

3 DESCRIPTION OF PROPOSED DEVELOPMENT

3.1 INTRODUCTION

This chapter of the EIAR provides a Description of the Proposed Development which will be assessed as part of the EIA process.

The Description of Development provides details of this project which requires planning consent from Fingal County Council (FCC). It includes a description of the location of the project and its physical and environmental characteristics. The chapter also provides details of earlier sub-threshold developments in the wider landbank at Portmarnock South. Some of these are built and occupied, some and under construction at present. In addition, there are residual lands that have yet to be the subject of any application but which are identified as having capacity for residential development. As these form part of the wider land holding now controlled by the Applicant it is prudent to also have regard to these as part of the cumulative impact of the development. The description of development as set out in this chapter is also set out in the following chapters prepared by consultants specialising in the environmental topics subject of the chapters.

In line with the EIA Directive a description of the application site, design, size and scale of development are also discussed within this chapter. Consideration is also given to all relevant phases of development from construction through to operation. This chapter provides a broader summary description of the Proposed Development that is subject of this EIAR. The environmental impacts of the Proposed Development are then examined for each of the prescribed environmental topics discussed in turn under Chapters 5 – 18. A summary of the proposed mitigation measures are set out in Chapter 19: Summary of Mitigation Measures. The residual impacts of the Proposed Development are summarised under Chapter 21: Summary of Residual Impacts.

This chapter has been prepared by Richard Kealey, Senior Planner and Ana Jovanovic, Graduate Planner of Stephen Little & Associates. Richard has c. 9 years' combined professional experience in planning in both the public sector and private consultancy, and has a BSc in Geography and MSc in Sustainable Development. Ana has c. 1 year of experience and has a BSc in City Planning and Environmental Policy and a Masters in Regional and Urban Planning.

3.2 SITE CONTEXT & LOCATION

The subject site represents the next phase of a plan led phased development in this part of Portmarnock. The application site is located in the townlands of Portmarnock and Maynetown, Portmarnock, Co. Dublin and partially located in the townland of Stapolin, Baldoyle, Dublin 13. The wider landbank is generally bounded by Station Road to the north, Coast Road and the Baldoyle Road to the east, Moyne Road to the south and the Dublin – Belfast Train Line to the west.

The gross area of the application site in this case is approximately 12.3 Ha ("the Site"). The extent of the subject site for the 296no. proposed housing units is generally bounded by the permitted Phase 1D (ABP Ref. ABP-312112-21 refers), permitted Phase 1E (FCC Reg. Ref. LRD0002/S3), permitted Phase 1B (ABP Ref. ABP-300514-17), existing agricultural land to the south, the Recorded Monument (RMP Ref. DU015-055) to the southeast.



Figure 3.1: Outline of the subject site (red line overlay by SLA). We refer to Site Layout dwgs. 6158D-PP-005 & 6158D-PP-006, prepared by Burke-Kennedy Doyle Architects.

3.3 EXISTING & PLANNED USES

As outlined above, the Site adjoins Phase 1B and 1E. The Proposed Development will constitute Phase 1F of St. Marnock's Bay.

The subject site consists of greenfield lands most recently in use as agricultural lands. Details of the planning history associated with the lands is set out in the Planning Application Report, prepared by Stephen Little & Associates enclosed with this application.

The subject site is to be developed to provide 296no. residential units, connected to the St. Marnock's Bay and Dun Sí developments by existing and proposed roads. These proposed uses accord with the uses envisioned at these locations in the Development Plan.

3.4 GENERAL DESCRIPTION OF PROPOSED DEVELOPMENT

The proposed development will comprise 296 No. Residential units consisting of 42 No. Duplex / apartments and 254 No. Houses ranging in height between 1.5 and 3 storeys; public open space including southern Monument Park which formed part of the Racecourse Park development permitted under ABP Reg. Ref. JP06F.311315; private rear gardens/patios/terrace and balconies provided; vehicular access to serve the development is proposed off Monument View and 3no. permitted roads serving St. Marnock's Bay permitted under ABP Ref. ABP-312112-21, and also a new existing permanent road to the south which connects to Moyne Road (permitted under Phase 1D – ABP Ref. ABP-312112-21; and all associated and ancillary site development, infrastructural, landscaping and boundary treatment works.

The proposed development will also comprise a new (temporary) rising main to serve this phase and previous development phases (1A to 1E inclusive), c.1.7km long, running from the interim St. Marnock's Pumping Station at Station Road/The Avenue (constructed under ABP Reg. Ref. 300514-17 & upgraded under ABP Reg. Ref. 312112-21) passing through the Racecourse Park development permitted under ABP Ref. JP06F.311315 and connecting to the North Fringe Sewer at a point which is located south of Moyne Road and the Mayne River within the townland of Stapolin, Baldoyle, Dublin 13; upgrade of interim St. Marnock's pumping station and storage at Station Road/Avenue as required and all associated and ancillary site development and reinstatement. The proposed temporary rising main and interim St. Marnock's Pumping Station will be decommissioned and these lands will then discharge by gravity to a proposed new Uisce Éireann Pumping Station adjacent to Portmarnock Bridge when same is operational; all other ancillary site development and landscape works, including 289no. car parking spaces, 1,455no. bicycle parking spaces; bin stores and bicycle stores; 4no. ESB Sub-stations.

3.5 STATUTORY PLANNING CONTEXT

The subject lands are subject to national, regional, sub-regional, county and local planning policy. The following outlines high level planning policy of relevance to the future development of the subject lands. Whilst the EPA's Guidelines suggest that assessment of planning policy should not form part of an EIAR, it is considered that the planning context itself is an important aspect to understanding the development being proposed and that it is appropriate to refer to same in that context. This section will not address the detailed policies and objectives contained in the various plans which are relevant to the Proposed Development as these are addressed separately in the Planning Application Report & Statements of Consistency, prepared by Stephen Little & Associates Chartered Town Planners & Development Consultants which accompanies the LRD planning application.

3.5.1 National Planning Framework – Ireland 2040

The NPF sees 40% of all new homes nationally being located within the existing built up area of existing settlements.

The NPF marks a shift away from allowing urban sprawl, to more brownfield and infill urban development, focussed on integrated investment in and use of quality public transport focussed development and other essential services, to deliver a denser and sustainably compact urban form.

This means encouraging more people, jobs and activity generally within our existing urban areas. In particular, it requires well-designed, high quality development that can encourage more people, and generate more jobs and activity within existing cities, towns and villages.

This requires that development meets appropriate design standards to achieve targeted levels of growth. It also requires active management of land and sites in urban areas.

The NPF also sets out a number of National Policy Objectives (NPO) that seek to ensure that the over-riding intent of the NPF is delivered. In the context of this proposal, it is considered that the following particular NPOs are worthy of mention: -

National Policy Objective 1

"Ensure that all plans, projects and activities requiring consent arising from the National Planning Framework are subject to the relevant environmental assessment requirements including SEA, EIA, SFRA, and AA as appropriate."

National Policy Objective 4

"A target of half (50%) of future population and employment growth will be focused in the existing five Cities and their suburbs."

National Policy Objective 7

"Deliver at least 40% of all new homes nationally, within the built-up footprint of existing settlements and ensure compact and sequential patterns of growth."

National Policy Objective 12

"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 14

"Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design and placemaking quality, in order to sustainably influence and support their surrounding area to ensure progress toward national achievement of the UN Sustainable Development Goals."

National Policy Objective 20

"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 37

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

National Policy Objective 43

"Priorities the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location."

National Policy Objective 44

"Support the provision of lifetime adaptable homes that can accommodate the changing needs of a household over time."

National Policy Objective 45

"Increase residential density in settlements, through a range of measures including restrictions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration and increased building height and more compact forms of development."

National Policy Objective 67

"Support the circular and bio economy including in particular through greater efficiency in land and materials management, promoting the sustainable re-use and refurbishment of existing buildings and structures, while conserving cultural and natural heritage, the greater use of renewable resources and by reducing the rate of land use change from urban sprawl and new development."

National Policy Objective 77

"Enhance water quality and resource management by:

- Ensuring that River Basin Management Plan objectives are fully considered throughout the physical planning process
- Integrating sustainable water management solutions, such as Sustainable Urban Drainage (SuDS), non-porous surfacing and green roads, and nature based solutions, to create safe places."

National Policy Objective 89

"Conserve and enhance the rich qualities of natural, cultural and built heritage of Ireland in a manner appropriate to their cultural and environmental significance."

National Policy Objective 93

"Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green and blue infrastructure planning and innovative design solutions."

National Policy Objective 101

"Planning authorities will be required to apply a standardised, tiered approach to differentiate between i) zoned land that is serviced and ii) zoned land that is serviceable within the life of the plan."

Objective 101 requires Planning Authorities to apply a standardised tiered approach to zoning of land and sets out a two-tier approach to land use zoning.

The Proposed Development constitutes an efficient and sustainable use of lands in delivering a new plan-led residential neighbourhood on lands zoned for residential use as part of the Fingal County Development Plan 2023-2029.

3.5.2 Eastern and Midlands Regional Spatial & Economic Strategy

The Regional Spatial and Economic Strategy (RSES) for the East and Midlands provides regional level strategic planning policy for the eastern and midland region, and Dublin, in line with the NPF. The Region includes Dublin and its Metropolitan Area.

The RSES concur with the Implementation Roadmap for the NPF in noting that *"...the scale of projected population targets for cities means some transfer of projected growth to their wider metropolitan areas is appropriate, particularly during the transition period to 2026..."*

The Guiding Principles (p.187) set out in the RSES in relation to the Integration of Land Use and Transport supports the '10 minute' settlement concept, whereby a range of community facilities and services are accessible in short walking and cycling timeframes from homes or accessible by high quality public transport to these services in larger settlements.

The Proposed Development is consistent with the regional policy objectives of the RSES that seek to implement the growth targets and national policy objectives of the NPF.

3.5.3 Fingal County Development Plan 2023 – 2029

The Fingal County Development Plan 2023-2029 ("the Development Plan") came into effect on the 5 April 2023 and is the statutory land-use plan governing the subject lands at this time.

Core Strategy

Objective SS02 of the Development Plan seeks to 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.

The proposal includes the development of 296no. residential units, approximately 32% of the remaining Zoned Residential Capacity as outlined in the below extract from Table 2.10 of the Development Plan.

Table 2.10: Remaining Zoned Residential Capacity from Fingal Development Plan 2017-2023

Settlement Type	Settlement Name		Land Availability (Ha)	Residential Yield
Metropolitan Area				
Dublin City and Suburbs Consolidation Area	Blanchardstown	includes Castleknock, Clonsilla, Mulhuddart, Ongar, Hollystown, Tyrrelstown, Dunsink	150	5,742
	Baldoyle/Sutton		13	706
	Howth		14	209
	Other Settlements	Includes Santry, Ballymun, Balgriffin, Belcamp, Charlestown & Meakstown	57	1,970
Key Town	Swords		329	12,875
Self Sustaining Growth Town	Donabate	Includes Portrane	111	2,945
Self Sustaining Town	Malahide		37	944
	Portmarnock		29	934
Towns and Villages	Towns and Villages	Includes Coolquay, Kinsealy, Rivermeade & Rowlestown	89	999
Core Area				
Self Sustaining Towns	Balbriggan	Includes Balrothery	116	4,151
	Rush		43	1,631
	Lusk		27	760
	Skerries	Includes Loughshinny	21	596
Other Core Towns and Villages	Towns and Villages	Includes Ballyboughal, Oldtown, Ballymadun, Garristown, Nail, Balcadden	80	745
Rural				
Total			1,115	35,204

Figure 3.2: Extract from Fingal Development Plan 2023 – 2027, Table 2.10 showing residential zoned capacity.

The Proposed Development supports the appropriate growth of Fingal County by ensuring that development takes place on residentially zoned land within Portmarnock, which is a 'Self Sustaining Town'. The Proposed Development is therefore consistent with the Settlement Hierarchy.

Land Use Zoning

The subject site is zoned 'RA' (Residential Area) the objectives of which aim to: -

Objective RA: "Provide for new residential communities subject to the provision of the necessary social and physical infrastructure".

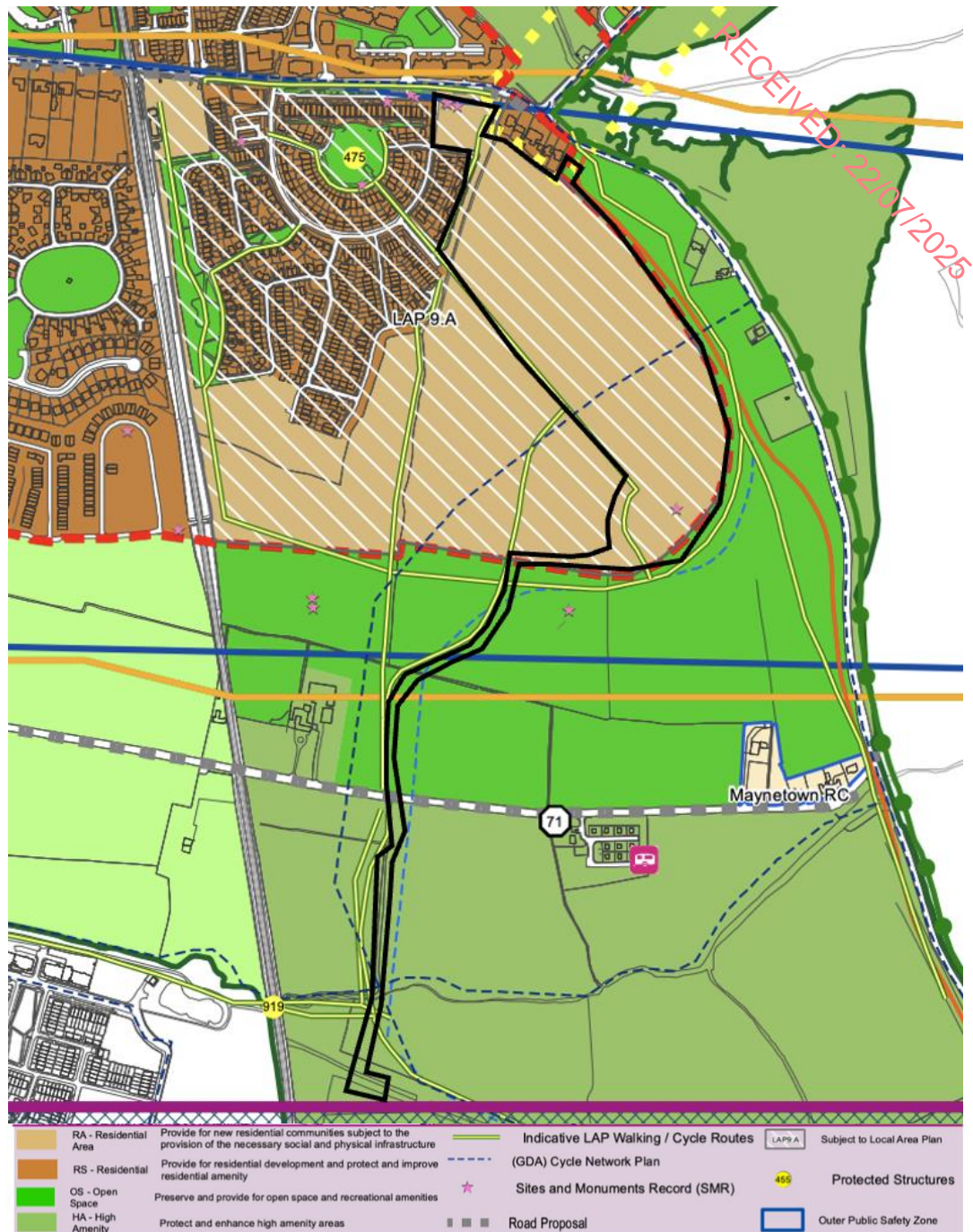


Figure 3.3: Extract from Sheet 9 of the Development Plan with the subject site outlined indicatively in black (SLA overlay). Please refer to Site Location Plan for definitive red line.

The residential use being proposed on these RA zoned lands is consistent with the zoning objective for these lands contained within the Development Plan.

The proposals have been devised having regard to the provisions of the Development Plan and is therefore consistent with the zoning objective.

Map Based Objectives

Local Area Plan

Map Sheet 9 of the Development Plan (LAP 9.A) shows that the subject lands are subject to an LAP (Note: White hatching and label 'LAP 9.A' on Figure 3 above).

Table 2.15 of the Development Plan identifies the Portmarnock LAP as being 'operational' at the time of the publication of the Development Plan. The Portmarnock South LAP has subsequently **withered on 6 July 2023**.

The Development Plan clarifies this position that *"the provisions of the operational LAPs will continue to apply up to the expiration of the LAP, thereafter the provisions of the Development Plan will pertain."*

Arising from this, it is clear that the Portmarnock South LAP no longer applies to development at the subject lands.

For reference, the key infrastructural requirements for the Portmarnock South lands are either already delivered, or have been permitted and are capable of being delivered by the landowner in this case. These are:-

- Regional Attenuation Pond.
- Local Centre.
- Skylark Park.
- Primary Access Road to Moyne Road.
- Linear Park.
- Monument Park.
- Secondary Route.
- Series of interconnected pedestrian / cycle links towards Portmarnock Train Station including along Station Road connecting back to Greenway.

In addition, the ecological buffer lands located beyond the residentially zoned lands to the east and south were delivered to Fingal County Council as part of the initial phase of development. This now caters for the Regional Attenuation Pond, the recently opened Greenway provided by the Council and also the bird quiet zone lands to the south required by the Council. At the pre-planning meeting on 03 December 2024, the Planning Authority were satisfied that the LAP framework is still applicable and that the proposal is consistent with the RA zoning objectives.

Indicative LAP Walking / Cycling Routes

Map Sheet 9 of the Development Plan shows an indicative LAP Walking/Cycle route (Note: Yellow line and label 'indicative LAP Walking/Cycle route' on Figure 3 above).

The proposed development shows how, in the future, can connect out to the Fingal Coastal route at the east from 4no. points, providing the proposed development and previous phases of Portmarnock South with cyclist and pedestrian connections to the greenway.

We refer the Planning Authority to Dwg. No. 25201-EEI-00-XX-DR-C-02001, Pedestrian and Cycle connections prepared by Egis Consulting Engineers which demonstrate the pedestrian and cyclist connectivity within the proposed development and previous phases of development.

GDA Cycle Network Plan

Map Sheet 9 of the Development Plan shows the GDA Cycle Network Route (Note: Blue dashed line and label '(GDA) Cycle Network Plan' on Figure 3 above).

This element of GDA cycle network has been partially implemented through the FCC Coastal Greenway to the east of the proposed development. The remainder of this network forms part of the permitted Racecourse Park.

Sites & Monuments Records (SMR)

Map Sheet 9 of the Development Plan shows a national monument to the East of the site (Note: Pink star and label 'sites and monuments record (SMR)' on Figure 3 above).

This monument will be retained and will be an area of amenity space/public open space proposed, the landscape design of which will be informed by the archaeological findings in this area.

3.6 CHARACTERISTICS OF THE PROPOSED DEVELOPMENT

The LRD planning application is accompanied by detailed drawings and a detailed Architectural Design Rationale, prepared by Burke Kennedy Doyle Architects, which provides a rationale for the design of the proposed scheme and the dwelling types proposed.

The Proposed Development subject of this LRD planning application will comprise generally of the following: -

- 296no. residential units (254no. houses and 42no. duplexes), ranging from 1.5 – 3 storey's in height comprising the following: -
 - 129no. 3-bed 2 storey houses (House Type: A2, A3, B1, B2, B3, C1, C3), 46no. 4-bed 2 storey houses (House Type: D2, D3, F4, J1, J2, J3, J4),
 - 13no. 3-bed 1.5 storey houses (House Type: G),
 - 14no. 4-bed 1.5 storey houses (House Type: H1 & H2),
 - 14no. 4-bed 3 storey houses (House Type: K1 & K2),
 - 38no. 2-bed 2 storey houses (House Type: N1, N2, P1, P2, P3), 21no. 2-bed duplex / apartments (House Type: L1 & L2) and
 - 21no. 3-bed duplex / apartments (House Type: M1 & M2);
- Provision of public open space, including southern Monument Park (which also formed part of the Racecourse Park development permitted under ABP Ref. JP06F.311315);
- Private rear gardens are provided for all houses. Private patios / terraces and balconies are provided for all duplex / apartments;
- Vehicular access to serve the development will be provided from Station Road via existing road serving St. Marnock's Bay ('Monument View') and 3no. permitted roads serving St. Marnock's Bay ('Skylark Park Court', 'Skylark Park Drive' and an extension of 'Monument View') permitted under ABP Ref. ABP-312112-21 as amended by FCC Reg. Ref. LRD0037/S3, and also a new existing permanent road to the south which connects to Moyne Road (permitted under Phase 1D - ABP Ref. ABP-312112-21, as amended by FCC Reg. Ref. LRD0037/S3).
- All associated and ancillary site development, infrastructural, hard and soft landscaping and boundary treatment works, including: -
 - A new (temporary) rising main to serve this phase and previous development phases (1A to 1E inclusive) c. 1.7km long, running from the interim St. Marnock's Pumping Station at Station Road/The Avenue (constructed under ABP Reg. Ref. 300514-17 & upgraded under ABP Reg. Ref. 312112-21) passing through the Racecourse Park development permitted under ABP Ref. JP06F.311315 and connecting to the North Fringe Sewer at a point which is located south of Moyne Road and the Mayne River within the townland of Stapolin, Baldoyle, Dublin 13 ;
 - Upgrade of interim St. Marnock's Pumping Station and storage at Station Road/The Avenue as required; and all associated and ancillary site development and reinstatement. The proposed temporary rising main and interim St. Marnock's Pumping Station will be decommissioned and these lands will then

discharge by gravity to a proposed new Uisce Éireann Pumping Station adjacent to Portmarnock Bridge when same is operational;

- All other ancillary site development and landscape works, including
- 289no. car parking spaces;
- 1,455no. bicycle parking spaces;
- Bin stores and bicycle stores;
- 4no. ESB Sub-stations.

3.6.1 Layout & Design

The Proposed Development provides a high quality, architecturally designed scheme within a landscaped setting, at a vacant site that is extremely well connected to public transport and local facilities that supports this density residential development. The Proposed Development has had regard to National, Regional and Local Planning Policy, as well as Ministerial Guidelines such as the Apartment Guidelines (2023) and the Compact Settlement Guidelines (2024).

An Architectural Design Rationale has been prepared by Burke Kennedy Doyle Architects to accompany this application. This sets out the architectural design approach to place making at this site and how this has been informed by: -

- The site context and existing development.
- The planning precedent set by the extant permission.
- Land use zoning.

The Architectural Design Rationale describes the proposed site layout and building character within the scheme which enhance its legibility and coherence, and the connections made through the site to enhance physical and visual permeability.

A detailed Housing Quality Assessment has been prepared by Burke Kennedy Doyle Architects to accompany this planning application, demonstrating the full compliance of the proposed apartment units with the relevant residential amenity standards.



Figure 3.4: Extract from Design Rationale, prepared by Burke Kennedy Doyle Architects showing the proposed site layout.

3.6.2 Materials Strategy

We refer the Planning Authority to the accompanying Elevational Drawings, prepared by Burke Kennedy Doyle Architects for details of materials and finishes of the Proposed Development. A palate of materials and colours has been chosen to provide a robust, quality finish to the scheme while referencing the existing developments in the area.



Figure 3.5: Computer Generated Image (CGI) included in the Architectural Design Rationale, prepared by Burke Kennedy Doyle showing the house types along the east extent of the Site.

3.6.3 External Finishes

Since submitting the Stage 2 LRD request, the Applicant, along with BKD Architects, have given further consideration to the aesthetic of the buildings within the heart of this last phase of development at St. Marnock's Bay so as to make it more distinct from earlier phases here. Having reviewed again the LAP for this area, it is acknowledged that this particular area was identified as the 'Coastal' character area, to be distinct from the previous Maynetown, Skylark, Station, & Central character areas. The Applicant wishes to further develop the character differences of this area at detailed design stage. Notwithstanding that this LAP has now expired, Evava continue to use this as a guide that influences how they design this new neighbourhood.

In that regard, it is considered that the elevational treatment of those dwellings on selected roads of this planned Phase 1F development in terms of their precise texture, colour/tone could be further refined in conjunction with the Planning Authority to further differentiate the character of the units in this final phase of Evava's highly successful scheme at St. Marnock's Bay. The in-curtilage landscaping at individual units should equally be allowed to be adjusted so as to reflect any adjusted elevation detail that is agreed. The above suggested approach relates to the dwellings on Road 1, Road 4, Road 5, Road 6, Road 7, Road 8, Road 9, Road 10, and Road 12 and relates to 251 no. of the 296no. overall dwellings proposed.

The remaining 45no. dwellings along Road 2, Road 3, and Road 11 either address similar contexts, or similar housing with an appearance that needs to be reflected and are not envisaged as warranting any further reconsideration, as the appearance of these buildings have been established through permissions at immediately adjoining phases of our client's development.

For avoidance of doubt and for clarity, the Architects drawings enclosed with this planning application identify the elevations to the buildings proposed and to the street elevations that are envisaged. It is not proposed to alter this appearance. Rather, the final selection of the brick including its precise colour, tone and texture, the colour, tone of the render and the colour of the windows, doors and the precise plants to be used in the landscaping of the front of the dwellings would benefit from further consideration and agreement with the Planning Authority. Again, for

absolute clarity, it is envisaged that the colours/tones of the brick, render will be within the same register of colour identified in the Application. The colour of the windows and doors will follow on from that appearance. For clarity, it is not proposed to introduce a red brick here, rather that there are a wide range of lighter colours that could be explored to provide that coastal character.

In that regard, the Applicant would welcome a Condition to be attached to any Decision to Grant Permission that will allow for the final colour, tone and texture of the external appearance of these final phase dwellings, as well as their ancillary landscaping to the street edge to be agreed with the Planning Authority through the submission of compliance where these details can be agreed, such that the aspiration for a more distinct character in this area can be achieved while the well established language of its edges can be maintained.

3.6.4 Residential Development

Within the 296no. residential units being proposed in this case. The following tables identifies the extent of housing and duplex / apartment accommodation envisaged within the scheme. For clarity, duplex units are considered as apartments and are included in that table as a result.

Houses			
Unit Type	No. of Units	GFA (m ²) / Unit	Min. Size – Guidelines 2007
A1 – 3 bedroom	14	107.9	92
A2 – 3 bedroom	22	109.1	92
B1 – 3 bedroom	36	113	92
B2 – 3 bedroom	54	112	92
C1 – 3 bedroom	2	118	92
C3 – 3 bedroom	1	117.4	92
D2 – 4 bedroom	3	143.4	110
D3 – 4 bedroom	8	142.6	110
F4 – 4 bedroom	20	147.7	110
G – 3 bedroom	13	123	92
H1 – 4 bedroom	13	158	110
H2 – 4 bedroom	1	158	110
J1 – 4 bedroom	2	154.6	110
J2 – 4 bedroom	11	138.7	110
J3 – 4 bedroom	1	159.7	110
J4 – 4 bedroom	1	159.7	110
K1 – 4 bedroom	6	167.1	110
K2 – 4 bedroom	8	167.1	110
N1 – 2 bedroom	16	88.8	70
N2 – 2 bedroom	10	89	70
P1 – 2 bedroom	7	87.8	70
P2 – 2 bedroom	2	88.2	70
P3 – 2 bedroom	2	88.2	70
P4 – 2 bedroom	1	88.6	70
Total	254		
Apartments			
Unit Type	No. of Units	GFA (m ²) / Unit	Min. Size – Guidelines 2023
L1 – 2 bedroom	14	79	73
L2 – 2 bedroom	7	79.8	73

M1 – 3 bedroom	14	111.8	90
M2 – 3 bedroom	7	112	90
Total	42		
Overall Total	296		

Table 3.1: Overview of floor areas of unit types proposed.

It can be seen from Table 3.1, that the houses and apartments proposed in this case are significantly larger than the 'minimum' standards provided for by the Guidelines.

These details can also be found in the Overall schedule of Areas, together with the House Type drawings, prepared by Burke Kennedy Doyle Architects enclosed with this submission.

3.6.5 Density

The issue of residential density on this site is one of balancing the planning policy objectives regarding higher residential densities proximate to public transport, with the competing public safety interests of the public safety zones associated with Dublin Airport. This is specifically addressed within the Fingal County Development Plan 2023 – 2029. Policy SPQHP35 – Quality of Residential Development of the Development Plan seeks to: -

“Promote a high quality of design and layout in new residential developments at appropriate densities across Fingal, ensuring high-quality living environments for all residents in terms of the standard of individual dwelling units and the overall layout and appearance of developments. Residential developments must accord with the standards set out in the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG 2009 and the accompanying Urban Design Manual – A Best Practice Guide and the Sustainable Urban Housing; Design Standards for New Apartments (DHLGH as updated 2020) and the policies and objectives contained within the Urban Development and Building Heights Guidelines (December, 2018). Developments should be consistent with standards outlined in Chapter 14 Development Management Standards.”

Objective SPQHO34 – Integration of Residential Development of the Development Plan seeks to: -

“Encourage higher residential densities where appropriate ensuring proposals provide for high quality design and ensure a balance between the protection of existing residential amenities and the established character of the surrounding area with a target minimum amount of 15% (except in cases where the developer can demonstrate that this is not possible, in which case the 12% to 15% range will apply) amount of green space, tree coverage and public space associated with every residential area.”

The Guidelines' general recommendation is in the order of 35 – 50no. dwellings per Ha for outer suburban greenfield sites such as the subject site. Where such sites are proximate to public transport densities in excess of 50no. units per Ha are to be encouraged. The achievable densities are fundamentally influenced by the public safety concerns arising from these lands being situated within the Outer Public Safety Zone of Dublin Airport as set out below.

The net developable area excludes the Inter-monument Route (and associated landscaped median), pocket park and Recorded Monument area. This is consistent with the methodology set out in Appendix B of the Sustainable Residential Development and Compact Settlements (2024) for the calculation of net density and consistent with the approach to net density calculations for the previous phases of development.

The proposed development achieves a net density of c. 31.2 no. units per hectare. The site is located in the Outer Public Safety Zone of Dublin Airport, in accordance with the airport safety zone criteria set out in the Development Plan. We confirm that Arup Aviation Consultants have reviewed the layout of the residential component of the proposed development with regard to the residential density restrictions required in accordance with these criteria. Arup Aviation Consultants have also

consulted with the Dublin Airport Authority (DAA) and AirNav Ireland, the Air Navigation Service Provider (ANSP) on 01 February 2024 and 13 February 2024 to discuss the methodology employed to calculate the appropriate density for the scheme. Both the DAA and ANSP did not raise any issues in principle with the methodology being employed. As such, the current layout is compliant with the requirement of no more than 60no. persons per 0.5 Ha.

Furthermore, the eastern and southern edges of the lands mark the transition to more expansive open space area, therefore, the building height and scale of development shall reflect the sensitivity of this edge. The proposed development along this edge includes a 1.5 storey and 2 storey house types to create an appropriate edge in terms of scale.

Overall, on the basis that the layout is within the limits of aviation restrictions and the scale or development towards the southern edge is suitably reduced the net density of Phase 1F proposal is considered appropriate in this context.

3.6.6 Unit Mix

The following sets out the units mix proposed: -

Unit Mix	
Unit Type	Percentage of Total Units
74no. 4 bed houses	25%
142no. 3 bed houses	48%
38no. 2 bed houses	12.8%
42no. Duplex/Apts (2 & 3 bed)	14.2%

Table 3.2: Mix of unit typologies within the Proposed Development.

Overall, the housing typologies proposed, and the associated mix of unit sizes is consistent with the Development Plan's objective to encourage a wide variety of housing types, sizes and tenures which will support the establishment of a sustainable residential community.

3.6.7 Part V – Social & Affordable Housing

Subsequent to dialogue between FCC Housing and the Applicant, the Applicant has prepared a Part V Proposal which consists of 30no. units.



Figure 3.6: Extract from Drawing No. 6158D-PP-012 Proposed Part V Plan, prepared by Burke Kennedy Doyle Architects showing proposed Part V Units.

3.6.8 Drainage Infrastructure & Flood Risk

In the first instance, we refer the Planning Authority to the Water Services Report, prepared by Egis Consulting Engineers for further detail.

Wastewater

A Confirmation of Feasibility (CoF) from Uisce Éireann was received by Egis Consulting Engineers on 14 October 2024 which confirms connection to the foul network is *feasible subject to upgrades*. Specifically, they noted that the Mayne Bridge Pumping Station is out of capacity and cannot cater for additional load. 2 options were recommended; wait for the new Portmarnock Pumping Station of which a delivery date is unknown, or deliver a rising main for the Interim Pumping Station to North Fringe Sewer.

The developer intends to seek permission for a proposed rising main (to service this proposed Phase 1F and the existing phases) connecting the Interim Pumping Station direct to the North Fringe Sewer as per Option 2 of Uisce Éireann's Confirmation of Feasibility.

Below is an extract from the Water Services Report, prepared by Egis Consulting Engineers: -

"For clarity the operation and maintenance of the St. Marnock's Interim Pumping Station remains with the developer, as will the proposed rising main should same be granted permission, and a maintenance agreement will be entered into with a suitable company for same. This interim pumping station, associated storage and rising main, will be decommissioned and removed (where required) at such time as the new Uisce Éireann Portmarnock Bridge pumping station becomes operational. All flows from the Portmarnock South lands would then be redirected by gravity to the new Uisce Éireann Portmarnock Bridge pumping station as allowed for in the current design. The remaining infill phase will then be delivered on these lands, subject to grant of permission for same."

The proposed new foul sewer network is shown in principle on Dwg. Nos. 25201-EEI-00-XX-DR-C-04013, prepared by Egis Consulting Engineers.

Surface Water

The storm water system for the Portmarnock South lands is divided into 3 catchments. Catchment No. 1 includes the proposed Phase 1F lands, drains to the Baldoyle Estuary via the new regional constructed wetland and new storm water outfall, both of which were constructed under previous Phase 1B.

The storm water network has been designed to cater for the existing Phases 1A, 1B and 1C (constructed and occupied), Phase 1D (currently under construction), Phase 1E (works commenced in December 2024) and Phase 1F (the subject of this development proposal).

The regional wetland provides attenuation (delivered as part of Phase 1B) with outflows restricted for the 1 year, 30 year and 100 year critical storm events.

The SuDS strategy adopted for this development provides a comprehensive approach to the management of storm water on the site. SuDS measures proposed, within the curtilage of dwellings, (source controls) include the following: -

- Permeable paving for private driveways.
- Filter drains in patio areas and back gardens, where applicable.
- Water butts for the individual housing units for car washing, garden and plant watering.

SuDS measures proposed, within the wider Site (site controls), include the following: -

- Bio-retention areas within public open spaces.
- Swales running parallel to road carriageways / footpaths.
- Filtration trenches running parallel to road carriageways / footpaths / hard landscaping areas.
- Silt and Hydrocarbon interceptors for road carriageways / carpark areas.

Water Supply

The Proposed Development will connect to the existing/under construction watermain network in the Portmarnock South lands which are ultimately fed from a 450mm extension from the North Fringe Watermain.

The connection will be (via 3no. individual connection points) to the permitted Phase 1C and 1E development (immediately to the west and south of the Proposed Development 1F).

A CoF from Uisce Éireann was received by JB Barry and Partners Consulting Engineers on 14 October 2024, which confirms connection to the water network is feasible without upgrade to infrastructure.

Flood Risk

We refer Planning Authority to the Flood Risk Assessment (FRA) carried out in accordance with the Flood Risk Management Guidelines, prepared by Egis Consulting Engineers, enclosed with the planning application. This report concludes that the site is not at risk from flooding.

3.6.9 Landscape Proposal

The landscape proposals in this case have been designed by Brady Shipman Martin Built Environment Consultants.

The Public Realm will provide unique features to distinguish the Proposed Development including the provision of Monument Park.



Figure 3.7: Extract from the Landscape Masterplan, prepared by Brady Shipman Martin Built Environment overall landscape plan.



Figure 3.8: Extract from the Detailed Area: Recorded Monument Open Space, prepared by Brady Shipman Martin Built Environment Consultants showing landscape design of monument park.

We refer the Planning Authority to Dwg. No. 7173_309 "*Wider Context Open Space & Green Infrastructure*", prepared by Brady Shipman Martin Landscape and Built Environment Consultants which provides an overview of the extensive provision of public open space both within the Portmarnock lands and the wider area which will form part of the new Racecourse Park being developed by FCC.

3.6.10 Access & Transportation

We refer the Planning Authority to the Traffic & Transport Assessment, prepared by Egis Consulting Engineers which provides a more detailed discussion.

Access

The proposed development will be served by three priority-controlled junctions providing direct access from the external road network. Two of these junctions are on Station Road and one on Moyne Road. One of the access junctions on Station Road, 180m east of the Dart station has been constructed as part of Phases 1A/1B and is currently in use by the residents of Phases 1A, 1B and 1C. The other access junction on Station Road, 450m east of the DART Station was completed as part of Phases 1B/1C. The western junction on Station Road will provide the main access into the entire development and includes a right turning lane off Station Road into same.

The haul road access off Moyne Road is c. 650m west of the Coast Road and is currently being re-constructed as a permanent access as part of the Phase 1D development. All construction traffic for this proposed phase will use this access. We refer the Planning Authority to the roads drawings 25201-EEI-00-XX-DR-C-02051 to 02053, prepared by Egis Consulting Engineers.

Car Parking

Overall, 289no. car parking spaces are proposed, 245no. of which are in-curtilage to houses, 9no. of which are on-street parking spaces, and 35no. of which are intended for the duplex units.

EV charging is provided for 9no. of the on-street car parking spaces, with future EV charging provision enabled by ducting for the remaining on-street car parking spaces. All in-curtilage parking provision has been designed to allow for EV charging. Accessible parking is provided for 7no. of spaces.

Bicycle Parking

A total of 1,455no. bicycle parking spaces are proposed on site. Bicycle parking for end of terrace units will be provided for through rear garden access routes.

A total of 1,268no. bike spaces are provided for houses, with 173no. of this total dedicated to end of terrace units where cycle storage can be accommodated in the rear garden area. The remaining 530no. of spaces is provided in-curtilage, as detailed below.

Mid-terrace units will be provided with 530no. bicycle parking spaces in total, 35 of which have electric bike parking facilities. 3no bicycle parking spaces will provided in curtilage for mid-terrace units (321no. spaces in total), with the remainder of spaces to be provided as shared communal storage located at the end of each terrace. These communal spaces will hold 209no. bicycle parking spaces in total, provided as two tier racks and accessible bike spaces.

Duplex units will be provided with 173no. total of shared in-curtilage bicycle parking spaces, 35no. of which have electric bike parking facilities. 14no. of visitor parking spaces are also provided with external Sheffield stands.

Bicycle parking have been carefully considered to ensure safe use and ease of maintenance. Each bicycle parking location has been selected with passive surveillance in mind, at visible locations to maximize overlooking.

3.6.11 Construction Phase

A 5 Year Planning Permission is being sought from Fingal County Council. A determination on the application is expected in early Q1 2026.

Allowing a reasonable period for mobilisation and site set up, it is expected that works will commence in Q1 2026 subject to permission and the discharge of any pre-commencement planning conditions.

The Construction Phase will commence in Q2 2026 with the projected completion of the buildings expected towards Q3 of 2028 .

3.6.11.1 Construction Phase

The Proposed Development will be built out entirely in one main construction programme, the assumed construction sequencing programme set out below is indicative of how the project will be constructed and occupied in the most efficient manner, delivering housing (including Part V housing) and public open spaces in tandem.



Figure 3.8: Extract from the CEMP prepared by Evara showing the indicative phasing of the Proposed Development.

There are 2no. temporary site compounds proposed to be used during the Construction Phase of the proposed development.

3.6.11.2 Construction Activities

There are a number of construction activities involved in a project such as this. The activities (independent of phasing) can be divided into five general categories: -

- **Excavation:** This includes site clearing and earthworks – soil / rock removal – required to prepare the Site for the foundations and residential floorspace above.
- **Structure:** Structure includes the foundations and the physical frame of the residential units.
- **Enclosures:** The enclosures for the buildings will be formed, block work, brick, timber, and glass, with slate roofs and flat roofs, all with the required levels of insulation and waterproof membranes.
- **Services:** The requisite services will be provided including drainage and lightning.

- **Landscaping:** The landscaping works include some hard landscaping, roads, footpaths, cycle-paths, bed and tree planting, and significant open spaces. In addition, there are a number of existing trees to be protected on site and incorporated into the new scheme.

3.6.11.3 Construction Access

The primary construction access will be from Moyne Road via the existing permanent access road serving the Portmarnock South lands with limited access from the Coast Road/Station Road and Drumnigh Road/Station Road as required. The access road to be used for construction access to the development in question from Moyne Road was permitted under Phase 1D – Reg. Ref. ABP Ref. ABP-312112-21, as amended by FCC Ref. LRD0037/S3 and has since been constructed and is open to traffic. Site access gates are established at both access points and egress points, as well as a dedicated pedestrian access routes for site personnel. Access will be strictly controlled via security personnel at each of the access points to the Site. Further details can be found in the Construction & Environmental Management Plan, prepared by Evara accompanying this LRD planning application.



Figure 3.9: Extract from the CEMP prepared by Evara showing the location of construction access points, BKD Drawing No. 6158D-SK-300-CEMP Site Plan-Access.

3.6.11.4 Air Quality – Dust & Dirt

The appointed Contractor shall put in place a regime for monitoring dust levels in the vicinity of the Site during the Construction Phase. The level of monitoring and adoption of mitigation measures

will vary throughout the Construction Phase depending on the type of activities being undertaken and the prevailing weather conditions at the time

The potential impacts associated with air quality during the Construction Phase are addressed in Chapter 9: Climate (Air Quality).

3.6.11.5 Noise & Vibration

It is not envisaged that any significant prolonged noise and vibration producing activities will be carried out onsite.

The potential impacts associated with noise and vibration during the Construction Phase, are addressed in Chapter 12: Air (Noise & Vibration).

3.6.11.6 Waste

A Construction & Environmental Management Plan, an Operational Waste Management Plan and Construction and Demolition Waste Management Plan have been prepared and are included with the LRD planning application. In addition, Chapter 15: Material Assets (Waste) of this EIAR includes details regarding the anticipated amounts of waste generated from the project, the subsequent potential impacts and the mitigation measure proposed to ameliorate any anticipated negative impacts.

In summary, all waste generated during the construction and operational periods is proposed to be appropriately disposed of in accordance with the Waste Management Plans.

3.6.11.7 Health & Safety Issues

The development will comply with all Health & Safety Regulations during the construction of the project. Where possible potential risks will be omitted from the design so that the impact on the Construction Phase will be reduced.

3.6.12 Operational Phase

The Proposed Development is a residential development consisting of houses and duplexes ranging in height from 1.5 to 2 storeys and amenity facilities.

The primary direct significant environmental effects will arise during the Construction Phase. As a result, the Operational Phase of the Proposed Development is therefore relatively benign and not likely to give rise to any significant additional impacts in terms of activities, materials or natural resources used or effects, residues or emissions which are likely to have a significant impact on human beings, flora and fauna, soils, water, air and climate.

The primary likely significant environmental impacts of the Operational Phase as a result of the Proposed Development are fully addressed in the relevant specialist chapters of this EIAR. These impacts relate to Population & Human Health, Landscape & Visual Impact, Air (Noise & Vibration) and Climate (Air Quality) Climate (Climate Change) associated with the traffic generated.

The Proposed Development also has the potential for cumulative, secondary and indirect impacts (i.e. traffic) and can be difficult to quantify due to complex inter-relationships.

However, all interactions and cumulative impacts are unlikely to be significant, have been addressed in Chapter 21: Summary of Cumulative Impacts and Interactions of this EIAR.

3.7 RELATED DEVELOPMENT AND CUMULATIVE IMPACTS

It will also be necessary for the EIAR to take account of the wider development of the area covered by the former Portmarnock South LAP. The extent to which this is necessary will differ between each consultant.

For the purposes of this EIAR, the following is understood to be the Cumulative Development: -

- **Portmarnock South Phase 1D – Under Construction**

172no. residential units, provision of Skylark Park, provision of new road connection to Moyne Road and upgrade of existing temporary foul water pumping station and 24 wastewater storage tank.

This development is nearing completion.

- **Portmarnock South Phase 1E – Under Construction**

195no. residential units, public open space, and upgrades to existing temporary pumping station.

Construction of this development has commenced and is ongoing.

- **Racecourse Park (ABP Ref. JP06F.311315)**

FCC applied to An Bord Pleanála under Section 177AE of the Planning and Development Act 2000, as amended, to carry out a park development project at the Racecourse Park located between Baldoyle and Portmarnock, Co. Dublin. Broadly, the proposal includes: -

- 4.5km of new walking and cycling routes including a bridge over the Mayne river and the repair to the railway underpass.
- Public lighting along key walking and cycling routes.
- Expanding the existing car park to cater for up to 161no. car parking spaces. Upgrading and expanding the existing playground.
- A Skate park and Teenage Adventure Playground.
- A Multi use games area.
- A dog run.
- A Bowls green.
- Four grass football pitches.
- A viewing platform.
- Tracing of circular archaeological feature through soft landscaping and removal of existing fence.
- Extension of existing reedbed south of Mayne river and creation of new brackish grassland north of Mayne river.
- All landscaping works in the park. This new substantial park amenity will be within c. 1 – 5 km of the proposed development (and wider Portmarnock lands) once completed.

Permission was granted by An Bord Pleanála on 20 September 2022.

- **Portmarnock Pumping Station**

Permission was sought by Irish Water on 19 July 2021 for a Wastewater Pumping Station. The proposal generally comprised of modification of Portmarnock Bridge pumping station including decommissioning of redundant above and below ground plant and equipment, including the demolition of the control building.

An Bord Pleanála granted permission for this Pumping Station on the 27 June 2024. That decision was subsequently legally challenged and is awaiting a judicial review in the High Court.