

Applicant: LISMORE HOMES LTD.



STRATEGIC HOUSING DEVELOPMENT

PLANNING APPLICATION

PROPOSED RESIDENTIAL DEVELOPMENT

at

Stapolin-Baldoye, Coast Road, Baldoye, Dublin 13,

STATEMENT OF CONSISTENCY

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TABLE OF CONTENTS

	page
1. INTRODUCTION	3
2. STATEMENTS OF CONSISTENCY	4
2.1 Project Ireland 2040: National Planning Framework	4
• Housing for All: A New Housing Plan for Ireland	
2.2 Eastern & Midland Regional Assembly Regional Spatial and Economic Strategy 2019 - 2031	6
2.3 Fingal County Development Plan 2017 - 2023	8
2.4 Baldoyle Stapolin Local Area Plan 2013	17
2.5 Ministerial Guidelines	24
• Sustainable Urban Housing: Design Standards for New Apartments (2020)	
• Urban Development and Building Height Guidelines (2018)	
• Sustainable Residential Development in Urban Areas (2009)	
• Urban Design Manual (2009)	
• Design Manual for Urban Roads and Streets (DMURS) (2019)	
• Childcare Facilities – Guidelines for Planning Authorities 2001	
• The Planning System and Flood Risk Management Guidelines 2009	
• Appropriate Assessment of Plans and Projects in Ireland 2009	
3. CONCLUSION	33

1. INTRODUCTION

This Statement of Consistency accompanies an application by Lismore Homes Ltd. for a Strategic Housing Development (SHD) for the construction of 1,007 residential apartments (consisting of 58 no. studio units, 247 no. 1 bedroom units, 94 no. 2 bedroom 3 person units, 563 no. 2 bedroom 4 person units, and 45 no. 3 bedroom units), communal residential community rooms, and a ground floor creche in 16 no. buildings with heights varying from 4 to 12 storeys, basement and surface level car parking, secure bicycle parking, landscaping, water supply connection at Red Arches Road, and all ancillary site development works on a site located in the townland of Stapolin, Baldoyle, Dublin 13.

The application site forms part of a larger residential development called the Coast and when complete, it will include the currently undeveloped lands to the west and south-southwest. Those lands are referred to as Growth Area 1 and Growth Area 3 and both are currently in receipt of planning permission from An Bord Pleanála, Refs. TA06F.310418 and TA06F.311016 respectively. The north and eastern boundaries of the site are to proposed Racecourse Park, which is a local authority proposal that is before An Bord Pleanála and awaiting a decision; ref. JP06F.311315 refers.

This Statement of Consistency with planning policy has been prepared to address the requirements of the strategic housing development guidance document issued by An Bord Pleanála. Our client's SHD planning application is also accompanied by a Planning Report, a Material Contravention Statement, an Architects Design Statement, and Housing Quality Statements which include further details in respect of the proposed development, the site location and context, the development description, the planning history, and the quantitative standards for residential development per the development plan, the local area plan, and Apartment Guidelines (2020).

It is submitted to the Board that this Statement of Consistency demonstrates that the proposal is consistent with the relevant national planning policy, guidelines issued under Section 28 of the Planning and Development Act 2000 (as amended), and with local planning policy. It should be read in conjunction with the accompanying detailed documentation prepared by the other design team members including CCH Architects, JB Barry + Partners Consulting Engineers, and Murray and Associates Landscape Architecture.

2. STATEMENTS OF CONSISTENCY

2.1 Project Ireland 2040: National Planning Framework

2.1.1 The National Planning Framework (NPF) which together with the National Development Plan (NDP) forms Project Ireland 2040, the government’s vision for how to develop the country over the coming decades, was published in May 2018. The NDP sets out a strategic framework for shaping the future growth and development of the country up to the year 2040 in order to accommodate an additional one million people in addition to hundreds of thousands of new jobs.

2.1.2 The growth strategy in the NPF is supported by National Policy Objectives and National Strategic Outcomes. It is an objective of the NPF (NPO3b) that at least half of future population and employment growth will be focussed on the five existing main cities of Dublin, Waterford, Cork, Limerick, and Galway and their suburbs. Development should take place in well serviced urban locations, particularly areas served by good public transport and supporting services. Other objectives of the NPF include:

National Policy Objective 1b
Eastern and Midland Region: 490,000 – 540,000 additional people, i.e. a population of around 2.85 million;
National Policy Objective 3b
Deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints;
National Policy Objective 4
Ensure the creation of attractive, liveable, well designed, high quality urban places, which are home to diverse and integrated communities enjoying a high quality of life and well-being;
National Policy Objective 11
In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activities within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth;
National Policy Objective 13
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;

National Policy Objective 27

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

National Policy Objective 32

To target the delivery of 550,000 additional households to 2040;

National Policy Objective 35

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

- 2.1.3 The application site at Stapolin, Baldoyle is highly accessible with a range of existing and proposed high frequency public transport services including Clongriffin DART Station and community facilities (see enclosed Community Audit). The proposed residential development on residential zoned land within Dublin City and suburbs presents an opportunity to achieve increased densities and building heights that is consistent with the above national policy objectives.

Housing for All: A New Housing Plan for Ireland (HfA)

- 2.1.4 This is the Government's latest housing plan to increase the housing output and to meet the targets set out for additional households in the NPF. To do so, the HfA states that Ireland needs an average of 33,000 homes constructed per annum until 2030. To achieve that target, HfA has four overarching objectives as follows:
- Supporting Homeownership and Increasing Affordability;
 - Eradicating Homelessness, Increasing Social Housing Delivery and Supporting Social Inclusion;
 - Increasing New Housing Supply; and
 - Addressing Vacancy and Efficient Use of Existing Stock.
- 2.1.5 This proposal is consistent with Housing for All's objective to increase the supply of housing. There is a current permission on this site for 371 no. residential units; this proposal, if approved, would provide for 1,007 no. units thus directing providing more residential units. This site is fully serviced and zoned for residential development, so it would meet the Government's required

housing need at a density consistent with other recent permissions at Stapolin, Baldoyle. With the change in the Part V housing provision, the proposal would deliver 200 no. residential units for Fingal County Council and an agreement in principle, is in place with the Council.

2.2 Eastern & Midland Region Assembly: Regional Spatial & Economic Strategy 2019-2031

2.2.1 On 28th June 2019, the Regional Spatial and Economic Plan for the Eastern Midlands Region 2019-2031 (RSES) was made by Eastern Midlands Regionals Assembly (EMRA). This strategic plan and investment framework will shape the future of the Region to 2031 and beyond as per the Vision Statement.

“To create a sustainable and competitive Region that supports the health and wellbeing of our people and places, urban and rural, with access to quality housing, travel and employment opportunities for all.”

2.2.2 Consistent with the provisions of the NPF, the RSES supports continued population and economic growth in Dublin City and suburbs, with high quality new housing promoted and a focus on the role of good urban design, brownfield redevelopment and urban renewal and regeneration. The RSES notes that the NPF sets out ambitious targets to achieve compact growth with 50% of housing to be provided within or contiguous to the built-up area of Dublin City and suburbs, which includes the subject site. As a result, regional planning objective (RPO) 4.3 that is set out below applies:

RPO 4.3: Support the consolidation and re-intensification of infill/brownfield sites to provide high density and people intensive uses within the existing built up area of Dublin City and suburbs and ensure that the development of future development areas is co-ordinated with the delivery of key water infrastructure and public transport projects.

2.2.3 Chapter 5 of the RSES focuses on the Dublin Metropolitan Area Strategic Plan (MASP) that also applies to the site at Stapolin, Baldoyle. To achieve the vision for the MASP, there are a number of guiding principles for the sustainable development of the Dublin Metropolitan Area that inter alia include the following:

- *Compact sustainable growth and accelerated housing delivery – To promote sustainable consolidated growth of the Metropolitan Area, including brownfield and infill development, to achieve a target of 50% of all new homes within or contiguous to the built-up area of Dublin City and suburbs, and at least 30% in other settlements. To support a steady supply of sites and to accelerate housing supply, in order to achieve higher densities in urban built up areas, supported by improved services and public transport.*

- *Integrated Transport and Land use – To focus growth along existing and proposed high quality public transport corridors and nodes on the expanding public transport network and to support the delivery and integration of ‘Bus Connects’, DART expansion and LUAS extension programmes, and Metro Link, while maintaining the capacity and safety of strategic transport networks.*

2.2.4 The proposed development for Growth Area 2 is supported by both of these guiding principles. The RSES plan identifies a number of strategic development areas to create sustainable compact communities for a resident population of some 1.65 m people in the metropolitan area by 2031. The following is an extract from table 5.1 that identifies Baldoyle-Stapolin as a strategic development area:

TABLE 5.1 Strategic Development Areas and Corridors, Capacity Infrastructure and Phasing			
Corridor	Residential	Employment/ Mixed Use	Phasing/Enabling infrastructure
City Centre within the M50 (Multi-modal) Population capacity Short 35,000 Medium 10,000 Long 15,000 Total 60,000	Docklands build out of North Lotts and Grand Canal Docks with further physical and social regeneration of Poolbeg and northeast inner-city lands	Further development of people intensive high tech and services-based business districts in Docklands and Poolbeg	Short to Medium term Dodder bridge, LUAS extension to Poolbeg, local and wider area water upgrades, waste water upgrades and district heating
	City centre regeneration of older social housing projects (former PPPs), Parkwest-Cherry Orchard, Ballymun, Ashtown-Pelletstown and St James - Heuston lands	Regeneration of Diageo lands, health and education related employment at St James and Grangegorm campus	Short to Medium term Waste water upgrades, social infrastructure Long term Long term capacity supported by DART underground
	Naas Road /Ballymount - significant brownfield lands in South Dublin and Dublin City Council areas, with potential for residential development and more intensive employment/ mixed uses	Re-intensification of underutilised lands including Naas road and older industrial estates, subject to feasibility study	Medium to Long term Multi-modal public transport, new Luas stop, site assembly, waste water upgrades and local area water network upgrades
	Dunsink - major greenfield landbank with long term potential to develop a new district centre	Subject to feasibility	Long term LUAS extension to Finglas, access, site conditions, feasibility
North-South corridor (DART) Population capacity Short 31,000 Medium 13,000 Long 7,000 Total 51,000	North Fringe - large scale urban expansion creating new communities at Clongriffin-Belmayne (Dublin City) and Baldoyle-Stapolin (Fingal)	Completion of mixed-use districts with retail and service provision	Short to Medium term Access to rail station, bus upgrades, new road connections, drainage, parks and social infrastructure
	Donabate - significant residential capacity in this strategically located rapidly growing coastal village	Consolidation of economic and service base in tandem with population growth	Short term DART expansion, distributor road and railway bridge, social infrastructure, local area water network and storage upgrades
	South County Dublin - North	Strengthening commercial town	Short term

Figure 1 Extract from RSES for the Eastern Midlands Region 2019-2031

2.2.5 The proposal seeks to provide a high density residential development with appropriate building heights within the overall Coast development on land that is strategically located within the Dublin Metropolitan Area. The proposal is therefore fully compliant with the overall policies and objectives of the RSES for the Eastern and Midland Region as it relates to Baldoyle-Stapolin.

2.3 Fingal County Development Plan 2017-2023

2.3.1 The application site is situated within the administrative area of Fingal County Council, so the proposal is subject to the policies and objectives of the Fingal Development Plan 2017 – 2023 plus variations. Of the three variations made to the development plan, only adopted variation no. 2 is of relevance to the subject site. In addition, the lands are within the boundary of Baldoyle Stapolin Local Area Plan 2013 (as extended), so the provisions of that LAP also apply.

2.3.2 Variation no. 2 of the development plan sets out updated housing and population targets having regard to the National Planning Framework and the Regional Spatial and Economic Strategy. The following table from the development plan summaries the low and high targets for 2026 and 2031:

Fingal County Council	CENSUS 2016	2026 Range		2031 Range	
		Low	High	Low	High
Dublin NPF Road Map	1,347,500	1,489,000	1,517,500	1,549,500	1,590,000
RSES Fingal Allocation	296,000	327,000	333,000	340,000	349,000
<i>Source: NPF/RSES and CSO Census</i>					

Figure 2 Extract from Variation No. 2 of Fingal Development Plan 2017-2023

2.3.3 Following on from these projections, table 2.4 of the development plan provides for updated total residential capacity for Fingal. The following image is an extract from Table 2.4:

Table 2.4 Total Residential Capacity provided under Fingal Development Plan 2017 – 2023, updated as of September 2019

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		
Hewth	14	426		
Baldoyle/Sutton	29	1498		

Figure 3 Extract from Variation No. 2 of Fingal Development Plan 2017-2023

2.3.4 The remaining residential units for Baldoyle is stated at 1,498 in Table 2.4. That figure is unchanged from what was stated in the initial development plan of 2017 – 2023 (i.e. pre variation no. 2) and equates to an average density of 51 units per hectare. The Board will note that the approved scheme on the site is for 371 units which equates to a density of just over 74 units per hectare. At the time the Council approved variation no. 2, there were other approved

developments at Stapolin that exceeded the 74 units per hectare density, so the Council's figures are inconsistent with the extant and previous planning consents.

- 2.3.5 An Bord Pleanála has recently granted planning permission for 2 no. SHD applications for 882 no. units (TA06F.310418 refers) and 1,221 no. units (TA06F.311016 refers). The first SHD permission resulted in a net increase of 437 no. units on planning permission F16A/0412 (as amended by subsequent permissions), so the total number of residential units currently approved at Baldoyle is in the order of 2,573 no. residential units (371 + 544 + 437 + 1,221 = 2,573 units). As this proposal would supersede the extant permission on this site, the number of approved units on GA1 and GA3 sites is 2,202 residential units, and with this proposal added, it would result in 3,209 no. residential units that would exceed the 1,498 figure in the Core Strategy.
- 2.3.6 Table 2.5 of the development plan sets out the Council's settlement strategy and it is as follows:

Table 2.5 Fingal Settlement Hierarchy

Metropolitan Area	Core Area
Dublin City and Suburbs Consolidation Area Blanchardstown Baldoyle Castletknock Clonsilla Howth Mulhuddart Village Sutton Santry (Incl. Ballymun) Balgriffin & Belcamp Charlestown & Meakstown	
Key Town Swords	
Other Metropolitan Areas Portmarnock Baskin	
Self Sustaining Growth Town Donabate	Self Sustaining Towns Balbriggan Lusk
Self Sustaining Town Malahide	Rush Skerries
Towns and Villages Portrane Coolquay Kinsealy Rivermeade Rowlestown	Other Core Towns and Villages Balrothery Loughshinny Ballyboghil Naul Balscadden Oldtown Garristown Ballymadun
Rural – Clusters and Rural Area See Chapter 5 entitled 'Rural Fingal' for a full list of rural clusters	

Figure 4 Settlement Strategy from Fingal Development Plan 2017-2023

- 2.3.7 Baldoyle is within Dublin City and Suburbs Consolidation Area, which is at the top of the settlement hierarchy to deliver sustainable growth of the Metropolitan Area through the Dublin Metropolitan Area Strategic Plan. The development plan includes a suite of settlement strategy objectives, the following of which are applicable to the prospective applicant at Stapolin, Baldoyle:

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 SS01b

Consolidate within the existing urban footprint, by ensuring of 50% of all new homes within or contiguous to the built up area of Dublin City and Suburbs and 30% of all new homes are targeted within the existing built-up areas to achieve compact growth of urban settlements, as advocated by the RSES.

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 SS 02b

Focus new residential development on appropriately zoned lands within the County, within appropriate locations proximate to existing settlement centre lands where infrastructural capacity is readily available, and they are along an existing or proposed high quality public transport corridors and on appropriate infill sites in the town centres, in a phased manner alongside the delivery of appropriate physical and social infrastructure.

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.

- 2.3.8 This proposed development for higher density residential development on the application site which is adjacent to Dublin City, it is served by existing and planned public transport, and would maximise the use of existing infrastructure is consistent with the overall core strategy, the settlement hierarchy, and the settlement strategy objectives in the development plan. However, the projected number of residential units at Baldoyle would further exceed the figure stated in the core strategy, which would represent a material contravention of the development plan. A justification is set out in the accompanying material contravention statement.

Land Use Zoning

- 2.3.9 Zoning is a primary land use planning consideration in every application. The application site is zoned RA Residential Area to “provide for new residential communities subject to the provision of the necessary social and physical infrastructure.” Residential and Childcare Facilities are permitted in principle land uses within the RA zoning objective. The following image is an extract from the land use zoning maps Sheet No. 10: Baldoyle/Howth.

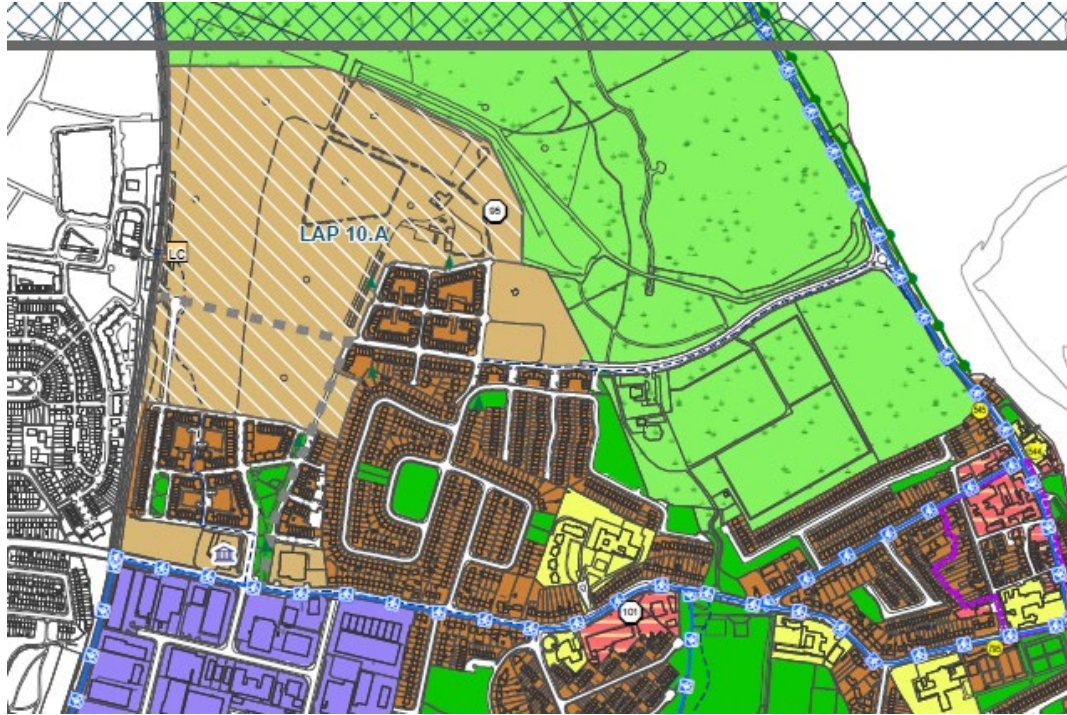


Figure 5 Extract from Land Use Zoning Sheet 10

- 2.3.10 As shown on the extract above from the zoning map, the site is also subject to LAP 10.A and map based local objective no. 95. These map designations respectively relate to the following objectives:

Objective BALDOYLE 3

Prepare and/or implement a Local Area Plan for lands at Baldoyle / Stapolin to provide for the strategic development of the area as a planned sustainable mixed use residential development subject to the delivery of the necessary infrastructure. (Refer to Map Sheet No. 10, LAP 10.A).

95: Ensure that the visual impact of any development on the Greenbelt will be minimised by its siting, design and planting.

- 2.3.11 The provisions of the local area plan are addressed separately below in this report. A landscape and visual impact assessment (LVIA) has been prepared by Murray & Associates and it is included with this SHD application. The LVIA confirms the proposed development in conjunction with the approved schemes for GA1 and GA3 will have a significant built edge along the fringe of the green

belt and future parkland, together with a buffer area of tree and native hedgerow planting. This will create a strong urban edge, which is part of a planned urban framework in the LAP, forming a defined urban edge to the proposed Racecourse Park (greenbelt). The juxtaposition of the built edge with the parkland is a deliberate contrast and is considered to be a significant positive impact, as it contributes to the landscape character through creating a definitive edge and interaction with the parkland

Residential Development, Density, and Mix of Units

- 2.3.12 Chapter 3 Placemaking in the Fingal Development Plan includes objectives in a range of objectives that are applicable to this proposed development at Stapolin, Baldoyle. Each is addressed in turn.

Objective PM08

Comply with the Council's Housing Strategy.

- 2.3.13 The applicant has an agreement in principle with the Council's Housing Department to provide 20% of the units for Part V housing thus this proposal complies with PM08.

Objective PM29

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.

- 2.3.14 Ethos Engineering has produced separate Energy Statements in respect of the residential and commercial aspects of the proposed development as required by PM29. The Board is referred to their reports that accompany this application.

Objective PM37

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.

Objective PM38

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

Objective PM39

Ensure consolidated development in Fingal by facilitating residential development in existing urban and village locations.

Objective PM40

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

Objective PM41

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.

2.3.15 These five placemaking objectives all relate to residential development and are thus considered together. The site is an appropriate location for increased residential density having regard to the existing and planned public transport, the existing and planned infrastructure at Stapolin, and the overall coordinated residential community that it would form part of at Stapolin. It would result in the consolidated development of Stapolin, Baldoyle by completing the planned and coordinated development of this part of Baldoyle.

2.3.16 The density of the proposed development is 165 units per hectare, which is slightly lower than the gross density of 177 units per hectare for approved Growth Area 3 scheme (ref. TA06F.311016). The scheme includes a mix of unit types from studio to three bedroom units with a range of floor area sizes exceeding the minimum floor area standards that would cater for a broad range of potential occupants.

Development Management Standards

2.3.17 Chapter 12 Development Management Standards in the Fingal Development Plan includes a suite of objectives in respect of apartments, layouts, etc. that apply to the proposed development. These objectives are quoted below in order and each is addressed below the respective objective:

Objective DMS05

Require new residential developments in excess of 100 units and large commercial/retail developments in excess of 2000 sq m to provide for a piece of public art to be agreed with the Council.

2.3.18 Subject to agreement on the location with the Council, it is proposed by the applicant to locate a piece of public art in the public open space between sectors 8B and 8C.

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.

2.3.19 Green roofs are proposed throughout the development as part of the overall SuDS measures.

Objective DMS20

Require the provision of a minimum of 50% of apartments in any apartment scheme are dual aspect.

2.3.20 54% of the units are dual aspect.

Objective DMS22

Require a minimum floor to ceiling height of 2.7 metres in apartment units, at ground floor level.

- 2.3.21 This minimum floor to ceiling height is provided at all levels throughout the proposal.

Objective DMS23

Permit up to 8 apartments per floor per individual stair/lift core within apartment schemes.

- 2.3.22 Not more than 8 apartments are proposed per floor per stair/lift within the scheme.

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.

- 2.3.23 All residential units exceed the minimum standards; see CCH Architects Housing Quality Assessment.

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%.

- 2.3.24 This standard is complied with; see CCH Architects Housing Quality Assessment.

Objective DMS27

Require that all planning applications for residential development include floor plans for each room indicating typical furniture layouts and door swings.

- 2.3.25 See floor plan layouts on CCH Architects drawings.

Objective DMS28

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.

- 2.3.26 This separation standard has been observed throughout the site plan.

Objective DMS30

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.

- 2.3.27 A report by the BRE Group on compliance with the daylight and sunlight guidelines is included with this application.

Objective DMS33

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.

- 2.3.28 The development will be privately managed by a properly constituted management company. The Board is referred to the attached report by Aramark in respect of the management of the proposed development.

Objective DMS34

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.

- 2.3.29 It is proposed to provide 6 no. Communal Residential Community Rooms/Facilities of c. 515 sq.m. located at ground floor level in Block 7 (sector 6A/6B), Block 2 (sector 7), Block 2 (sector 8A), and Block 1 (sector 8B). The communal residential community rooms are provided in each of the three development sectors and for convenience they are located at ground floor level. These multi-purpose rooms will be available for use by the residents only through an on-line or similar booking system operated by the management company. The anticipated uses include for private social events such as birthday parties, watching sport or movies, display of local community information, informal indoor exercise areas, and possible hot-desk type work space for persons working from home. The hours of use of the community rooms will be limited to between 8 am to 10 pm Sunday to Thursdays, and 8 am to 11 pm on Fridays and Saturdays.

Objective DMS35

Require the provision of communal laundry rooms and storage facilities in high density apartment type developments where deemed appropriate.

- 2.3.30 Dedicated storage rooms are proposed at basement level. The apartment sizes are sufficient to cater for individual laundry facilities without the necessity for a communal facility.

Objective DMS56

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.

Objective DMS57

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 DMS57A

Require a minimum 10% of a proposed development site area be designated for use as public open space.

The Council has the discretion for the remaining open space required under Table 12.5 to allow provision or upgrade of small parks, local parks and urban neighbourhood parks and/or recreational/amenity facilities outside the development site area, subject to the open space or facilities meeting the open space ‘accessibility from homes’ standards for each public open space type specified in Table 12.5.

- 2.3.31 The Board is referred to the Landscape Design Report prepared by Murray & Associates that sets out the landscape design strategy for the proposed development including integration and links with adjoining open spaces. The open space provision accords with table 12.5 and is also addressed by Murray & Associates, at section 4.4 in the Planning Report, and at paragraphs 2.5.18 to 2.5.21 below.

Objective DMS89

Require private balconies, roof terraces or winter gardens for all apartments and duplexes comply with or exceed the minimum standards set out in Table 12.6.

Objective DMS90

Require balconies, ground floor private open space, roof terraces or winter gardens be suitably screened in a manner complimenting the design of the building so as to provide an adequate level of privacy and shelter for residents.

Objective DMS91

Require communal amenity space within apartment developments, in the form of semi-private zones such as secluded retreats and sitting out areas, complies with or exceeds the minimum standards set out in Table 12.6.

- 2.3.32 The Board is referred to CCH Architects housing quality statements that demonstrate compliance with the standards set out in Table 12.6 of the development plan. The floor plan drawings and landscape plans demonstrate how the ground floor private open spaces are suitably screened for privacy and shelter. CCH Architects Drg. No. BALN5-CCH-00-ZZ-DR-A-010 shows the cumulative courtyard communal open space is c. 1.35 hectares, which is c. 2.1 times the requirement per Table 12.6.

- 2.3.33 Chapter 12 also sets out the car parking and bicycle parking standards for the proposed development. The Board is referred to section 7 in Traffic and Transportation Assessment prepared by J.B. Barry and Partners that accompanies this application.
- 2.3.34 The basement car parking provision of 605 spaces equates to 0.6 car parking spaces per residential unit, with 124 no. additional visitor car parking spaces available at surface level. Bicycle parking provision amounts to a total of 1,754 surface residential cycle parking spaces (1 space per room) and 500 surface visitor cycle parking spaces (one space per two units). A creche set - down area has also been provided and 14 no. additional car parking spaces are allocated adjacent to the creche area at ground level to facilitate staff parking , short duration parking and childcare facility pickup / drop off.
- 2.3.35 The proposed car parking provision is 0.6 car parking spaces per apartment that will discourage reliance on the private car, reduce the traffic impact on the surrounding area, and create use of the existing and planned sustainable transport that serves the subject site. A material contravention statement is enclosed with this application that provides a justification for the material contravention of the development plan in respect of car parking provision.

2.4 Baldoyle Stapolin Local Area Plan 2013

2.4.1 The Baldoyle Stapolin Local Area Plan 2013 was adopted by Fingal County Council in May 2013 and was extended up to 11th May 2023 by Council decision pursuant to section 19 of the Planning and Development Act 2000 (as amended). The LAP lands comprise the site of former Baldoyle Racecourse and Stapolin House. There is c. 41 hectares of residential zoned land, c. 81 hectares of high amenity areas, and lands within the development boundary subject of various local objectives including a retirement village. The following image is the LAP plan map.

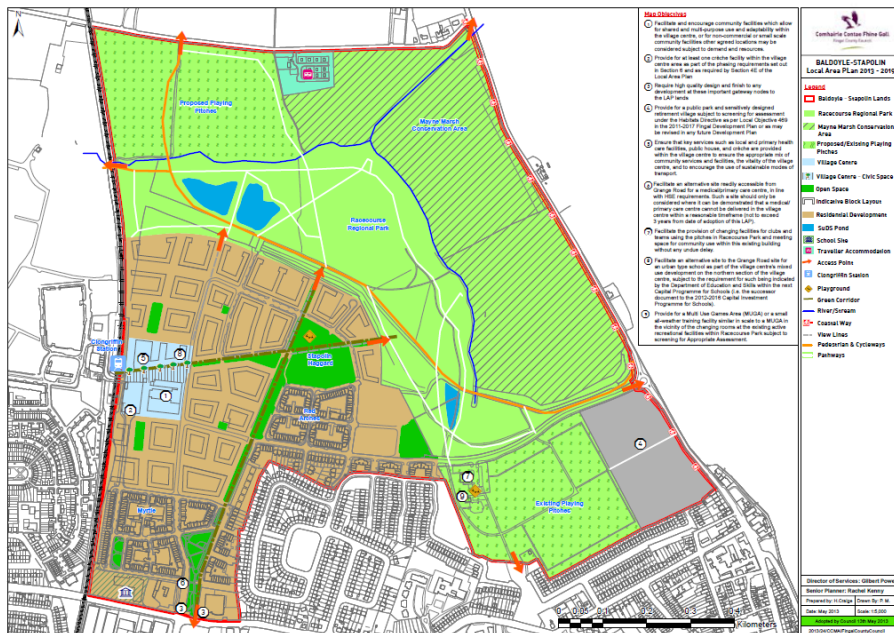


Figure 6 Extract from Baldoyle Stapolin LAP zoning map

2.4.2 As noted in the LAP, the initial masterplan for Stapolin Village and the Baldoyle Action Area Plan envisaged approximately 2,600 homes on the c. 41 hectares of residential zoned land. In 2013, development within the LAP was largely at a standstill notwithstanding that Clongriffin DART station was constructed in part to support the development at Stapolin and is operational.

2.4.3 Section 3 of the LAP sets out four development themes as follows:

1. **Sustainable Development** - the creation of an urban area with buildings and surrounding areas constructed to high standards of sustainable design, accessible good quality public transport, green spaces and corridors and strong inclusive communities.
2. **High Quality Places for All** - the development of interesting, exciting and stimulating buildings and public spaces, which make the most of natural features and are well connected to surrounding areas.
3. **A New Heart for Baldoyle-Stapolin**- the development of a new mixed use local centre and public realm in which people want to live, work and invest.
4. **Homes for the Future** – the creation of well designed sustainable adaptable homes and neighbourhoods, which cater for a wide range of households.

Figure 7 Development themes from Baldoyle Stapolin LAP 2013

2.4.4 The proposed development has been designed and would be constructed in compliance with the highest standards of sustainable design – see CCH Architects Design Statement. Further, it will utilise the existing and proposed public transport that serves the site and the pedestrian and cycling infrastructure within the LAP lands. The provision of green spaces, green corridors, public open space, etc. are set out in the Murray & Associates Landscape Architect’s Report. The overall layout plan of the proposed development ties into the existing and planned communities within Stapolin thus creating a strong inclusive residential community.

2.4.5 The design features a range of building types, sizes and heights to create an appropriate visual interest to the proposed Racecourse Park, internally within the courtyards in the proposed development, and to assimilate with existing and planned developments to the south, southwest, and west of the site. The third theme is more relevant to the growth area 1 and not this proposal.

2.4.6 The fourth theme relates to the number and mix of units. The LAP states the “*area has the potential to provide at least a minimum of 1,500 units on the lands in total*”. Between existing development under construction, the two current planning permissions for Growth Areas 1 and 3, and this proposal, the minimum of 1,500 units will be achieved. Our client’s proposal includes a range of units types and sizes, 20% of the units for Part V housing, and medium to high density layout appropriate to the site’s location abutting the Racecourse Park and a short walk from Clongriffin DART station.

- 2.4.7 Section 4 of the LAP sets out seven themed objectives, of which five relate to this proposal. Each is addressed in turn.

Green Infrastructure

- 2.4.8 The green infrastructure objectives are addressed in the Murray & Associates Landscape Report Stage 3 enclosed with this application.

Transport & Movement

- 2.4.9 The LAP states “it is a fundamental objective of the Baldoyle Stapolin LAP to ensure that the future demands for travel emanating from development within the LAP lands are met in a sustainable way” and “The strategy of the Plan is to reduce car usage by making alternative modes of travel more attractive.” The proposal provides for 0.6 car parking spaces per residential unit, which will directly reduce car usage. Alternative modes of travel are encouraged through the provision of 1 no. bicycle spaces per bedroom and 500 surface visitor cycle parking spaces (one space per two units) and linking the development to the pedestrian and cycling infrastructure at and within the environs of Stapolin and the existing and planning high quality, high frequency public transport.

Water Services and Utilities

- 2.4.10 The provision of water services and utilities was previously approved and implemented at a LAP wide level through planning permission reg. ref. F03A/1529 and more recently by F16A/0412 that inter alia provided for upgraded surface water drainage to serve growth areas 1, 2 and 3 at Stapolin. The Board is also referred to the Water Services Report by J.B. Barry and Partners and Flood Risk Assessment by JBA Consulting that accompanies this submission.

Residential Development & Density

- 2.4.11 Section 4D of the LAP sets out objectives on housing mix, density and building heights, which in part repeat development management standards in the county development plan. Not all of those objectives apply to this scheme or prospective site; those that do apply are addressed below.

Objective RS1: Require that a suitable variety and mix of dwelling types and sizes are provided in developments to meet different needs, having regard to demographics, social changes and the human life cycle patterns.

Objective RS2: Ensure that one bedroom dwellings are kept to a minimum within the development and are provided only to facilitate choice for the homebuyer. In any event, no more than 5% of units in any application or over the whole development, shall be one bedroom units

- 2.4.12 The scheme provides for a wide variety and mix of apartment types and sizes that will complement and enhance the overall mix of dwelling types within the overall Coast development. The number of one bedroom units proposed would exceed the no more than 5% figure in RS2. A

material contravention statement is enclosed with this submission that provides a justification for the material contravention of the Local Area Plan 2013 in respect of % of 1 bed units (unit mix).

Objective RS3: Ensure that between a minimum of 7.5% and a maximum of 15% of the LAP lands is reserved for those in need of social or affordable housing in accordance with the Fingal Housing Strategy or as per the revisions of any subsequent Strategy and Part V of the Planning and Development Act 2000 (as amended).

Objective RS4: Facilitate the development of strong, vibrant and mixed tenure communities.

- 2.4.13 The prospective applicant has agreed to provide 20% of the units on site for Part V housing thus complying fully with RS3 and RS4.
- 2.4.14 The LAP sets out three density ranges for the overall lands; medium density, medium-high density, and high density. The subjective lands are identified for medium-high, and high density. The objective of the LAP is to achieve a residential density in keeping with a compact urban form and to ensure the population catchment and critical mass necessary to support more services, justify existing and planned investments, etc. The preferred density masterplan is shown below.

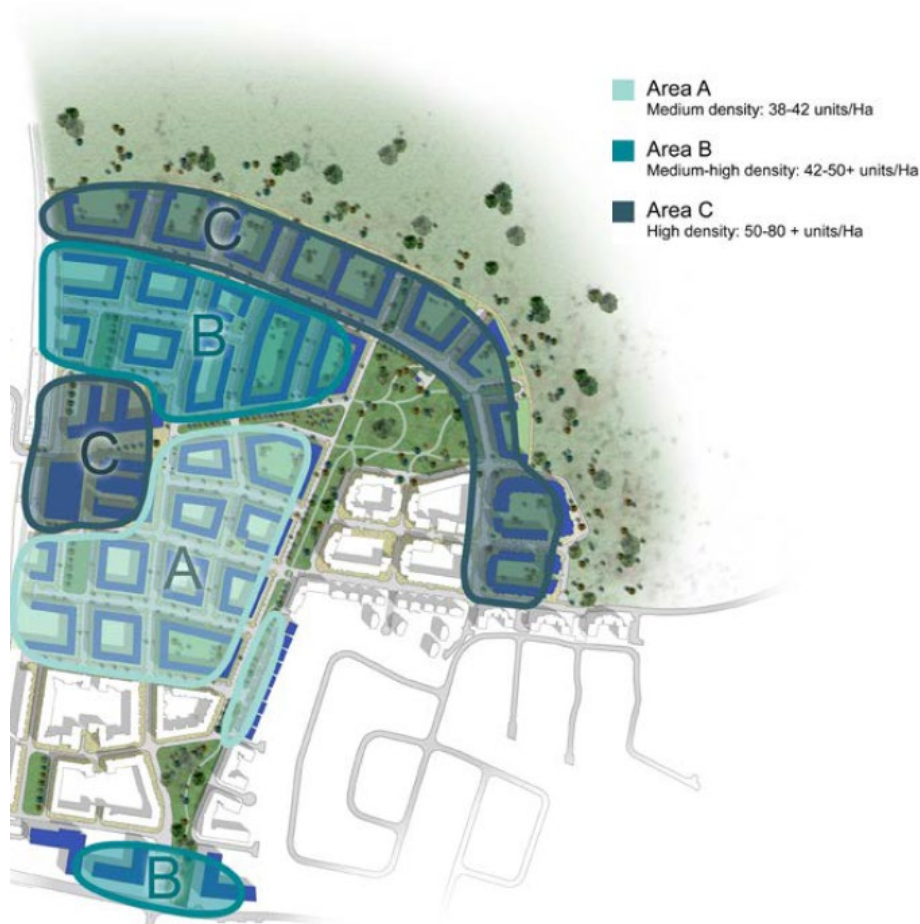


Figure 8 Preferred Density Masterplan from Baldoyle Stapolin LAP 2013

- 2.4.15 The average net density for the extant planning permission on this site is 74 units per hectare, which complies with the preferred density range. This proposal would have a gross density to just over 165 units per hectare. Notwithstanding that the Board didn't consider the density for GA3 to constitute a material contravention and the density ranges both include an open ended upper limit by the use of "+" symbol, a material contravention statement is enclosed with this submission that provides a justification for the material contravention of the Local Area Plan 2013 in respect of density.
- 2.4.16 The proposed layout has regarded to the gradation of density with the lower building heights and density proposed for that part of the site within Area B and the higher building heights and density along the Racecourse Park in Area C. This approach to density is consistent with the approved scheme layout on the site and compatible with the LAP approach to density.



Figure 9 Building Heights from Baldoyle Stapolin LAP 2013

- 2.4.17 The LAP broadly provides for increased densities and height around the village centre and the Racecourse Park edge falling to lower heights and densities elsewhere. Accordingly, objective RS12 is to "Require buildings to conform to the heights set out in Figure 4D.2 Building Heights within the LAP lands." The image above in Figure 14 is Figure 4D.2 from the LAP.

- 2.4.18 The approved building heights on the subject site range from 3 to 7 stories, which exceed the heights set out in the above figure. This proposal provides for increased building heights from 4 to 12 stories, which are higher than the heights envisaged in the LAP. A material contravention statement is enclosed with this submission that provides a justification for the material contravention of the Local Area Plan 2013 in respect of building heights.

Community and Education

- 2.4.19 Objective CI8 and CI9 apply to this proposal, and these are as follows:

Objective CI8: Require the development of a childcare facility in the village centre and, where required, a second childcare facility shall be provided within the village centre or other suitable location as deemed necessary by the Planning Authority.

Objective CI9: Seek the creation of safe and usable open spaces throughout the LAP land for play through overlooking and passive surveillance.

- 2.4.20 The scheme includes a childcare facility in accordance with the Childcare Guidelines. It is planned at ground floor level within sector 8A and has been designed to cater for the projected demand from the proposed development. Open spaces for play and other recreational uses will be provided within the respective courtyards of the development, which will be overlook and subject to passive surveillance.

Retail and Employment

- 2.4.21 These objectives all largely apply to the proposed village centre and other areas within the LAP lands and not the subject site.

Sustainable Development Framework

- 2.4.22 The proposed development incorporates sustainable urban design principles as set out in the attached Sustainability and Energy Statements by Ethos Engineering and the Architect's Design Statement by CCH Architects. These include the overall site layout plan that places the lower buildings along the southern side of the development blocks with the taller or higher building along the northern sides. This maximises access to sunlight and daylight, reduces overshadowing within the development, and provides for energy conservation. Further, the scheme aims to reduce dependency on the private car through reduced car parking provision, enhanced bicycle parking, and reliance on existing infrastructure that supports alternative modes of transport.
- 2.4.23 Building construction methods/technologies, recycling and waste management strategies, life cycle reports, etc. have been addressed by AWN Consulting – see Construction and Demolition Waste Management Plan and Operation Waste Management, and the Building Lifecycle Report by Aramark that are included with this application.
- 2.4.24 Section 5 of the LAP addresses Urban Design. An Architect's Design Statement has been prepared by CCH Architects that addresses the 12 criteria set out in the Urban Design Manual which

accompanies the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (May 2009).

- 2.4.25 The urban structure of the proposed development is pre-determined by the three distinct development blocks as established by the implementation of the infrastructure planning application, Reg. Ref. F03A/1529, for the entire Stapolin Baldoyle residential development lands. The site layout planning within these three blocks is further influenced by the existing cul-de-sac road between sectors 8A and 8B, and the view corridors between sectors 7 and 8A, and between 8B and 8C as set out in section 4A.5 of the Baldoyle Stapolin Local Area Plan 2013 (as extended) (the LAP). As a result, five distinct development areas or sectors are created within the application site and these are sectors 6A/6B, 7, 8A, 8B, and 8C.
- 2.4.26 All development control standards such as open space, car parking, bicycle parking, refuse, etc. are addressed elsewhere in this report and in the Planning Report.
- 2.4.27 The final section of the LAP is section 6 on Sequencing and Phasing of Development. The subject site is Growth Area 2 and it is shown for medium term delivery as follows:

This phase will only begin after the village centre has commenced construction. It may overlap with the delivery of residential development in Growth Area 1 subject to the phased delivery of the two boulevards (Ireland's Eye Avenue and Stapolin Avenue) and The Haggard to ensure connectivity to the village centre and existing residential development to the south. The timeframe for this Growth Area may range between 2015-2020 and beyond and will provide for the delivery of residential units within a range of minimum 200 to 300+ units.

- 2.4.28 Within Growth Area 2 of the LAP, phasing "shall commence from the southern sectors (6A-6B) and work north (sectors 7-8C) to prevent the creation of 'gap' or interim sites between the northern edge of the LAP lands and Ireland's Eye Avenue". The proposed phasing is shown on CCH Architects Drg. No. BALN5-CCH-00-ZZ-DR-A-009. It is envisaged that there will be 5 residential phases of development commencing at sector 8C, 8B, 8A, 6A and B, and 7 i.e. working westwards around Stapolin Haggard. It does not follow that identified in section 6.4.2 of the LAP because the haul route into the site is now due northwest of the site thus following the LAP's phasing would result in construction traffic being routed through completed phases in order to access later phases. For example, construction traffic for sectors 8A, 8B and 8C would need to go through Longfield Road between sectors 6 and 7. In the event non-compliance with the phasing priorities of the LAP is deemed to be a material contravention, a justification for the material contravention of the Local Area Plan 2013 in respect of construction phasing is addressed in the enclosed material contravention statement.
- 2.4.29 Tables 6.6, 6.7, 6.8 and 6.9 of the LAP identify roads, open space, community and interim sites requirements that apply to Growth Area 2. The capacity of the existing road infrastructure to accommodate the proposed development is set out in the traffic and transportation statement

that accompanies this application. In respect of the roads infrastructure in Table 6.6, two of these four sets of works have been completed and the other two have not been commenced.

- 2.4.30 There are three open space items in table 6.7. Ireland's Eye Avenue has been approved as part of SHD application TA06F.310418; the Haggard has been approved as part of Reg. Ref. F16A/0412, and the Green Route to Clongriffin Lands is part of the current application by Fingal County Council for proposed Racecourse Park.
- 2.4.31 The community items are also on course for delivery. A creche is shown within our proposal and planning permission (Reg. Refs. F19A/0461 and F21A/0498) has been granted for a primary school with 16 no. classrooms on a site at Grange Road, Baldoyle that is within the overall Stapolin/Baldoyle residential development with a projected capacity of 440 no. pupils.
- 2.4.32 As it is proposed to construct the proposed development over a five year period, it is not anticipated that the site would remain undeveloped for any further period of time. Notwithstanding, the applicant is willing to agree fencing details with the Council prior to the commencement of development.
- 2.4.33 The proposed development therefore accords favourably with the key policies and development objectives in the Baldoyle Stapolin Local Area Plan 2013 (as extended).

2.5 Ministerial Guidelines

- 2.5.1 The proposed strategic housing development has been designed in accordance with and is consistent with the following Ministerial Guidelines for Planning Authorities issued pursuant to Section 28 of the Planning and Development Acts, 2000-2020. The following have been considered as part of this proposed development:

- Sustainable Urban Housing: Design Standards for New Apartments (2020)
- Urban Development and Building Height Guidelines (2018)
- Sustainable Residential Development in Urban Areas (2009)
- Urban Design Manual (2009)
- Design Manual for Urban Roads and Streets (DMURS) (2019)
- Childcare Facilities – Guidelines for Planning Authorities 2001
- The Planning System and Flood Risk Management Guidelines 2009
- Appropriate Assessment of Plans and Projects in Ireland 2009

Sustainable Urban Housing: Design Standards for New Apartments; Guidelines for Planning Authorities 2020

- 2.5.2 The Sustainable Urban Housing Design Standards for New Apartment were updated in December 2020 to address the revised national policy on the provision of shared accommodation living (which doesn't apply to this proposal). The guidelines set out guidance and standards on

apartment developments in response to the National Planning Framework and Rebuilding Ireland. The guidelines identify three broad types of location 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*

2.5.3 The GA2 site at Stapolin, Baldoyle is located within a Central and/or Accessible Urban Location per the following locational criteria set out in the Guidelines:

- *Sites within walking distance (i.e. up to 15 minutes or 1,000- 1,500m), of principal 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. min 10 minute peak hour frequency) urban bus services.*

2.5.4 The Apartment Guidelines state these locations are generally suitable for small to large scale (will vary subject to location) and higher density development (will also vary), that may wholly comprise apartments. Currently the site is within a short walking distance of Clongriffin DART station and if the Bus Connects project proceeds as currently planned, it will also be within easy walking distance of high frequency urban bus services. It follows that the subject site falls into the central and accessible urban locations category and is therefore suitable for high density apartment developments.

2.5.5 At paragraph 2.2 of the Guidelines, it is noted that apartments are most appropriately located within urban areas and that the scale and extent of the development should increase where the site is located in close proximity to quality public transport hubs, service and urban amenities. Paragraph 2.2 states as follows:

“The scale and extent of apartment development should increase in the relation to proximity to core urban centres and other relevant factors. Existing public transport nodes or locations where high frequency public transport can be provided, that are close to locations of employment and a range of urban amenities including parks/waterfronts, shopping and other services also particularly suited to apartments.”

2.5.6 The site is located is within very close proximity to Clongriffin DART station that will become a transport hub with the full implementation of the BUS Connects proposal. Further, the proposed development would overlook proposed Racecourse Park to the east, northeast and north. Consistent with the approved residential development at the GA1 and GA3 lands, the application

site is suitable for higher density residential development in compliance with the objectives of the apartment guidelines.

2.5.7 The Guidelines set out a number of specific planning policy requirements (SPPR) for apartment developments. Those applicable to the proposed development are now addressed.

2.5.8 SPPR 1 relates to apartment mix and states as follows:

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

2.5.9 The proposed development provides for 58 no. studio units (5.8%), 247 no. 1 bed units (24.5%), 657 no. 2 bed units (65.2%) and 45 no. 3 bed units (4.5%) which is compliant with SPPR 1 of the apartment guidelines.

2.5.10 SPPR 3 states the following in relation to minimum floor area sizes for apartment:

“Minimum apartment floor areas:

Studio (1 person) 37 sq.m.

1 bedroom (2 persons) 45 sq.m.

2 bedroom (4 persons) 73 sq.m.

3 bedroom (5 persons) 90 sq.m.”

2.5.11 The Guidelines further state in respect of SPPR3 that *“accordingly, planning authorities may also consider a two-bedroom apartment to accommodate 3 persons, with a minimum floor area of 63 square metres in accordance with the standards set out in Quality Housing for Sustainable Communities”*. The guidelines suggest a limit of no more than 10% of the total number of units in any private residential development may comprise the 2 bed, 3 persons category of accommodation. Of the 657 no. 2 bedroom units proposed, 94 no. units are currently designed as 2 bedroom, 3 person units, which equates to 9.3% in compliance with the Guidelines.

2.5.12 All of the proposed apartment units meet or exceed the minimum standards set out in the Apartment Guidelines 2020; see CCH Architects Housing Quality Assessment.

2.5.13 SPPR 4 of the apartment guidelines states that a minimum of 50% dual aspect apartments should be provided in any development and that a minimum of 33% dual aspect units should be provided

in central and accessible urban location. 54% of the apartment units are dual aspect thus the proposal exceeds the 50% minimum requirement.

2.5.14 SPPR 5 relates to floor to ceiling heights and states as follows:

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

2.5.15 The floor to ceiling height for all apartments at ground floor comply with the minimum height of 2.7m.

2.5.16 The final applicable SPPR is SPPR 6 relating to the number of apartments per floor per lift core and it states as follows:

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

2.5.17 As required by SPPR6, no more than 12 no. apartments per floor per core have been provided within the proposed development. It follows that the proposal complies with all applicable SPPRs.

2.5.18 The apartment guidelines also set out the following standards for both private and communal open space:

*4 sq.m for studio
5 sq.m for a 1 bed unit
6 sq.m. for a 2 bed (3 person)
7 sq.m. for a 2 bed (4 person) unit
9 sq.m. for 3 bed unit*

2.5.19 The overall requirement for both types of open space is 6,295 sq.m. and this is calculated as follows:

Number of Units	Requirement per Unit	Total
58 no. studios	4 sq.m.	232 sq.m.
247 no. 1 bed	5 sq.m.	1,235 sq.m.
94 no. 2 bed (3 person)	6 sq.m.	564 sq.m.
563 no. 2 bed (4 person)	7 sq.m.	3,941 sq.m.

STATEMENT OF CONSISTENCY

45 no. 3 bed	9 sqm	405 sq.m.
Total		6,377 sq.m.

2.5.20 The proposed development will provide for courtyard communal spaces within each residential sector. As set out on CCH Architects Drg. No. BALN5-CCH-00-ZZ-DR-A-010, the cumulative courtyard open space is c. 1.35 hectares (1,500 sq.m.). The proposed development would therefore provide more than 2.1 times the required provision of communal amenity space of the Guidelines.

2.5.21 Private amenity space is provided for each apartment in the form of balconies and terraces. All meet or exceed the Guidelines standards for private open space; see the Housing Quality Assessment prepared by CCH Architects.

2.5.22 The final part of the Apartment Guidelines that are being considered is that planning authorities must consider a reduced overall car parking standard in Central/Accessible Locations. The Guidelines state as follows:

“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 policies above would be particularly applicable in highly accessible areas such as in or adjoining city cores or at a confluence of public transport systems such rail and bus stations located in close proximity.”

2.5.23 The proposed development will provide for 604 no. car parking spaces all at basement level to serve the 1,007 no. apartments, which equates to a car parking ratio of 0.6 spaces per unit. The proposed development will also provide for 138 no. car parking spaces at surface level throughout the development that would be for use by visitors and for the proposed creche. Further, the proposal provides for 1,754 no. bicycle parking spaces that equates to 1 space per bedroom as required by the Local Authority. The subject site is in very close proximity to existing and planned high quality, and high frequency public transport thus supporting the provision of reduced car parking as set out in the Apartment Guidelines.

Urban Development and Building Height Guidelines (2018)

2.5.24 The Urban Development and Building Height Guidelines were prepared in response to the National Planning Framework and as means of supporting increased density, scale and height of development in the town and city cores. The Guidelines note that *“increased building height is a significant component in making optimal use of the capacity of sites in urban locations where transport, employment, services or retail development can achieve a requisite level of intensity for sustainability.”* This proposal is consistent with the overriding principle of these Guidelines but it is necessary to demonstrate compliance with its four SPPRs; each is now considered.

- 2.5.25 SPPR1 relates to locations that are appropriate for increased building height and density, and it states as follows:

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

- 2.5.26 The subject site is located in close proximity to existing and planned public transport including Clongriffin DART station, Dublin Bus routes, and the proposed BUS Connects. It is therefore a suitable location for increased building heights and densities in compliance with SPPR1.

- 2.5.27 SPPR2 has been included in the Guidelines in “*the interests of achieving national policy objectives for significantly increased urban housing delivery, there is a need for planning policy to ensure that an appropriate quantum of residential developments*” and states as follows:

In driving general increases in building heights, planning authorities shall also ensure appropriate mixtures of uses, such as housing and commercial or employment development, are provided for in statutory plan policy. Mechanisms such as block delivery sequencing in statutory plans² could be utilised to link the provision of new office, commercial, appropriate retail provision and residential accommodation, thereby enabling urban redevelopment to proceed in a way that comprehensively meets contemporary economic and social needs, such as for housing, offices, social and community infrastructure, including leisure facilities.

- 2.5.28 The application site is part of the overall Coast development and is within the Baldoyle-Stapolin local area plan area that sets out three growth areas and clear phasing within those areas to deliver a sustainable residential community and village centre around Clongriffin DART station. Planning permission has been granted for 2,202 residential units for Growth Areas 1 and 3 with approved building heights up to 15 no. storeys.

- 2.5.29 SPPR3 of the Guidelines addresses compliance with development management criteria to the satisfaction of the local authority and An Bord Pleanála. To avoid excessive repetition, compliance with SPPR3 is set out in the Planning Report with this application.

- 2.5.30 The fourth SPPR is as follows:

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

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

- 2.5.31 The density of the proposed exceeds the minimum density range of 35-50 units per hectare. The proposal provides for a mix of building heights and typologies that “address the need for more 1 and 2 bedroom units in line with wider demographic and household formation trends” as noted in section 3.4 of these Guidelines.
- 2.5.32 It is submitted that the proposed development has regard to the policy framework set out in the Urban Development and Building Height Guidelines. It complies with the applicable objectives and therefore it is considered to accord with the provisions of national policy guidelines.

Sustainable Residential Development in Urban Areas (2009)

- 2.5.33 These Guidelines update and revise the 1999 Guidelines for Planning Authorities on Residential Density. As stated in the Minister’s foreword the objective is to produce high quality and sustainable development that provide quality homes and neighbourhoods, places where people actually want to live, to work and to raise families, and places that work and will continue to work.
- 2.5.34 Unlike many development sites, this proposed development forms part of a larger residential community at Stapolin, Baldoyle. The Coast development scheme was initially master planned in 2000, it has been subject of many planning permissions, two phases of development are complete, a further one is under construction and it is currently guided by a local area plan published in 2013. Also, there is an extant planning permission on the subject site and two recent SHD permissions for the adjoining Growth Areas 1 and 3 per the LAP, all of which will form part of the overall sustainable neighbourhood planned for Stapolin, Baldoyle.
- 2.5.35 One of the key pieces of infrastructure at Stapolin is Clongriffin DART station, which was part funded by Helsingor Limited and Gannon Properties to support the proposed development at Stapolin including this subject site. The DART Station has been operational since 2010 and it is planned to be augmented with the BUS Connects project thus providing two forms of high frequency public transport at Stapolin. Further, planning permissions F16A/0412 (as amended) and TA06F.310418 will provide for residential, community and retail services within a local town

centre setting focussed on Clongriffin DART station. This will result in the provision of essential services and create a sense of place and identity for people to live and work at Stapolin, Baldoyle.

2.5.36 In terms of density, the Guidelines recommend as follows in section 5.8:

To maximise the return on this investment, 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. 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.

2.5.37 The subject site and the proposed development complies with the guideline principles for higher density residential development. The layout of the proposed development also prioritises walking, cycling and public transport, it is compatible with the overall layout of the Coast development, and it promotes the efficient use of residentially zoned and serviced land.

Urban Design Manual (2009)

2.5.38 The Urban Design Manual sets out 12 criteria that have been compiled to encapsulate the range of design considerations for residential development. These are regarded as tried and tested principles of good urban design and form part of the assessment of a planning application for residential development. The CCH Architects design statement addresses compliance with all 12 criteria.

Design Manual for Urban Roads and Streets (DMURS) (2019)

2.5.39 J.B. Barry And Partners have assessed consistency with respect to the provisions of the Design Manual for Urban Roads and Streets (DMURS); a copy of their Statement of Consistency report is included with this application.

Childcare Facilities – Guidelines for Planning Authorities 2001

2.5.40 As required by the Childcare Facilities Guidelines for Planning Authorities, it is proposed to provide a creche facility to cater for the projected demand from the future residents of the proposed development. The Board is referred to sections 4.3 in the Planning Report with this SHD application.

The Planning System and Flood Risk Management Guidelines 2009

2.5.41 J.B. Barry and Partners have assessed consistency with respect to the provisions of “The Planning System and Flood Risk Management Guidelines 2009; a copy of their Statement of Consistency report is included with this application.

Appropriate Assessment of Plans and Projects in Ireland 2009

2.5.42 Screening for Appropriate Assessment and a Natura Impact Statement has been conducted by Altemar Marine & Environmental Consultancy in respect of the proposed development in accordance with the Guidelines set out in the following document, “Appropriate Assessment of Plans and Projects in Ireland” published by the Department of Environment, Heritage and Local Government in 2009. A copy of their report is enclosed with this application.

2.5.43 The Board also undertook a screening assessment as part of its deliberations on the planning appeal and stated the following as part of its decision to grant planning permission:

The Board completed a screening exercise, taking into account the screening report submitted with the application and the Inspector’s report and submissions on file, in relation to potential impacts of the site having regard to the nature and scale of the proposed development and characteristics of the Baldoyle Special Protection Area and Baldoyle Special Area of Conservation. No Appropriate Assessment issues arise and the Board concluded, either individually or in combination with other plans or projects, the proposed development would have no significant impacts.

2.5.44 The proposed development is informed by the foregoing Guidelines and has incorporated the relevant policies and objectives contained therein. It is submitted therefore that the proposed development is consistent with the relevant national, regional and county development plans, and accords with the overarching principles of the Ministerial Guidelines outlined above.

3. CONCLUSION

- 3.0.1 The statement demonstrates the consistency of the proposed development with the relevant national, regional, county and local planning policy and objective save those few planning matters that are addressed in the accompanying Material Contravention Statement.
- 3.0.2 The proposal is consistent with the National Planning Frameworks NPOs for residential development, the delivery of additional housing as set out in the Housing for All: A New Housing Plan for Ireland, and the regional objectives from the Eastern & Midland Regional Assembly Regional Spatial and Economic Strategy 2019- 2031.
- 3.0.3 The proposed development is also consistent with the policies, objectives, and development management standards as set out in the Fingal County Development Plan 2017-2023 and the Baldoyle-Stapolin Local Area Plan 2013 (as extended) save where a justification is provided for the material contraventions in respect of core strategy, density, % of 1 beds (mix of units), car parking, building heights, and construction phasing. .
- 3.0.4 Consistent with the planning permissions granted by An Bord Pleanála for Growth Areas 1 and 3, this proposed development will provide a complementary high quality residential development for the application utilised site that is consistent with the proper planning and sustainable development at Stapolin, Baldoyle.