

PLANNING DIVISION
Planning Department
Grove Road
Blanchardstown
Dublin 15

Reg. Ref. F08A/1425

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survey of the site. The revised layout shall incorporate and maximise the potential of these all the existing trees and vegetation of merit on the site.

- Traffic should diffuse through a broad village network of streets including shared surfaces rather than concentrating on arterial routes. Only one main arterial route should be provided at the entrance to the site with this central arterial route being designed to accommodate buses only.
- To facilitate this, the central arterial should revert to a pedestrian friendly corridor and access to the residential units along the boulevard should be from the rear.
- In order to facilitate this pedestrianisation a stronger emphasis on pedestrian movements and permeability of the entire site shall be incorporated throughout the development.
- Given the shape and location of the open space at the entrance to the site it is felt that the provision of a number of small pocket parks conclusive of play facilities/kick about areas would provide a more appropriate scale and form of class 2 open space throughout the site.
- The units fronting onto the lands zoned open space (units 489-483 and 513-527) shall have maximum usage of the public open space area. In this regard these units are to be accessed via the rear and shall be designed to create smaller terraces, incorporated into the open space and increase permeability of the development.
- The area between units 11- 13 is poorly configured and poorly overlooked.
- Units 153-154 and 149-150 have issues with regard to overlooking of adjacent private open space provision and northern orientated private open space.
- Units 61-62, 93-94, 97-98, 477-478 have issues regarding overlooking of adjacent private open space.
- Block 9 and 10 and units 59 and 60 are to be omitted.
- Units 46-48 are to be omitted and the existing trees to be retained and incorporated into the overall layout.

Please submit a revised layout, drawings, landscaping plan and associated details which address these concerns, please noted that the revised layout should ensure that all existing natural vegetation and all trees of an appropriate value should be retained and incorporated into the scheme and the revised landscaping plans.

6. The Planning Authority has concerns regarding the design of the development. All external access for apartments and duplex units should be internalised and a higher architectural merit is to be incorporated into the overall redesign of the development by way of form, differing heights, dwelling types, fenestration, materials and finishes. Please submit revised details and drawings addressing the concerns raised. Please note all units within the development shall comply fully with the development control standards set out within the Fingal County Development Plan 2005-2011 and the DoEHLG Guidelines Sustainable Urban Housing: Design Standards for New Apartments issued in September 2007 in relation to unit size, overlooking distances, private open space and internal storage provision.
7. The following has been requested by the Transportation Department of Fingal County Council:
 - The applicant is to provide details of the proposed emergency access to Luttrellstown road, and should include sight distances, capacity and management of the junction. From the plan submitted it would appear that the applicant does not have ownership/control over the lands between the emergency access and the Luttrellstown Road. You are requested to provide documentary evidence that a safe vehicular access can be achieved at this location that meets the required standards.
 - As per Fingal County Council Development Plan Standards suggest a provision for car parking is 1 per 20sqm for retail. The applicant should be requested to address the shortfall in parking provision as part of this submission. The proposed parking arrangement for the crèche/retail should incorporate turning facilities and maximise traffic flow within the development.
 - Traffic calming measures should be implemented on all internal roads with long straights.
 - The applicant to submit details of the turning facility (Hammerheads).