

LARGE SCALE RESIDENTIAL DEVELOPMENT
– LRD APPLICATION

RESPONSE TO LRD OPINION

FOR ALTERATIONS TO PERMITTED GA01 SHD AS
PERMITTED UNDER ABP REG. REF. 310418 FOR LANDS AT
THE COAST, BALDOYLE, DUBLIN 13

LRD0074

BSM

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1968

**Brady Shipman
Martin**

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Environment.**

Place
Making
**Built
Environment**

Client

The Land Development Agency

Date

July 2026

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1. INTRODUCTION

This Response to LRD Opinion has been prepared in support of a Large-Scale Residential Development (LRD) Application to Fingal County Council (FCC), on behalf of The Land Development Agency (the 'applicant').

The subject application site (hereafter called 'the site') is located at Baldoyle-Stapolin, Dublin 13, on lands formerly known as The Coast, Baldoyle. It is a site of approx. 3.3 ha, which forms part of the wider c.9.1ha development permitted under ABP Reg. Ref. ABP-310418-21 (the Permitted Development). The proposed amendments comprise of alterations to the permitted Blocks A and D and Stapolin Square.

2. RESPONSE TO FINGAL COUNTY COUNCIL

In its Opinion issued on 16th April 2026, FCC determined that:

Fingal County Council has considered the documentation submitted with the consultation request under Section 32B of the Planning and Development Act 2000 (as amended) and is of the opinion that the documents submitted constitute a reasonable basis for an application for Large-Scale Residential Development.

Additionally, the Opinion noted that:

The applicant is advised to address the requirements raised in the preceding sections and to revise the proposed development prior to any application. The applicant must ensure that the principal issues listed in section 9.0 are satisfactorily addressed in order for the proposal to constitute a reasonable basis on which to make an application.

This response report addresses the matters raised by FCC in the LRD Opinion issued.

2.1. PLANNING

1. The applicant shall submit a statement of consistency to demonstrate that the proposal accords with National, Regional and Local Policy.

A Planning Report and Statement of Consistency has been prepared by Brady Shipman Martin and is submitted as part of this LRD Application. The report sets out that the proposed amended development is consistent with the proper planning and sustainable development of the area, and with all relevant national, regional and local planning policies and guidelines and we welcome a positive decision from Fingal County Council to enable the continuation of delivery of this strategic site.

2. Any application should be accompanied by a comprehensive Childcare Demand Assessment. The location and design of the proposed creche should conform to Objectives CIO5027 and DMSO79 of the Development Plan; the applicant should note advice under Section 14.14.2 of the Development Plan that "the most suitable facility for the provision of full day care should be a purpose built, ground floor, stand-alone property." The 'Universal Design Guidelines for Early Learning and Care Settings' (2019) are also useful guidance.

A Childcare Demand Assessment has been prepared by Brady Shipman Martin and is submitted as part of this LRD Application. There is no change proposed to the location of the childcare facility. It will be located on the ground

floor of Block A, as per the Permitted Development. It is proposed to increase the size of the childcare facility from a permitted area of c.539 sq.m to a proposed area of c.702 sq.m to ensure a greater capacity of children can be accommodated.

- 3. The applicant shall provide a comprehensive strategy and details (including a map with markup and details) for the temporary childcare provision until the permanent creche is construction and operational. Details of the creche spaces to link clearly with the phasing/construction strategy for the site and identify that there is no shortfall in creche spaces during the build out of the development prior to the delivery of the permanent creche facility.**

The LDA has engaged with FCC in respect of the location of the temporary childcare facility, as set out under Condition 4.4 of Planning Reg. Ref. F16A/0412 and ACP Ref: PL06F.248970, which is to be provided, as a temporary provision while the permanent childcare facility, to be located on the ground floor of Block A2-A3, is being constructed.

As indicated in the drawing pack prepared by Henry J Lyons (Drawing Refs: STAP-HJL-ZZ-ZZ-DR-A-0010, STAP-HJL-ZZ-ZZ-DR-A-1110, STAP-HJL-ZZ-ZZ-DR-A-1111) and submitted for information purposes in response to the LRD Opinion, the temporary creche is proposed to be located in 2 no. houses within Block B4. Block B4 is part of Phase 1 of the Permitted Development which is commencing on site in the short term. The childcare facility will therefore be available for occupation by an operator in the short term.

This childcare facility will serve the existing 117 units already constructed under Planning Reg. Ref. F16A/0412 and ACP Ref: PL06F.248970 and the Phase 1 units being constructed. It is considered that the temporary childcare facility, as required under Condition 4.4, of Planning Reg. Ref. F16A/0412 and ACP Ref: PL06F.248970, will be sufficient to serve the needs of these units.

It is considered that subject to a grant of permission in respect of this amendment application, the construction of Phase 2 will commence in the short-term resulting in a limited requirement for the operation of the temporary childcare facility and permanent childcare facility e.g. likely 18 months or so. Additionally, as FCC will be aware, the LDA are constructing Block 5 & 6 in the adjacent Clongriffin development which includes for a childcare facility and are currently in planning for permission for Blocks 7,8 & 9, which includes for a standalone childcare facility. With these two additional facilities there is an excess of no. of child place requirements.

The temporary childcare facility is due to be submitted to FCC under Compliance with Condition 4.4 in the coming weeks.

- 4. Proposed plans should indicate adequate bin storage for all apartments and an Operational Waste Management Plan should be supplied as part of any future application.**

An updated Operational Waste Management Plan has been prepared by AWN Consulting. This sets out the proposed bin storage for each block which is considered meets the needs of the amended development.

- 5. Applicant advised to address the management and maintenance of proposed communal heating system in any future application including a noise impact assessment to address noise arising from same.**

The communal heating system proposed at LRD Opinion stage, is no longer proposed and as such the previously identified roof plant on Block A is no longer required. As such there is no noise impact to be considered.

- 6. The applicant is advised to consult with Uisce Eireann in terms of both a Confirmation of Feasibility and to ensure that the development aligns with Uisce Eireann's requirements for the proposed Greater Dublin Drainage project. Any application shall be accompanied by a Confirmation of Feasibility.**

Cronin Sutton Consulting have engaged on behalf of the LDA, with Uisce Eireann. A Confirmation of Feasibility has been received from Uisce Eireann (Ref. CDS25008830). This is included in Appendix A of the Engineering Services Report submitted with this LRD Application. A Statement of Design Acceptance Request has been submitted to Uisce Eireann.

- 7. The Development Plan promotes the integration of Universal Design in new development. In addition, 30% of new Part V units must be fully accessible and built with a universal design approach in accordance with Objective SPQHO22. Furthermore, 10% of all units proposed must be designed as age friendly accommodation, in accordance with Objective DMSO37, and evidence supplied with the application (e.g. a completed 'Age Friendly Homes Rating Checklist').**

As set out in the Architects Design Statement, 35% of Part V units within the planning amendment are proposed to be universal design in Compliance with Objective SPQHO22. In respect of Age Friendly Homes - The "Age Friendly Homes Checklist", has been completed for all units. All units achieve a rating of 70/100 or better. A rating of 65/100 is considered an age friendly home. Please refer to Section 3.8 of the Architectural Design Statement and the Part V Report. See Appendix I of the Architects Design Statement for Age Friendly Homes Checklist.

- 8. Any application shall be accompanied by the following:**

A comprehensive phasing plan for the development.

A Phasing Plan has been provided. Please refer to Section 1.5 of the Architectural Design Statement.

A schedule of accommodation and associated drawings which demonstrates that all residential units comply with relevant standards set out in the Fingal County Development Plan 2023-2029, and the 'Planning Design Standards for Apartments' Guidelines (2025).

A Housing Quality Assessment has been prepared by Henry J Lyons, and accompanies the LRD Application.

A Climate Action Energy Statement in compliance with Objective DMSO261 of the Development Plan.

A Climate Action Energy Statement has been prepared by O'Connor Sutton Cronin and accompanies the application.

Drawings and exact details of all areas proposed to be taken in charge by the Planning Authority following completion of development. Any taking in charge proposal associated with the square/undercroft car parking would need to be aggregable with the Planning Authority in advance.

Refer to Architects Drawings STAP-HJL-AD-B1-DR-A-1040, STAP-HJL-AD-B1-DR-A-1041. Refer also to Section 2.2 of the Architectural Design Statement.

A site-specific management plan which includes details on management of communal areas, public space, residential amenity areas and duplexes.

A Property Management Strategy Report has been prepared by Cushman & Wakefield and accompanies the application.

A clear public open space drawing is required showing overall provision.

No changes are proposed to the strategy for Public Open Space as part of this amendment application. The Public Open Space remains as permitted under the parent permission. Please Refer to Section 3.4 of the Architectural

Design Statement. It should be noted that the Permitted Development includes public open space above the permitted podium carpark and the strategy remains the same.

New location of gym to be identified on drawings

Refer to Architects Drawings STAP-HJL-A-00-DR-A-1010-00 - PROPOSED GROUND FLOOR PLAN - BLOCK A. Refer also to Section 2.5 in the Architectural Design Statement.

2.2. WATER SERVICES

- 1. The proposed SW arrangement is acceptable in principle. Details of the respective SUDS features (layout/volume of storage/treatment etc) and their interaction/purpose within the SUDS treatment train should be submitted, including the constructed wetlands area.***

Details of the proposed SUDS features the proposed constructed wetlands, are provided in sub-section 5.4 of this report and CS drawing no. L108-CSC-XX-XX-DR-C-0110_PH2.

- 2. Details of ground investigation and infiltration rates should be provided. Details of the proposed permeable paving (cross-sections, layouts, materials, type), including proposed surface treatment to the proposed Stapolin Square.***

Ground investigation information and infiltration test results are provided in the accompanying Ground Investigation Report (Appendix C). Details of the proposed permeable paving, including layouts, cross-sections, construction build-up, materials and proposed surface treatment within Stapolin Square, are provided on CS drawings L108-CSC-XX-XX-DR-C-0115 to 0117 and L108-CSC-XX-XX-DR-C-0121 to 0122.

- 3. Details of green roof areas (layout, cross-sections etc) and storage volumes should be provided.***

Details of the proposed green roofs and attenuation storage volumes are included within the CS drawing no. L108-CSC-XX-XX-DR-C-0110_PH2.

- 4. Details of flood risk assessment/residual risks (including mitigation measures) should be provided***

A Site-Specific Flood Risk Assessment has been prepared and is submitted as part of this application. The assessment considers all relevant flood mechanisms, residual flood risks and the proposed mitigation measures.

- 5. Drawings/details/calculations should be provided to demonstrate suitability of proposed SuDS features following any potential alterations.***

Details of SuDS features interception calculation is provided in sub-section 5.6 of this report.

2.3. TRANSPORTATION

The applicant shall address the following points in the proposed planning application. Further detailed feedback on the proposal is included in the Transportation Planning Section report contained in Appendix 3, and the applicant should address all matters raised alongside the following:

General

- 1. We recommend further developed details be provided of the vehicular access ramp and the entire western edge of the development and how it interacts with the existing rail line infrastructure; including detailed elevations and section drawings. Details of all fences and access gates etc should be included.***

Please refer to CS Consulting drawing no. **L108-CSC-XX-XX-DR-C-0128_PH2_Proposed Bus Route** for further details of the bus ramp running along the entire western boundary of the development and how it interacts with the existing rail line infrastructure. The proposed bus ramp shall tie into the existing bus ramp south of the Clongriffin Rail station and shall use the existing pedestrian crossing.

- 2. We recommend the detail is further developed and presented of the area at the top of the 'stapolin square' pedestrian ramp and how it interacts with the existing structure crossing the rail line; with an emphasis on the public realm details of pedestrian crossings, surface materials, street furniture, lighting, road markings, signage, bus stops etc.***

Please refer to landscape architects drawing prepared by TPHC for details of the area at the top of the 'stapolin square' pedestrian ramp and how it interacts with the existing structure crossing the rail line; with an emphasis on the public realm details of pedestrian crossings, surface materials, street furniture, lighting, road markings, signage, bus stops etc.

In addition, please also refer to CS Consulting drawing no. **L108-CSC-XX-XX-DR-C- 0104_PH2_Proposed Road Layout** for further details of pedestrians crossing. It is proposed to retain the existing locations of pedestrian crossings.

- 3. We recommend further consideration be given to the detail of the bus ramp, and we recommend the applicant liaise with the NTA in regard to the requirements for swept path analysis for the ramp, and the locations of bus stops.***

CS Consulting shall liaise with NTA regarding the bus ramp running along the western boundary of the development site including the swept path analysis and the locations of the bus stops during the detailed design stage as part of the application.

Car Parking

- 1. The applicant should provide a detailed justification and rationale for the proposed carparking provision, with regard to the Fingal Development Plan and the 'Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities'.***

Please refer to section 6.1 of the Traffic & Transport Assessment prepared by CS Consulting which provides detailed justification and rationale for the proposed development's car parking provision, with regard to the Fingal Development Plan and the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities.

2. ***The applicant should provide a dedicated carparking drawing that demonstrates what each carparking space is assigned to, and should also include the proposed EV charging provision and details of ducting etc. to allow for future retrofitting of EV charging facilities.***

Please refer to CS Consulting drawing no L108-CSC-XX-XX-DR-C-0112_PH2_Proposed Parking Arrangement which shows the dedicated car parking drawing for each element of the development. In addition, please refer to OCSC's drawing submitted with this application which provides details of the proposed EV charging provision and details of ducting etc. to allow for future retrofitting of the EV charging facilities.

Car Parking Layout

1. ***The carparking layout should be designed as per the relevant guidance documents, including DMURS, the Traffic Signs Manual, the Traffic Management Guidelines, and Part M of the building regulations. If necessary, a 'swept path analyses' should be considered to be carried out on the carparking layout, for an appropriately sized 'large saloon car'.***

Please refer to CS Consulting drawing no L108-CSC-XX-XX-DR-C-0129_PH2_Swept Path Analysis-Undercroft which provides details of the swept path of large cars entering and exiting the car parking spaces within the undercroft area and also within the on-street car parking spaces. All car parking within the amendment applications are designed in accordance with DMURS, the Traffic Signs Manual, the Traffic Management Guidelines, and Part M of the building regulations.

Bicycle Parking

1. ***The application should be accompanied with highly developed details of the proposed bicycle parking provision, demonstrating clearly how it aligns with the standards of the Fingal Development Plan, the 'Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities', and Chapter 6 of the Cycle Design Manual.***

The bicycle parking spaces for Blocks A and D are assessed with respect to the Fingal County Council Development Plan 2023-2029 and the policy document Planning Design Standards for Apartment (Guidelines for Planning Authorities), published by the Department of Housing, Local Government and Heritage in 2025, which defines the minimum standard bicycle parking provision to the development. The proposed development shall include a total of 1,631 bicycle spaces. The commercial elements of the development (Retail + Gym + Creche) shall be provided with a total of 90no. bicycle spaces (including long-stay and short-stay spaces). All long-term spaces shall be provided within a secure storage area within the blocks and all short-stay spaces shall be provided in close proximity of each of these elements.

The residential development shall include a total of 1,541no. bicycle spaces, of which 1,241no. bicycle spaces (including 51no. cargo spaces) shall be long-stay spaces to serve the residents of the proposed development and shall be provided within multiple secure storage areas at ground floor level of Blocks A and D, and the remaining 300no. spaces shall be short-stay (visitor) spaces.

It is worth noting that a phased approach shall be taken for the provision of visitor bicycle parking to serve the development's residential units, consistent with the permitted scheme. Initially 50% (150no. spaces) of the total publicly accessible short-stay shall be delivered within the public realm, with designated areas identified/ set aside for the future provision of additional visitor bicycle parking.

In addition, please refer to HJL Architects' drawing submitted with this application which provides details of the bicycle stands, storage facilities etc within the bicycle storage areas of each of the blocks.

Access

- 1. Adequate sightlines should be demonstrated for all new entrances onto the public road and new junctions/entrances internal to the development. Where necessary, the pedestrian-Vehicular Inter-visibility should be considered at the intersection of the new vehicular entrances/junctions with the public footpath, as setout in TII publication DN-GEO-03060 Section 5.6.3.7.***

Please refer to CS Consulting Drawing no. L108-CSC-XX-XX-DR-C-0104_PH2_Proposed Road Layout which shows that adequate pedestrian visibility intervisibility can be achieved.

Layout

- 1. A statement of consistency with DMURS should be provided with any future planning application, with a rationale for the internal road layout.***

Please refer to Statement of Design Consistency for DMURS has been prepared by CS Consulting under separate report and submitted under this Stage 3 LRD submission for further details.

- 2. The dimensions of carparking spaces should be provided, and should meet the minimum standard as per the guidance in the DMURS.***

Please refer to CS Consulting drawing no L108-CSC-XX-XX-DR-C-0112_PH2_Proposed Parking Arrangement which shows that the car dimensions (4.8m x 2.4m) of the on-street car parking spaces are in accordance with DMURS.

- 3. Access for a refuse collection truck and fire tender should be considered and a swept path analysis provided where necessary.***

Please refer to CS Consulting drawing no L108-CSC-XX-XX-DR-C-0107_PH2_Swept Path Analysis-Fire Tender-Refuse Vehicle which shows the swept path for the refuse vehicles and fire tender accessing and egressing the development where required.

- 4. Appropriate pedestrian crossings should be provided on the pedestrian desire lines, with tactile/blister paving where necessary/appropriate.***

Please refer to CS Consulting drawing no L108-CSC-XX-XX-DR-C-0104_PH2_Proposed Road Layout which shows the locations of the pedestrian crossing on the pedestrian desire lines, with tactile paving.

Emergency Vehicles Access

- 1. The applicant should consider and confirm the access requirements for emergency service vehicles to all necessary elevations of the apartment buildings as per Building Regulations Technical Guidance Document B Section 5.2.***

Please refer to CS Consulting drawing no L108-CSC-XX-XX-DR-C-0107_PH2_Swept Path Analysis-Fire Tender-Refuse Vehicle which shows the swept path for the fire tender access and egressing the development where required. This access arrangement has been agreed with Fire Engineers.

Pedestrian and Cycling Connectivity

- 1. The applicant should demonstrate adequate pedestrian and cycling connectivity and permeability into and through the site.***

The proposed development site is an infill site and adequate provision has been made within the application for pedestrian and cyclists permeability into and through out the site. In addition, segregated footpath with a minimum width of 2m has been proposed along the external road network of the proposed development, including adjacent to the bus ramp.

2. The boundary details and layout should be clearly presented.

Please refer to landscape boundary details drawing prepared by TPHC submitted with this application for further details.

Road Safety Audit**1. A Stage 1 Road Safety Audit should be completed and submitted by the Applicant with the Planning Application, in compliance with the TH Publication 'Road Safety Audit GESTY-01024'.**

A Stage 1/ 2 Road Safety Audit has been carried out by RoadPlan. Please refer to Road Safety Audit Response document which provides responses to each of the recommendations carried out in the audit. The final Road Safety Audit is also appended to the Road Safety Audit response document.

Setbacks Required**1. The applicant should consider any objectives in the Fingal Development Plan (including the Development Plan Map Sheets) and any relevant Local Area Plans and Masterplans; for future proposed roads upgrades, transportation upgrades and active travel upgrades.**

This application has taken into consideration any roads and transport related objectives in the Fingal Development Plan and relevant Local Area Plans and Masterplans, including extensions of the bus ramp within the Stapolin lands.

Taking in-charge**1. If necessary, a proposed taking in charge drawing should be provided, that takes cognisance of the location of public services such as streetlighting and surface/stormwater drainage; and also of the requirement for EV charging infrastructure.**

Please refer to Taking in Charge drawings STAP-HJL-AD-B1-DR-A-0041-PROPOSED TAKING IN CHARGE - ROOF PLAN and STAP-HJL-AD-B1-DR-A-0040-PROPOSED TAKING IN CHARGE - GROUND FLOOR PLAN prepared by HJL Architects for further details.

2. All areas proposed for taking-in-charge should meet the standards of the Councils Taking in Charge Policy and Specifications.

All areas proposed for Taking in Charge shall be in accordance with the standards specification of the FCC's Taking in Charge Policy and Specification

3. The applicant is advised to take cognisance of the following points:

- The Councils Taking in Charge Policy/Specification Appendix 6 Section 8 states the following: " All roads to be taken in charge will be taken in charge at a minimum from the back of footpath/cyclepath on one side of the road to the back of footpath/cyclepath on the other side of the road in line with the definition of a road in the 1993 Roads Act Part 1 Section 2(1).
- The consequence of the above point, is that the Councils taking in charge policy, by default, requires all 'non in-curtilage carparking/on-street car parking spaces' located on or directly adjacent to streets/roads proposed to be taken in charge by the Council to not be designated to any particular unit and to become public carparking spaces, unless otherwise agreed with the Councils taking-in-charge section.
- All areas that are proposed to be 'taken in charge' by the Council, should be constructed and maintained to the Councils standards for taking in charge, including roads, footpaths, verges, public lighting, open space, sewers, watermains or drains, forming part of the development.
- Public infrastructure such as stormwater drainage and streetlighting, should be located in areas to be taken-in-charge by the Council.

Please refer to taking in Charge drawings prepared by HJL submitted with this application which incorporates all the comments from item 11(c).

Electric Vehicle (EV) charging

1. The proposed development should consider Section 14.17.10 of the FDP 2023-2029 which states:

- **All multi-unit residential developments shall incorporate EV charging points at 20% of the proposed parking spaces and appropriate infrastructure (e.g. ducting) to allow for future fit out of a charging point at all parking spaces.**

Please refer to sub-section 6.3 of the Traffic & Transport Assessment prepared by CS Consulting which provides details of the EV Charging spaces for the proposed development. A minimum of 20% of total residential car parking spaces shall be provided with EV charging facilities and all remaining spaces shall be future proofed with appropriate infrastructure.

- **Non-residential development shall be required to provide functioning EV charging points at a minimum of 10% of all spaces and all other spaces shall incorporate appropriate infrastructure (ducting) to allow for future fit out of a charging point at all spaces. Publicly accessible EV parking spaces should be clearly marked and be capable of communicating usage data with the National Charge Point Management System. EV parking spaces for accessible spaces should also be included in the development where these exist.**

Please refer to sub-section 6.3 of the Traffic & Transport Assessment prepared by CS Consulting which provides details of the EV Charging spaces for the proposed development. A minimum of 10% of total non-residential car parking spaces shall be provided with EV charging facilities and all remaining spaces shall be future proofed with appropriate infrastructure.

Bin Storage / Collection

1. The requirement for bin storage and the bin collection should be considered.

Bin staging area has been provided to each of Block A and Block D. Refer to CS Consulting drawing no L108-CSC-XX-XX-DR-C-0107_PH2_Swept Path Analysis-Fire Tender-Refuse Vehicle for the swept path analysis of bin trucks for further details.

Traffic Impact Assessment

2. A report should be provided on the traffic impact of the proposed development.

Refer to the Traffic and Transport Assessment prepared by CS Consulting which provides a full traffic impact assessment results for the proposed development.

The main observations and conclusions of this study are as follows;

- The subject site is located within GA01 Lands, Baldoyle, Dublin 13, within the administrative jurisdiction of Fingal County Council.
- The development benefits from excellent public transportation. Clongriffin railway station is located adjacent to the subject site, and the site is located within 10-minutes walking distance of high-frequency bus route.
- The proposed provision of car, motorcycle, and bicycle parking within the development (including disabled-accessible car parking spaces) complies with Local Authority development plan standards.
- Swept path analyses have been conducted for a fire tender, EV Dublin bus and a refuse vehicle. These indicate that the design of the development's internal layout and the bus ramp can accommodate these vehicle movements where required.

Construction Management Plan

3. A detailed Preliminary Construction Management Plan should be provided.

Refer to Outline Construction Management Plan prepared by CS Consulting under separate heading submitted with this application for further details.

2.4. PARKS & LANDSCAPING

Public open space:

1. A clear drawing and statement of the delivery of Public Open Space is required. This report should address overall Public Open Space provision, provide a comprehensive overall drawing/masterplan. Comprehensive details regarding the delivery of the Haggard Park is specifically required. It should be noted the landscaped area which is proposed on top of the roof of a car park is not considered a part of the Public Open Space provision.

Please refer to Architect's Design Statement (Section 3: Public Open Space) for full calculation of public open space across the site in the context of the wider master plan, with supporting drawings and data tables demonstrating same. Details on the Public Open Space provision within Phase 2 lands is also set out within the Landscape Design Statement. There are no amendments to the strategy for Public Open Space proposed as part of this application. The strategy remains as permitted under the parent permission.

Play provision:

1. A clear statement and plan of the overall play provision for the Stapolin development and for this particular site should be provided based on the number of units in accordance with Development Plan requirements.

Please refer to Page 30, Play Strategy Section, of the Landscape Design Statement for detail on play elements and provision. Please also refer to Section 3 of the Architect's Design Statement, in Section 3.5, for full calculation of play provision and areas across the permitted development with supporting drawings and data tables demonstrating / supporting same.

Taking in charge:

1. For clarity purposes, no landscaped elements including Stapolin Square will be considered to be taken in charge by Fingal County Council. In this regard, full details of the private management and maintenance of this area should be provided. A taking in charge drawing clearly indicating that this area shall be privately managed is required.

Landscape Plan

1. A detailed Landscape Plan should be provided detailing: services, public lighting and undercroft car-parking.

Services drawings, public lighting and undercroft car parking are detailed across the submitted reports, by both CS Consulting Engineers and O'Connor Sutton Cronin Engineers. These have been integrated into the Landscape Plans submitted with this planning application.

Sections

1. Additional sections are required in relation to Stapolin Square to specifically include the undercroft car parking element. The proposed constructed tree pits and rain gardens should be clearly shown.

Additional sections are now provided as part of the 700 series of the landscape architect's drawing pack, detailing a variety of interfaces in greater detail. Tree pits and rain gardens are also detailed in those drawings. Undercroft parking is detailed in the engineer's (CSC) drawing pack.

2. Sections are required in relation to the western boundary in order to understand how it is well overlooked and can be accessed for maintenance (e.g. litter clearance) etc.

Additional sections have been included as part of the 700 series of the landscape architect's drawing pack, to further illustrate the western boundary conditions and how it can be accessed for maintenance only - supported by specific ecology into the Landscape Design Report.

2.5. PUBLIC LIGHTING

1. A public lighting scheme in compliance with Fingal County Council General Specification for Public Lighting Installations shall be provided with any application. The applicant should refer to the report of the Public Lighting Section in Appendix 3 for the full details required and address all requirements.

A Public Lighting Report and associated drawings have been prepared by O'Connor Sutton Cronin and as submitted as part of the planning application documentation. This has been prepared in consideration of the report of the Public Lighting Section and has addressed all requirements.

2.6. PART V

1. A response from Housing states "The LDA and Fingal County Council are currently discussing the final points of the Part V proposal with the LDA due to revert on a suggested amendment. Once a final proposal is received and reviewed a validation letter will issue for inclusion with the submission packet ahead of submitting the S3.

The Permitted Development identified that Part V was to be met across the various blocks. As a result of the reduction in units of the Permitted Development, as amended by LRD/0015/S3 & LRD/0073/S3E, this reduced the Part V requirement similarly. The proposed increase of units under this application will equally increase the Part V requirement. The Part V units are identified and proposed to be incorporated into Blocks C2a and D3. Engagement on this has taken place between the Land Development Agency and FCC Housing Department and a letter from FCC is included as part of the application pack.

2.7. ENVIRONMENTAL ASSESSMENTS

1. A EIAR was submitted and approved under SHD/011/20 for the subject lands. The applicant should carry out all due diligence and clarify that the proposed development will not trigger the need for further environmental reporting in this regard.

As an amendment application to an existing permission, the proposed development is considered for the requirement for EIA under 'Class 13 Changes, extensions, development and testing', of Part 2 of Schedule 5 of PDR 2001, which states:

13. Changes, extensions, development and testing

(a) Any change or extension of development already authorised, executed or in the process of being executed (not being a change or extension referred to in Part 1) which would:-

(i) result in the development being of a class listed in Part 1 or paragraphs 1 to 12 of Part 2 of this Schedule, and

(ii) result in an increase in size greater than –

- 25 per cent, or

- an amount equal to 50 per cent of the appropriate threshold, whichever is the greater.

It is noted that the proposed amendment results in an increase in permitted residential units (from 825 no. units to 893 no. units) on the same area permitted for development (under FCC Reg. Ref. SHD/011/20 & ABP Reg. Ref. 310418). Noting that the EIA was prepared on the basis of 882 units, as originally permitted.

Under consideration for Class 13, the proposed development results in no change in size (of development area) and does not meet or exceed an amount equal to 50% of the appropriate thresholds. The appropriate thresholds being either 50% of 500 dwellings – 250 no. units (i.e. under Class 10(b)(i)) or 50% of 10 hectares – 5 hectares ((i.e. under Class 10(b)(iv)).

It is considered that the proposed development, comprising only minor amendments to permitted development would not be likely to have significant effects on the environment. The main reasons for this conclusion are as follows:

- The nature of the proposed development, involved alterations to existing permitted residential development within the same development footprint;
- No demolition works are proposed;
- The proposed development is consistent with the on-going emerging nature of the surrounding area;
- No unusual aspects are associated with the proposed development; and
- The proposed development will not give rise to any significant environmental effects.

Therefore, it is recommended that, having regard to the information set out above, the Competent Authority may reach a screening determination that *there is no real likelihood of significant effects arising as a result of the proposed development; and, therefore, that environmental impact assessment and the preparation of an environmental impact assessment report is not required.*

The Review of Requirement for Environmental Impact Assessment Note prepared by Brady Shipman Martin (included in Appendix 1) concludes that *“the proposed development would not be likely to have significant effects on the environment.”*

2. Similarly, a Natura Impact Assessment was carried out and approved under SHD/011/20 for the subject lands. The applicant should carry out all due diligence and clarify that the proposed development will not trigger the need for further reporting in this regard

An Appropriate Assessment Screening Report and Natura Impact Statement has been prepared by Altamar and is submitted as part of this LRD Application. The report concludes that *“no significant effects are likely on Natura 2000 sites, their features of interest or conservation objectives. The proposed project will not adversely affect the integrity of European Sites”*. Please refer to the Appropriate Assessment Screening and Natura Impact Statement prepared by Altamar.

3. CONCLUSION

In conclusion, it is respectfully submitted that the proposed amendment application has addressed the issues raised by Fingal County Council at LRD Opinion stage and that the proposed development is consistent with the proper planning and sustainable development of the area, and with all relevant national, regional and local planning policies and guidelines.