in 'TC' Town and District Centre zoned lands:

Bed and Breakfast Betting Office Car park – Non-Ancillary, Childcare Facilities Community Facility, Cultural Facility, Dancehall/Nightclub, Education, Exhibition Centre, Fast Food Outlet/Takeaway, Funeral Home/Mortuary, Garden Centre, Guest House, Health Centre, Health Practitioner, Holiday Home / Apartments, Home-based Economic Activity, Hospital, Hotel, Office Ancillary to Permitted Use Office ≤ 100sqm, Office > 100sqm and < 1,000sqm, Open Space, Petrol Station, Place of Worship Public House, Public Transport Station Recreational Facility/Sports Club Residential, Residential Care Home/ Retirement Home, Residential Institution, Restaurant/Café, Retail - Local < 150 sqm nfa Retail - Convenience ≤ 500 sqm nfa Retail - Comparison ≤ 500 sqm nfa, Retail - Comparison >500 sqm nfa** Retail - Supermarket ≤ 2,500 sqm nfa, Retirement Village Sheltered Accommodation Taxi Office, Telecommunications Infrastructure, Training Centre, Traveller Community Accommodation Utility Installations, Vehicles Sales Outlet – Small Vehicles, Vehicle Servicing/Maintenance Garage, Veterinary Clinic*

**Proposals for this use class are only permitted in principle for TC zonings listed in Level 3 of the Fingal Retail Hierarchy

Further detail provided by the Development Plan states: *Ensure the provision of high quality new residential environments with good layout and design, with adequate public transport and cycle links and within walking distance of community facilities. Provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities.*

The site is subject to *Specific Objective 115 – 'Ensure the layout, scale, height and design respects the high amenity status of the surrounding area, the Martello Tower and the village character'.*

Core Strategy

Chapter 2 of the Development Plan sets out the Core Strategy and Settlement Strategy for Fingal. It identifies the quantum, location and phasing of development for the Plan period that is consistent with the regionally defined

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population targets and settlement hierarchy. It reflects the availability of existing services, planned investment, sequential development and environmental requirements (i.e. an evidence-based approach in determining the suitability of lands for zoning purposes).

The Core Strategy aligns the Development Plan with the National Planning Framework (NPF) and the Regional Spatial and Economic Strategy (RSES) as amended by Variation No 2¹ to the Fingal Development Plan. This Variation was approved by FCC Councillors in June 2020.

Howth is located in the Metropolitan Area of the Greater Dublin Area (GDA). The Development Plan (as varied) sets out the residential capacity of the wider area in Table 2.8, with the details extracted below relevant to the subject lands:

Town/Village	Remaining Capacity (hectares)	Remaining Residential Units	Metropolitan Core % Land	Metropolitan-Core % Units
Metropolitan Area				
Key Town				
Swords	481	14,799		
Dublin City and Suburbs				
Blanchardstown	260	9,306		
Howth	14	436		
Baldoyle/Sutton	29	1498		
Other Settlements*	66.5	2,320		
Other Metropolitan Areas				
Portmarnock	43	1,116		

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

As set out in the Development Plan the Remaining Capacity Residential Units for Howth for the period 2017-2023 is 436 units (as per 2020 Variation No. 2). It should be noted prior to Variation No. 2, the Development Plan Core Strategy set out 16 no. hectares of zoned land capable of accommodating 498 no. units in Howth. Considering the permitted TA06F.306102 (March 2020) for 512 no. residential units at the Techrete Site in Howth (which was considered to exceed the Core Strategy), and granted proposal for 162 no. residential units at Deer Park in Howth (ABP-310413-21), it is considered that the Core Strategy has been exceeded. This is further set out in the Material Contravention Statement accompanying this SHD planning application to ABP.

¹ <https://www.fingal.ie/sites/default/files/2020-07/adopted-variation-2.pdf>

It is noted that Table 2.8 of Variation No. 2 of the Development Plan identifies that there is 14 hectares of land available in Howth for residential development with an associated housing yield of 436 no. units. This is a density of just over 31 units per hectare. Variation No. 2 is thus inconsistent with objectives for efficient land-use and compact growth objectives in the Dublin Metropolitan Area.

We note the following objectives in the Development Plan which are pertinent to the delivery of residential development on the subject lands:

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 core 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 maximise 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 proposed residential development, which provides for a net density of c.126 units per hectare, on zoned serviced lands which are located in Howth Village centre which comprise both brownfield and underutilised lands and are located within 1km walk from a high quality public transport infrastructure (Howth Dart Station), is considered to be consistent with the vision, strategies and objectives of the Settlement Strategy for Fingal and for Howth.

Development Strategy for Howth

The following objectives are set out for Howth, and it is set out below how the proposed development responds to these objectives.

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

The development has been designed to fit in with the Architectural Conservation Area on Abbey Street and the setting of the Martello Tower, which is a protected structure.

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- 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.*

The site strategy delivers enhanced permeability in the village core through providing new and enhanced pedestrian / cycle linkages through the subject lands from Main Street to Balscadden Road.

- 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.*

The provision of small scale retail / café units at ground floor on Main Street and on the principal pedestrian route through the proposed development contributes to the consolidation of Howth village as a service centre.

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

High Quality hard and soft landscaping is proposed throughout the scheme. The planting scheme is proposing native plants to the Howth SAAO and plants which survive in a coastal location. The Howth SAAO Design Guidelines have been referenced in this proposed development.

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

The proposed development provides residential accommodation and other services in the heart of Howth village, thereby reinforcing the vitality of the village, further enhancing its attractiveness for tourism.

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

The provision of a residential amenity area for the proposed development contributes to an enhancement of community facilities in Howth.

It is submitted the proposed development complies with the vision for Howth Development Strategy. It protects the character of the village and promotes the level of services to the population as well as opening up pedestrian routes and permeability through the village through the creation of a new street. The mix of uses proposed within the scheme will contribute positively to Howth village.

Housing Strategy

The preparation of a Housing Strategy is a mandatory requirement under the Planning and Development Act, 2000 (as amended). The entire Strategy is included as Appendix 1 of the Development Plan.

The provision of a mix and range of housing types is essential to accommodate the housing needs and expectations of the County's residents. Mixed and inclusive communities, which offer a choice of housing and lifestyles, have been proven to provide a number of community benefits.

The Development Plan refers to a number of documents *Delivering Homes Sustaining Communities* (2007), *Quality Housing for Sustainable Communities* (2007), *Sustainable Urban Housing: Design Standards for New Apartments* (2007 & 2015), *Sustainable Residential Development in Urban Areas* (2009), *Urban Design Manual a Best Practice Guide* (2009) and *Government Policy on Architecture* (2009). These guidelines relate to all residential units regardless of their type or location.

Howth is described as 'a Consolidation Area within a Metropolitan Area' 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 Metropolitan Area. 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.

Housing Mix

Objective PM38 - Achieve an appropriate dwelling mix, size, type, tenure in all new residential developments.

Objective PM40 - Ensure a mix and range of housing types are provided in all residential areas to meet the diverse needs of residents.

A mix of commercial and residential development is proposed, with a housing mix of studios, 1, 2 and 3-bed apartments within the proposed development.

Residential Development Objectives in Fingal

The following general objectives relate to residential development in Fingal, and are relevant to the proposed development:

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Objective PM34	<i>Locate different types of compatible land uses e.g. residential, employment, local retail, tourism and daily service needs close together, so as to encourage a greater emphasis on the use of sustainable transport modes.</i>
Objective PM35	<i>Encourage a mix of uses in appropriate locations, e.g. urban centres, village centres, neighbourhood centres</i>
Objective PM36	<i>Encourage appropriate residential, social and community uses in town and village centres in order to enhance their vitality and viability and recognising diversity of communities and actively promote these uses in existing under-utilised or vacant building stock as a mechanism to combat vacancy in town centres.</i>
Objective PM37	<i>Ensure an holistic approach, which incorporates the provision of essential and appropriate facilities, amenities and services, is taken in the design and planning of new residential areas, so as to ensure that viable sustainable communities emerge and grow.</i>
Objective PM38	<i>Achieve an appropriate dwelling mix, size, type, tenure in all new residential developments.</i>
Objective PM39	<i>Ensure consolidated development in Fingal by facilitating residential development in existing urban and village locations.</i>
Objective PM40	<i>Ensure a mix and range of housing types are provided in all residential areas to meet the diverse needs of residents.</i>
Objective PM41	<i>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.</i>
Objective PM44	<i>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.</i>
Objective PM45	<i>Promote the use of contemporary and innovative design solutions subject to the design respecting the character and architectural heritage of the area.</i>
Objective PM60	<i>Ensure public open space is accessible, and designed so that passive surveillance is provided.</i>

The proposed residential development proposes a suitable density of c.126 units per ha to optimise use of the lands which are zoned and highly accessible, introducing a mix of uses appropriate to its location and scale. High quality contemporary architecture is proposed, to sit the development comfortably within the urban core of Howth Village, complementing the adjacent ACA, and sensitive to adjacent residential development, the Martello Tower to the north, and key views.

New and enhanced connections are proposed within the scheme, with full passive surveillance provided on to public routeways and public open space.

It is submitted that the proposed development is consistent with the objectives and vision of Fingal County Development Plan Core and Housing Strategies, therefore ensuring consistency with National and Regional policy.

Energy Efficiency and Climate Change

Objective PM29 aims to: *Promote energy efficiency and conservation above Building Regulations standards in the design and development of all new buildings and residential schemes in particular and require designers to demonstrate that they have taken maximising energy efficiency and the use of renewable energy into account in their planning application.*

The proposed development has maximised energy efficiency and the use of renewable energy in the scheme.

Part V – Social Housing

Pursuant to Part V of the Planning and Development Act, 2000 (as amended) which refers to the requirement to provide 10% of social housing of which will be applied to planning permissions for housing on lands zoned for residential use and mixed-use development. As evident in correspondence included within the Planning Application, the Applicant has engaged with Fingal County Council in order to confirm 18 no. units will be provided for Part V Housing.

Development Management Standards

Chapter 12 of the Fingal Development Plan sets out development management standards for development proposals.

Design Criteria for Urban Development

The Development Plan sets out the following requirements for large scale residential developments:

High Quality Urban Design

Objective DMS03 states: *Submit a detailed design statement for developments in excess of 5 residential units or 300 sq m of retail / commercial / office development in urban areas. The design statement is required to:*

- *Explain the design principles and design concept.*
- *Demonstrate how the twelve urban design criteria (as per the 'Urban Design Manual - A Best Practice Guide') have been taken into account when designing schemes in urban areas.*
- *Each of the twelve criteria is of equal importance and has to be considered in an integrated manner.*

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- *Outline how the development meets the Development Plan Objectives, and the objectives of any Local Area Plan, Masterplan, Urban Centre Strategy, Framework Plan or other similar Plan affecting the site.*
- *Include photographs of the site and its surroundings.*
- *Include other illustrations such as photomontages, perspectives, sketches.*
- *Outline detailed proposals for open space and ensure the provision of open space is designed in from the beginning when designing a new scheme.*
- *Outline a detailed high quality open space and landscape design plan including specifications, prepared by suitably qualified professionals.*
- *Outline how Green Infrastructure integrates into the scheme.*

Green Roofs and Walls

- **Objective DMS16:** *Promote and encourage the use of green walls and roofs for new developments that demonstrate benefits in terms of SuDS as part of an integrated approach to green infrastructure provision.*
- **Objective DMS17:** *Promote and encourage the use of green walls and roofs as part of an integrated approach to green infrastructure provision.*

Design Criteria for Residential Development

Section 12.4 sets out design criteria for Residential Development. The Development Plan draws attention to the following areas, which have been carefully considered by the design team, in particular:

- **Residential Zoning:** the subject lands are appropriately zoned for the proposed development and will in turn create a new high quality residential environment.
- **Mix of Dwelling Types:** the development will provide a sustainable mix of unit types and sizes enabling a choice of housing for a broad section of the population.
- **Residential Density:** the proposed density has been carefully considered in the context of the emerging urban area, the presence of key public transport facilities and in reference to guidelines including: *Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities (2009)*, *the Sustainable Urban Housing Design Standards for New Apartments (2020)* and *the Urban Development and Building Heights Guidelines for Planning Authorities (2018)*.

Apartment Development

Apartment design standards set out in individual Development Plans, and in this case Fingal County Development Plan, are now post-dated by the *Sustainable Urban Housing Design Standards for New Apartments (2020)*. In many cases these requirements overlap:

- **Objective DMS20** *Require the provision of a minimum of 50% of apartments in any apartment scheme are dual aspect.*
- **Objective DMS21** *Allow a reduced percentage of dual aspect apartments only in circumstances where it is necessary to ensure good street frontage and subject to high quality design. In no instance will the provision be less than 33% of the number of apartments in the scheme.*
- **Objective DMS22** *Require a minimum floor to ceiling height of 2.7 metres in apartment units, at ground floor level.*
- **Objective DMS23** *Permit up to 8 apartments per floor per individual stair/lift core within apartment schemes.*

Quantitative Standards

The Development Plan sets out a range of quantitative standards for residential units in order to achieve a high standard of accommodation for future residents. The following general standards apply:

- **Objective DMS24:** *Require that new residential units comply with or exceed the minimum standards as set out in Tables 12.1, 12.2 and 12.3.*
- **Objective DMS25:** *Require that the majority of all apartments in a proposed scheme of 100 or more apartments must exceed the minimum floor area standard for any combination of the relevant 1, 2 or 3 bedroom unit types, by a minimum of 10%.*
- **Objective DMS26:** *For apartment schemes between 10 and 99 units, require that the majority of all apartments in a proposed scheme must exceed the minimum floor area standard for any combination of the relevant 1, 2 or 3 bedroom unit types, by a minimum of 10%. This may be redistributed throughout the scheme, i.e. to all proposed units.*
- **Objective DMS27:** *Require that all planning applications for residential development include floor plans for each room indicating typical furniture layouts and door swings.*

The proposed development meets or exceeds the above standards. Please see Plus Architects drawings and Housing Quality Audit for detail in relation to compliance with the above.

Other Residential Development Standards

The Development Plan sets out a range of standards in relation to residential developments including: separation distance, daylight and sunlight, acoustic design, communal facilities, and refuse facilities.

Separation Distances

The proposed development meets these relevant standards as set out below. Please see documentation prepared by PLUS including Architectural Design Statement, Schedule of Accommodation and architectural drawings for further details of these standards.

Objective DMS28	<i>A separation distance of a minimum of 22 metres between directly opposing rear first floor windows shall generally be observed unless alternative provision has been designed to ensure privacy. In residential developments over 3 storeys, minimum separation distances shall be increased in instances where overlooking or overshadowing occurs.</i>
Objective DMS29	<i>Ensure a separation distance of at least 2.3 metres is provided between the side walls of detached, semi-detached and end of terrace units.</i>
Objective DMS31	<i>Require that sound transmission levels in semi-detached, terraced, apartments and duplex units comply as a minimum with the 2014 Building Regulations Technical Guidance Document Part E or any updated standards and evidence will need to be provided by a qualified sound engineer that these levels have been met.</i>

Daylight, Sunlight and Overshadowing

The proposed development is considered in relation to Daylight and Sunlight. Please see Site Planning for Daylight & Sunlight Report prepared by JVT for further details of same.

Objective DMS30	<i>Ensure all new residential units comply with the recommendations of Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (B.R.209, 2011) and B.S. 8206 Lighting for Buildings, Part 2 2008: Code of Practice for Daylighting or other updated relevant documents.</i>
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Management Companies and Facilities for Apartment Developments

The proposed development meets the relevant standards in relation to management facilities. Please see Estate Management Plan prepared by Aramark for further details of same.

Objective DMS33	<i>Require properly constituted management companies in apartment type schemes are set up and necessary management structures are put in place for the benefit of the residents.</i>
Objective DMS34	<i>Provide in high density apartment type schemes in excess of 100 units facilities for the communal use of residents as deemed appropriate by the Council.</i>

Refuse Storage and Bins

The proposed development meets the relevant standards in relation to Refuse Storage and Bins. Please see Operational Waste Management Plan prepared by AWN; and PLUS Architectural Design Statement and Schedule of Accommodation for further details of refuse facilities.

Objective DMS35	<i>Require the provision of communal laundry rooms and storage facilities in high density apartment type developments where deemed appropriate.</i>
Objective DMS36	<i>Ensure all new residential schemes include appropriate design measures for refuse storage areas, details of which should be clearly shown at pre-planning and planning application stage. Ensure refuse storage areas are not situated immediately adjacent to the front door or ground floor window, unless adequate screened alcoves or other such mitigation measures are provided.</i>
Objective DMS37	<i>Ensure the maximum distance between the front door to a communal bin area does not exceed 50 metres.</i>

Public Open Space

The provision of open space in the proposed development has been carefully considered. Section 12.7 of the Development Plan sets out Fingal’s approach to open space in developments.

FCC has five basic principles of open space provision: *Hierarchy, Accessibility, Quantity, Quality and Private Open Space.*

Please see Landscape Strategy set out by Plus Architects in regard to landscape proposals for private and public open space.

FCC state that public open space provisions should exceed 10% of a development site area. The proposed development meets FCC open space requirements under as set out below:

Objective DMS56	<i>Integrate and provide links through adjoining open spaces to create permeable and accessible areas, subject to Screening for Appropriate Assessment and consultation, including the public, as necessary.</i>
Objective DMS57	<i>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.</i>
Objective DMS57A	<i>Require a minimum 10% of a proposed development site area be designated for use as public open space.</i>

Private Open Space for Apartments

LANDS AT BALSCADDEN

Statement of Consistency

FCC require all residential units to be provided with private open space. Open space standards set out qualitative and quantitative standards so as to ensure that the maximum benefit is derived from the open space. The quantitative standards set out in the Development Plan for apartments are post dated by the previously referenced *Sustainable Urban Housing, Design Standards for New Apartments (2020)*.

The proposed development entails both private and semi-private open space.

The Plus Architects Architectural Design Statement and Housing Quality Assessment provide details in relation to the provision of this semi-private and private open space.

Childcare Facilities

The proposed development notes the provisions in the Development Plan in regard to Childcare Facilities. Please see BSM Schools Demand and Childcare Facilities Assessment Report which details the rationale for the non-provision of dedicated childcare facilities as part of this proposed development.

The purpose of this Report is to assess the provision and need of childcare facilities in the area and to provide justification for the non-provision of childcare facilities in the scheme.

Natural Heritage and Landscape Considerations

Fingal Development Plan Map 14 sets out the following objectives and designations relating to the area proximate to the subject lands:

Map 14	'Highly Sensitive Landscape' GIM4 Encourage appropriate maintenance and conservation of Howth, Balbriggan and Skerries Martello Towers which are in the Council's ownership
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The Development Plan considers the subject lands as 'Coastal Type'.

In this regard the Development Plan sets out a series of objectives (NH33-NH39) which includes Objective NH33 which aims to: *Ensure the preservation of the uniqueness of a landscape character type by having regard to the character, value and sensitivity of a landscape when determining a planning application.*

The proposed development has considered the above issues at an early stage in the development process. This SHD planning application considers all necessary assessments in relation to ecology, Appropriate Assessment, Environmental Impact Assessment, visual impact assessments resulting in a high standard of siting and design, which is fully set out in the accompanying documentation.

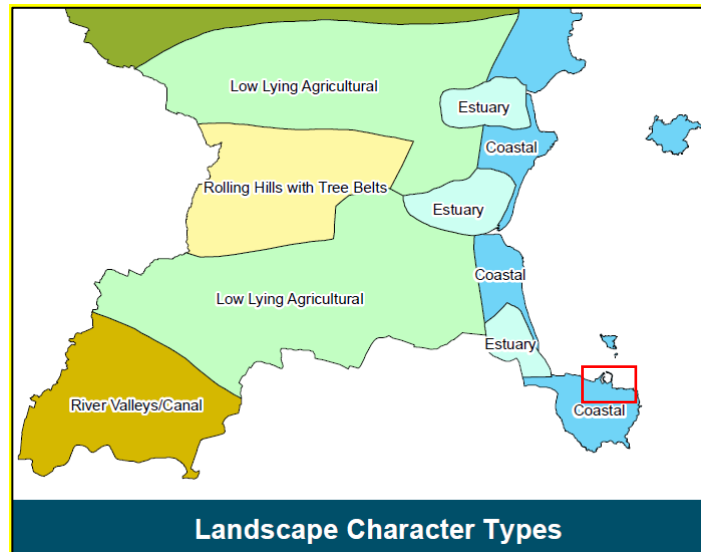


Figure 2.2: Extract from the Fingal Development Plan Green Infrastructure Map 14 (Source: FCC).

Common Principles for all Planning Applications

The proposed development adheres to the following guidelines applicable to all planning applications:

Environmental Assessment

The proposed development complies with the following environmental criteria:
Objective DMS01 aims to: *Ensure that all plans and projects in the County which could, either individually or in combination with other plans and projects, have a significant effect on a European site or sites are subject to Screening for Appropriate Assessment.*

Objective DMS02 aims to: *Ensure Local Authority development proposals are subject to environmental assessment, as appropriate, including Screening for Appropriate Assessment and Environmental Impact Assessment.*

3 CONCLUSION

The statement set out herein demonstrates the consistency of the proposed development with the relevant national, regional and local planning policy context. This is considered in the context of the Material Contravention Statement which accompanies this SHD planning application.

At a national and regional level, this statement and accompanying submission documentation has demonstrated the consistency of the proposed development with National and Local Planning Guidelines and Policy as outlined in this report.

Consistency with the policies and provisions of the Fingal County Development Plan 2017-2023 which is the key planning policy document at a local level, is also demonstrated within this report.

LANDS AT BALSCADDEN

Statement of Consistency

It is respectfully submitted that the proposed development will provide an appropriate form of high quality residential development for this under-utilised site. This Statement of Consistency demonstrates that the proposed development is consistent with the national, regional and local planning policy framework, and that the proposal will provide for an effective and efficient use of this highly accessible site.

In conclusion, it is respectfully submitted that the proposed development is consistent with the proper planning and sustainable development of the area, and with all relevant national, regional, and local planning policies and guidelines.