

STATEMENT OF CONSISTENCY PLANNING REPORT

FOR A

**RESIDENTIAL DEVELOPMENT (THE
PADDOCKS) AT MORRISTOWNBILLER,
NEWBRIDGE, CO. KILDARE**

PREPARED BY



ON BEHALF OF

STENNOCK LTD.

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I. INTRODUCTION

On behalf of the applicant, Stennock Ltd., The Grange, Newcastle Road, Lucan, Co. Dublin, this Statement of Consistency with Planning Policy accompanies this pre-planning request to An Bord Pleanála in relation to a proposed Strategic Housing Development at Morristownbiller, Newbridge, Co. Kildare in accordance with Section 5 of the Planning and Development (Housing) and Residential Tenancies Act 2016.

The proposed residential development on the subject lands will comprise 281 residential units comprising a mix of apartments and own door houses, car and bicycle parking, completion of link roads and local access roads, open spaces and all associated site development and landscaping works.

This Statement of Consistency demonstrates that the proposal is in accordance with the relevant national planning policy, guidelines issued under Section 28 of the Planning and Development Act 2000 (as amended), and with local planning policy. It should be read in conjunction with the accompanying detailed documentation prepared by DDA Architects, Kavanagh Burke Consulting Engineers, TPS Consulting Engineers, Landmark Designs Landscape Architects, The Tree File Consulting Arborists, JBA Consulting Engineers, Whitehill Environmental, Sabre Lighting Consultants, James Horan Architectural Illustrator and Traynor Environmental Ltd.

2. NATIONAL & REGIONAL PLANNING POLICY

The key national and regional policies and guidelines (including Section 28 Guidelines) relevant to the proposed development are as follows:

- *Ireland 2040 Our Plan - Draft National Planning Framework (2017)*
- *Regional Planning Guidelines for the Greater Dublin Area (2010 – 2022);*
- *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009), and the accompanying Urban Design Manual;*
- *Delivering Homes, Sustaining Communities (2008) and the accompanying Best Practice Guidelines- Quality Housing for Sustainable Communities;*
- *Quality Housing for Sustainable Communities (2007);*
- *Design Standards for New Apartments (2018);*
- *Design Manual for Urban Roads and Streets (2013);*
- *Guidelines for Planning Authorities on Childcare Facilities (2001);*
- *Smarter Travel – A New Transport Policy for Ireland (2009-2020);*
- *The Planning System and Flood Risk Management (2009).*

2.1 IRELAND 2040 OUR PLAN - DRAFT NATIONAL PLANNING FRAMEWORK (2017)

The National Planning Framework (NPF) is the Government's plan to cater for the extra one million people that is anticipated to be living in Ireland, the additional two thirds of a million people working in Ireland and the half a million extra homes needed in Ireland by 2040.

The Framework focuses on:

- Growing our regions, their cities, towns and villages and rural fabric.
- Building more accessible urban centres of scale.
- Better outcomes for communities and the environment, through more effective and coordinated planning, investment and delivery.

The NPF is to be delivered in accordance with a number of National Policy Objectives (NPOs), the following of which are relevant as the current proposal accords with same:

- NPO 3a: *Deliver at least 40% of all new homes nationally, within the built-up envelope of existing urban settlements*
- NPO 3c: *In areas other than the five City and suburban areas of Dublin, Cork, Limerick, Galway and Waterford, at least 30% of all new homes would be delivered within the built-up envelope of existing urban settlements*
- NPO 4: *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.*
- NPO 5: *Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth and investment.*
- NPO 7: *Strengthen all levels of Ireland's urban structure, with a particular focus on: Large towns (>10,000 population) located outside the five city regions and particularly in the northern and western region.*

Newbridge is located within the Eastern and Midland Region which is targeted for an additional 475,000 - 500,000 additional people by 2040.

The proposed development seeks to deliver an appropriate form and scale of residential development, along with public open space and childcare facilities, and which will complete the overall residential development originally granted over 10 years ago, and which is located close to high quality public transport corridor and in close proximity to existing services and facilities.

As such the development of these lands is considered to be fully in accordance with the recommendations of the Draft NPF.

2.2 REGIONAL PLANNING GUIDELINES FOR THE GREATER DUBLIN AREA: 2010-2022

Under the Local Government Reform Act 2014 the Regional Planning Framework has been revised with the previous Regional Authorities/Assemblies (ten in total) now replaced with three Regional Assemblies. The Regional Authorities for the Greater Dublin Area – The Dublin Region and the Mid-East Region - have been replaced by the Eastern and Midland Regional Assembly.

The Eastern and Midland Regional Assembly has commence the formulation of new Regional Spatial and Economic Strategy (RSES) which will replace the Regional Planning Guidelines (RPGs). It is expected that the RSES will take 2 years to complete. In the meantime the current Guidelines will continue to have effect.

The current RPGs provide the strategic planning framework for all development plans within the Greater Dublin Area (GDA) and set both population and housing targets for Co. Kildare within a defined settlement hierarchy.

Newbridge is designated in the RPG's as a Large Growth Town II within the Hinterland Area of the GDA. Large Growth Towns are strategically positioned to make the most of their connectivity and high quality connections to Dublin city centre (rail and motorway), whilst also supporting and servicing a wider local economy.

The Large Growth Towns are expected to absorb most of the most new population growth in the county area. The RPGs further state:

“The continued promotion and successful development of improved or new public transport links from Large Growth towns shall be supported by achieving economies of scale through focused development of these towns economically and demographically.”

The RPGs also identify a Naas/Newbridge Core Economic Area which is to be supported as a viable employment centre through the promotion and development of sectoral opportunities in high tech manufacturing, ICT, food production, tourism and bloodstock.

The development of the subject lands for significant residential is in accordance with the objectives of the RPGs as is reflected in the zoning of the lands at local planning level also.

2.3 GUIDELINES FOR PLANNING AUTHORITIES ON SUSTAINABLE RESIDENTIAL DEVELOPMENT IN URBAN AREAS, 2009

The guidelines set out the key planning principles to be reflected in development plans and local area plans, to guide the preparation and assessment of planning applications for residential development in urban areas.

The Guidelines elaborate a range of high-level aims for successful and sustainable residential development in urban areas. These are assessed against the proposed scheme as follows:

<p><i>Prioritise walking, cycling and public transport, and minimise the need to use cars;</i></p>	<p>The application site will be served by footpaths and cycle lanes that will create linkages with the wider pedestrian network into Newbridge and to the train station.</p>
<p><i>Deliver a quality of life which residents and visitors are entitled to expect, in terms of amenity, safety and convenience;</i></p>	<p>The scheme has been designed to the highest residential standard. We note that the majority of units have dual aspect with access to private garden space that meet or exceed minimum standards. In terms of safety, open space will be passively surveilled and pedestrian priority given to these public areas.</p>
<p><i>Provide a good range of community and support facilities, where and when they are needed and that are easily accessible;</i></p>	<p>The development will consist of residential units with a crèche facility.</p> <p>The development is well located in relation to educational, sports and retail services elsewhere in the town. The scheme therefore does not warrant additional services on site.</p>
<p><i>Present an attractive, well-maintained appearance, with a distinct sense of place and a quality public realm that is easily maintained;</i></p>	<p>The layout of development has been designed around a number of public open spaces with a series of residential character areas provided.</p>
<p><i>Are easy to access for all and to find one's way around;</i></p>	<p>A variety of streets and character areas are proposed and which generally emanate from the main central open space and with the main link road marking a change in character from housing in the north to apartments in the south. The layout is logical and wayfinding uncomplicated.</p>
<p><i>Promote the efficient use of land and of energy, and minimise greenhouse gas emissions;</i></p>	<p>The proposal seeks to import best practice construction/engineering techniques and use of energy efficient materials to maximise energy capacity and minimise impacts of climate change in accordance with current buildings regulations.</p>
<p><i>Provide a mix of land uses to minimise transport demand;</i></p>	<p>The site is zoned primarily for residential development. The scheme is located close to the town centre which provides a sustainable mix of services including retail, recreation, cultural, and educational.</p>
<p><i>Promote social integration and provide accommodation for a diverse range of household types and age groups;</i></p>	<p>A range of unit sizes is proposed for the scheme, ranging from 1-3-bedroom apartments, detached, semi-detached and terraced houses. A variety of household types will occupy the units.</p>

<i>Enhance and protect the green infrastructure and biodiversity; and</i>	The existing green infrastructure is located to the edges of the site and the landscape proposal seeks to conserve the trees and hedges within the public open spaces where feasible.
<i>Enhance and protect the built and natural heritage.</i>	There are no protected structures or national monuments within or adjoining the site. The proposal will not impact on the natural heritage of the area including the historic Morristown Biller Hse to the west as demonstrated in the report submitted with this application.

The Guidelines support a plan-led approach to the location, scale and nature of major residential development, as per the Planning and Development Act.

A sequential approach to the development of land is recommended with zoning to extend outwards from the centre of an urban area, and undeveloped and infill lands closest to the core and public transport routes being given preference.

The Guidelines promote urban design to create places of high quality and distinct identity, to provide connectivity, permeability, safety, legibility and sense of place.

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

To ensure sustainable communities the Guidelines stress that community facilities are also to be provided for.

In relation to schools it is noted that Newbridge is currently served by 11 primary schools and 4 post-primary schools as per the list below:

Newbridge Primary Schools			
School Name	Eircode	Total Pupils	(2016)
ST PATRICKS NS	W12FH94	219	
SCOIL CHONNLA PHADRAIG	W12Y198	363	
S N BRIGHDE	W12PF82	220	
ST CONLETHS AND MARYS NS	W12VN26	340	
S N CONNLAODH NAOFA N	W12WV88	418	
S N GORT NA GAOITHE	H53A242	44	
SCOIL MHUIRE	W12HD29	415	
BALLYMANY JUNIOR NS	W12ED88	424	

GAELSCOIL CHILL DARA	R56PR22	422
NEWBRIDGE EDUCATE TOGETHER	R56YC60	412
SCOIL NA NAOMH UILIG	W12FK10	562
Total		3839

Newbridge Post Primary Schools		
School Name	Eircode	Total Pupils (2016)
NEWBRIDGE COLLEGE	W12C241	882
PATRICIAN SECONDARY SCHOOL	W12XV38	889
HOLY FAMILY SECONDARY SCHOOL	W12YD71	709
ST CONLETH'S COMMUNITY COLLEGE	W12C432	417
Total		2,897

It is considered that there will be adequate supply and choice of educational facilities for the proposed development within the town. The current Newbridge LAP states that there is no demand yet for additional schools, nevertheless a site on Walshestown Road has been zoned for a school should demand arise.

In relation to childcare facilities we note that a crèche is included with the current scheme and which is assessed in detail below.

In relation to community centres, healthcare facilities and neighbourhood centre uses we note the proximity of the development to Newbridge Town Centre (c.1km). The site is also located adjacent to recreational uses (e.g. Spin Activity Centre (with swimming pool), Newbridge Town FC grounds, Sarsfield GAA grounds, and the Bridge Medical Centre on Station Road.

Chapter 5 of the Guidelines examines a range of location typologies for increasing residential density. These include

- Sites within 1km walking distance of Public transport corridors. The guidelines suggest minimum densities of 50 units per ha with highest densities at the rail stop and decreasing with distance away. Densities are to be determined having regard to appropriate design and amenity standards.

The subject site is within 400m of the railway station and in this respect proposes a density of 50 units per ha in accordance with national policy.

Given the above it is considered that the proposed development is broadly in compliance with the national guidelines.

2.4 URBAN DESIGN MANUAL – A BEST PRACTICE GUIDE, 2009

The Urban Design Manual is the accompanying document to the Sustainable Residential Development in Urban Areas document which provides policy guidance for the creation of successful neighbourhoods having regard to the 12 point criteria. The proposal complies with the following design criteria:

1. Context –How does the development respond to its surroundings?	
<i>The development seems to have evolved naturally as part of its surroundings.</i>	The subject lands have been subject to permission for residential development since 2006 (Ref. 05/2160). The development will complete “The Paddocks” which is effectively Phase 2 of an overall scheme that includes existing “Meadows” scheme to the immediate north. The northern half of the proposed development in terms of layout, housing typologies and open space will very much complement the existing residential, however the character of the development then alters in the southern half presenting an apartment scheme that reflects the scale and mix of development on adjoining lands to the east and which is considered appropriate at this location close to the railway station.
<i>Appropriate increases in density respect the form of buildings and landscape around the site’s edges and the amenity enjoyed by neighbouring users.</i>	The proposal will be an extension of the form and layout of buildings to the north at The Meadows with an incremental increase in density to the south and east closer to the railway station and adjoining apartment development. It will form a suitable suburban edge with the agricultural lands to the southwest.
<i>Form, architecture and landscaping have been informed by the development’s place and time.</i>	The general layout and design is informed by the established permission on these lands under Ref. 05/2160 and reflects the greater scale and intensity of development on lands closer to the railway station.
<i>The development positively contributes to the character and identity of the neighbourhood.</i>	A variety of character areas will be produced given the layout and broad variety of unit types proposed.
<i>Appropriate responses are made to the nature of specific boundary conditions.</i>	Hedgerows will be retained as much as possible along the site boundaries as part of the open space strategy. Some trees and hedgerows will have to be removed to facilitate road access and private gardens.
2. Connections – How well connected is the new development	
<i>There are attractive routes in and out for pedestrians and cyclists.</i>	Two main access points are/will be provided – 1. Via the Meadows scheme to the north and 2. Via the future Morristown link road to the east once the neighbouring lands are redeveloped.
<i>The development is located in or close to a mixed-use centre.</i>	Yes, the town centre is located c. 1km from the site. There are also a number of local

	services in area along station road including gym and a number of sports clubs.
<i>The development's layout makes it easy for a bus to serve the scheme.</i>	A bus service is not considered necessary given the proximity to the town centre and the train station.
<i>The layout links to existing movement routes and the places people will want to get to.</i>	The development will connect to adjoining residential estates which in turn connect to Station Road which leads into the town centre and the train station.
<i>Appropriate density, dependent on location, helps support efficient public transport.</i>	The proposed density accords with national and local planning and makes most efficient use of these lands located proximate to the train station.

3. Inclusivity – How easily can people use and access the development?

<i>New homes meet the aspirations of a range of people and households.</i>	The range of house and apartments types will facilitate generational change throughout the lifetime of its inhabitants with the potential for house extension as family size increases.
<i>Design and layout enable easy access by all.</i>	The proposal has been designed for ease of access throughout the site in accordance with Part M of the building regulations.
<i>There is a range of public, communal and/or private amenity spaces and facilities for children of different ages, parents and the elderly.</i>	The scheme will provide a variety of public open spaces with play spaces and other facilities provided.
<i>Areas defined as public open space that have either been taken in charge or privately managed will be clearly defined, accessible and open to all.</i>	The open spaces will be publicly accessible. Crossings to these spaces will be denoted by a change in the surface treatment.
<i>New buildings present a positive aspect to passers-by, avoiding unnecessary physical and visual barriers.</i>	The street layout is designed to maximise visual and physical fluidity throughout the scheme and will not hinder movement.

4. Variety – How does the development promote a good mix of activities?

<i>Activities generated by the development contribute to the quality of life in its locality.</i>	The proposal will contribute to the housing mix of the area and will increase population creating additional demand for educational, sports and retail services all of which are provided close to the development.
<i>Uses that attract the most people are in the most accessible places.</i>	As the main open space is the focal point of the overall scheme, houses are located on either side of same to achieve optimum accessibility to this central feature.
<i>Neighbouring uses and activities are compatible with each other.</i>	The area is characterised by residential uses and some social infrastructure (leisure, sports, education); as such the proposed use is compatible with the surrounding area.

<i>Housing types and tenure add to the choice available in the area.</i>	Housing in the area is provided in the form of own door units and apartments. A variety of apartments, terraced, semi-detached and detached units are proposed. Please refer to accommodation schedule for more information.
<i>Opportunities have been taken to provide shops, facilities and services that complement those already available in the neighbourhood.</i>	The scheme is considered to be located at a reasonable distance from the town centre to avail of shops and services. It is therefore unnecessary to provide additional shops and services. To do so would detract from the retail vibrancy of the centre.

5. Efficiency - How does the development make appropriate use of resources, including land?	
<i>The proposal looks at the potential of higher density, taking into account appropriate accessibility by public transport and the objectives of good design.</i>	The density of 50 units/ha is considered appropriate for this site close to the train station.
<i>Landscaped areas are designed to provide amenity and biodiversity, protect buildings and spaces from the elements and incorporate sustainable urban drainage systems.</i>	Significant public open space will be provided across the entire scheme incorporating SuDS, promoting biodiversity and providing residential amenity.
<i>Buildings, gardens and public spaces are laid out to exploit the best solar orientation.</i>	The majority of units across the scheme are provided with dual aspect.
<i>The scheme brings a redundant building or derelict site back into productive use.</i>	The site forms part of a larger development site that had extant permission for residential but which had not been completed.
<i>Appropriate recycling facilities are provided.</i>	Each house will undertake its own recycling with collection by municipal services. Each apartment block will be provided with a communal bin store with recycling included for.

6. Distinctiveness - How do the proposals create a sense of place?	
<i>The place has recognisable features so that people can describe where they live and form an emotional attachment to the place.</i>	The series of open spaces create a memorable sense of place and will create different character areas.
<i>The scheme is a positive addition to the identity of the locality.</i>	The site is currently vacant and in a poor visual state due to the site clearance and ground works previously carried out. The proposal will replace the current negative character with a new completed development. This will integrate with the character of the area already established.
<i>The layout makes the most of the opportunities presented by existing buildings, landform and ecological features to create a memorable layout.</i>	The scheme is designed with this in mind. The scheme incorporates the boundary planting within a number of the open spaces.
<i>The proposal successfully exploits views into and out of the site.</i>	The site has a generally flat low-lying. There are no protected views or prospects to be protected across the site.

<i>There is a discernible focal point to the scheme, or the proposals reinforce the role of an existing centre.</i>	As discussed, the main open space forms the focal point of the site. Its importance is protected in the design and layout of the development.
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7. Layout - How does the proposal create people friendly streets and spaces?	
<i>Layout aligns routes with desire lines to create a permeable interconnected series of routes that are easy and logical to navigate around.</i>	Pedestrian permeability between character areas and open spaces is a key design outcome.
<i>The layout focuses activity on the streets by creating frontages with front doors directly serving the street.</i>	Streets linking individual character areas are fronted by dwelling units and apartment blocks, creating safer, more active streets. Due to the number of streets there are some instances of side walls facing onto the street. Where this occurs, a variety of materials and landscape proposals are employed to reduce the visual massing.
<i>The streets are designed as places instead of roads for cars, helping to create a hierarchy of space with less busy routes having surfaces shared by pedestrians, cyclists and drivers.</i>	A hierarchy of streets are used to serve a scheme of this scale. The principle spine roads are the main distributor roads. However, features such as raised table, junctions, shared carparks and narrower road widths will be employed to reduce vehicle speeds and make for safer pedestrian movements. Smaller streets/cul-de-sacs will operate as home zones with the street shared by cars and pedestrians.
<i>Traffic speeds are controlled by design and layout rather than by speed humps.</i>	
<i>Block layout places some public spaces in front of building lines as squares or greens, and some semi-private space to the back as communal court.</i>	The open space strategy for the scheme creates multiple open space areas of varying uses and sizes. Pocket parks are located throughout.

8. Public Realm - How safe, secure and enjoyable are the public areas?	
<i>All public open space is overlooked by surrounding homes so that this amenity is owned by the residents and safe to use.</i>	All spaces are overlooked and surveilled by surrounding residential units.
<i>The public realm is considered as a usable integrated element in the design of the development.</i>	Public realm is integrated into the design of the development and forms part of the wider network of usable public spaces in the wider area.
<i>Children's play areas are sited where they will be overlooked, safe and contribute to the amenities of the neighbourhood.</i>	Children's play areas will be included in as per the landscape plans submitted and will be overlooked by adjoining units to ensure a safe environment.
<i>There is a clear definition between public, semi-private, and private space.</i>	Private open space is generally provided for to the rear of the dwelling units while each apartment is provided with a balcony/terrace. In addition each apartment block is provided with dedicated communal open space available to the residents of each. Public open spaces are also provided across the

	scheme and are accessible to all.
<i>Roads and parking areas are considered as an integral landscaped element in the design of the public realm.</i>	Each unit will be provided with adequate parking. Roads and parking areas are considered to be part of the public realm as such they are carefully landscaped.

9. Adaptability - How will the buildings cope with change?	
<i>Designs exploit good practice lessons, such as the knowledge that certain house types are proven to be ideal for adaptation.</i>	Proposed house types in the scheme include attic space and rear garden private areas that may be suitable for adaptation if required. All units are large enough to accommodate internal adaptation.
<i>The homes are energy-efficient and equipped for challenges anticipated from a changing climate.</i>	Yes, design practices and proposed materials will militate against the effects of climate change.
<i>Homes can be extended without ruining the character of the types, layout and outdoor space.</i>	Yes, as discussed above.
<i>The structure of the home and its loose fit design allows for adaptation and subdivision, such as the creation of an annex or small office.</i>	Yes as discussed above.
<i>Space in the roof or garage can be easily converted into living accommodation.</i>	Yes, as discussed above.

10. Privacy and Amenity - How does the scheme provide a decent standard of amenity?	
<i>Each home has access to an area of useable private outdoor space.</i>	Yes, each unit has its own private open space in accordance with the minimum residential standard.
<i>The design maximises the number of homes enjoying dual aspect.</i>	The majority of units have dual aspect with some corner sites having triple aspect.
<i>Homes are designed to prevent sound transmission by appropriate acoustic insulation or layout.</i>	All units will be designed to prevent sound transmission in accordance with building regulations.
<i>Windows are sited to avoid views into the home from other houses or the street and adequate privacy is affordable to ground floor units.</i>	Where there is a risk, windows will be obscured to avoid undue overlooking into the homes of others. Side elevation windows are located on opposing elevations to avoid the potential for overlooking and loss of privacy. Landscaping and orientation will aid the privacy of ground floor dwellings.
<i>The homes are designed to provide adequate storage including space within the home for the sorting and storage of recyclables.</i>	All detached, semi-detached and end terrace units will store bins in the rear gardens. Bin storage areas for mid-terrace, detached units will be provided to the front of each dwelling in a roofed enclosure. Adequate storage is also provided within each apartment including for the sorting of recyclables prior to transfer to the communal bins at each block.

11. Parking – How will the parking be secure and attractive?	
<i>Appropriate car parking is on-street or within easy reach of the home's front door.</i>	Parking will be provided to the front and side of dwelling units. Parking for the apartments is provided within communal parking areas around each block.
<i>Parked cars are overlooked by houses, pedestrians and traffic, or stored securely, with a choice of parking appropriate to the situation.</i>	Yes, this will contribute to surveillance of the street.
<i>Parking is provided communally to maximise efficiency and accommodate visitors without the need to provide additional dedicated spaces.</i>	460 no. car parking spaces will be provided throughout the revised scheme including visitor parking.
<i>Materials used for parking areas are of similar quality to the rest of the development.</i>	Yes, the highest quality materials will be used throughout the scheme.
<i>Adequate secure facilities are provided for bicycle storage.</i>	Houses will accommodate bicycle parking internally of in rear gardens.

12. Detailed Design – How well thought through is the building and landscape design?	
<i>The materials and external design make a positive contribution to the locality.</i>	The scheme is subdivided into character areas of varying unit types and external materials and design. Material elements from the existing development such as use of brick and render finishes will be incorporated into the design proposal.
<i>The landscape design facilitates the use of the public spaces from the outset.</i>	Phasing of open space and houses will be in tandem.
<i>Design of the buildings and public space will facilitate easy and regular Maintenance.</i>	The public open space will be taken in charge and easily accessed for ongoing maintenance. Individual houses will be maintained by residents.
<i>Open car parking areas are considered as an integral element within the public realm design and are treated accordingly.</i>	Parking will be provided to the front/side of each unit. Visitor parking is provided on street at specific locations. Apartment car parking is provided within the curtilage of each block.
<i>Care has been taken over the siting of flues, vents and bin stores.</i>	Bin stores for all houses will be located in the rear gardens with mid-terrace units provided with a covered/screened storage area for the bins in the front garden. Communal bin stores for the apartments are located within self-contained bin stores.

2.5 QUALITY HOUSING FOR SUSTAINABLE COMMUNITIES: BEST PRACTICE GUIDELINES FOR SUSTAINABLE COMMUNITIES, 2007

The Department's policy statement *Delivering Homes, Sustaining Communities*, Guidance provides the overarching policy framework for an integrated approach to housing and planning. Sustainable neighbourhoods are areas where an efficient use of land, high quality design, and effective integration in the provision of physical and social infrastructure combine to create places people want to live in. The policy statement is accompanied by Best

Practice Guidelines that promotes quality sustainable residential development in urban areas having regard to the following:

- *promote high standards in the design and construction and in the provision of residential amenity and services in new housing schemes;*
- *encourage best use of building land and optimal of services and infrastructure in the provision of new housing;*
- *point the way to cost effective options for housing design that go beyond minimum codes and standards;*
- *promote higher standards of environmental performance and durability in housing construction;*
- *seek to ensure that residents of new housing schemes enjoy the benefits of first-rate living conditions in a healthy, accessible and visually attractive environment; and*
- *provide homes and communities that may be easily managed and maintained.*

The following criteria indicate the 7 no. essential requirements new residential developments should have regard to when carrying out development:

<p><u>Socially & Environmentally Appropriate</u> <i>“The type of accommodation, support services and amenities provided should be appropriate to the needs of the people to be accommodated. The mix of dwelling type, size and tenure should support sound social, environmental and economic sustainability policy objectives for the area and promote the development of appropriately integrated play and recreation spaces.”</i></p>	<p>The scheme will provide a broad mix of apartments, detached, semi-detached, and terraced units ranging from 1 to 3-bedroom units. The proposal seeks to integrate public open spaces throughout a number of character areas and all interconnected.</p>
<p><u>Architecturally Appropriate</u> <i>“The scheme should provide a pleasant living environment, which is aesthetically pleasing and human in scale. The scheme design solution should understand and respond appropriately to its context so that the development will enhance the neighbourhood and respect its cultural heritage.”</i></p>	<p>The design and layout of the scheme creates a liveable and visually pleasing residential environment. House type variety and thoughtful unit layout creates interesting individual character areas within the overall scheme. The design is appropriate and mindful of the architectural character of the adjoining schemes to the north and east.</p>
<p><u>Accessible & Adaptable</u> <i>“There should be ease of access and circulation for all residents, including people with impaired mobility, enabling them to move as freely as possible within and through the development, to gain access to buildings and to use the services and amenities provided. Dwellings should be capable of adaptation to meet changing needs of residents during the course of their lifetime.”</i></p>	<p>The development is accessed from the existing road network to the northwest via The Meadows. Vehicular access to the north to complete the Morristown Link Road will be provided when those lands are developed.</p> <p>There are two spine roads which meander through the development and serve as the primary routes. The hierarchical network of secondary and tertiary streets radiate from the spine roads. The network of open spaces throughout will provide safe pedestrian permeability across the scheme.</p> <p>The scheme provides a mixture of types included apartments, detached, semi-detached and terraced units with a varying number of bed spaces (1-3-bed). As a result of the mixed tenure provided in the scheme;</p>

	generational and/or circumstantial changes experienced by inhabitants can be facilitated through the adaptation of roof/attic space or the extension of units.
<p>Safe, Secure & Healthy</p> <p><i>“The scheme should be a safe and healthy place in which to live. It should be possible for pedestrians and cyclists to move within and through the area with reasonable ease and in safety. Provision for vehicular circulation, including access for service vehicles, should not compromise these objectives.”</i></p>	The proposal seamlessly integrates with the existing Meadows scheme to the northwest in particular with the road and pedestrian network. Each character area is linked with the adjoining character area. In terms of accessibility, footpaths will line all streets. Where open spaces are provided, changes in surface road treatments will denote crossing points from units to these public spaces, making the environment safe for all road users. The interconnectivity of the scheme will ensure access for all while creating a walkable environment for inhabitants of the scheme. The continuity of path networks will assist natural way-finding in the scheme. Public open space shall be overlooked as far as practicable to achieve maximum passive surveillance.
<p>Affordable</p> <p><i>“The scheme should be capable of being built, managed and maintained at reasonable cost, having regard to the nature of the development.”</i></p>	
<p>Durable</p> <p><i>“The best available construction techniques should be used and key elements of construction should have a service life in the order of sixty years without the need for abnormal repair or replacement works.</i></p>	The scheme endeavours to use the best available materials and construction techniques in order to minimise the level of refurbishment over the lifetime of the scheme.
<p>Resource Efficient</p> <p><i>“Efficient use should be made of land, infrastructure and energy. The location should be convenient to transport, services and amenities. Design and orientation of dwellings should take account of site topography so as to control negative wind effects and minimise the benefits of sunlight, daylight and solar gain; optimum use should be made of renewable sources of energy, the use of scarce natural resources in the construction, maintenance and management of the dwellings should be minimised.”</i></p>	The scheme is considered to accord with the aforementioned sustainable development principles.

2.6 SUSTAINABLE URBAN HOUSING: DESIGN STANDARDS FOR NEW APARTMENTS, 2018

The Apartment Guidelines 2018 promote sustainable housing, by ensuring that the design and layout of new apartments provide satisfactory accommodation for a variety of household types and sizes, including families with children over the medium to long term.

The permitted scheme accords with the standards of the new Apartment Guidelines as follows:

<p>Specific Planning Policy Requirement 1 Apartment developments may include up to 50% one-bedroom or studio type units (with no more than 20-25% of the total proposed development as studios) and there shall be no minimum requirement for apartments with three or more bedrooms. Statutory development plans may specify a mix for apartment and other housing developments, but only further to an evidence-based Housing Need and Demand Assessment (HNDA), that has been agreed on an area, county, city or metropolitan area basis and incorporated into the relevant development plan(s).</p>	<p>The proposed apartment mix is 23% 1-bed and 67% 2-bed and 10% 3-bed. The mix accords with SPPR1.</p>
<p>Specific Planning Policy Requirement 2 For all building refurbishment schemes on sites of any size, or urban infill schemes on sites of up to 0.25ha:</p> <ul style="list-style-type: none"> • Where up to 9 residential units are proposed, notwithstanding SPPR 1, there shall be no restriction on dwelling mix, provided no more than 50% of the development (i.e. up to 4 units) comprises studio-type units; • Where between 10 to 49 residential units are proposed, the flexible dwelling mix provision for the first 9 units may be carried forward and the parameters set out in SPPR 1, shall apply from the 10th residential unit to the 49th; • For schemes of 50 or more units, SPPR 1 shall apply to the entire development. 	<p>N/A – is not a refurbishment or urban infill scheme.</p>
<p>Specific Planning Policy Requirement 3 Minimum Apartment Floor Areas: Studio apartment (1 person) 37 sq.m 1-bedroom apartment (2 persons) 45 sq.m 2-bedroom apartment (4 persons) 73 sq.m 3-bedroom apartment (5 persons) 90 sq.m</p>	<p>As per the Residential Quality Audit submitted the permitted unit sizes accord with SPPR3.</p>
<p>Specific Planning Policy Requirement 4 In relation to the minimum number of dual aspect apartments that may be provided in any single apartment scheme, the following shall apply:</p> <ul style="list-style-type: none"> (i) A minimum of 33% of dual aspect units will be required in more central and accessible urban locations, where it is necessary to achieve a quality design in response to the subject site characteristics and ensure good street frontage where appropriate. (ii) In suburban or intermediate locations it is an objective that there shall generally be a minimum of 50% 	<p>50% of the units are dual/triple aspect and accord with SPPR4.</p>

<p>dual aspect apartments in a single scheme.</p> <p>(iii) For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha , planning authorities may exercise further discretion to consider dual aspect unit provision at a level lower than the 33% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects.</p>	
<p>Specific Planning Policy Requirement 5 Ground level apartment floor to ceiling heights shall be a minimum of 2.7m and shall be increased in certain circumstances, particularly where necessary to facilitate a future change of use to a commercial use. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha , planning authorities may exercise discretion on a case-by-case basis, subject to overall design quality.</p>	<p>The ground floor apartments have 2.7m floor to ceiling height and SPPR5 is accorded with.</p>
<p>Specific Planning Policy Requirement 6 A maximum of 12 apartments per floor per core may be provided in apartment schemes. This maximum provision may be increased for building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha , subject to overall design quality and compliance with building regulations.</p>	<p>None of the apartment floors have more than 7 per core and SPPR6 is accorded with.</p>
<p>Specific Planning Policy Requirements 7 to 9 relate to Build to Rent (BTR) and Shared Accommodation are not relevant to the current proposal.</p>	

2.7 DESIGN MANUAL FOR URBAN ROADS & STREETS (DMURS), 2013

The Design Manual for Urban Roads and Streets (DMURS), 2013, sets out design guidance and standards for constructing new and reconfiguring existing urban roads and streets in Ireland. It also outlines practical design measures to encourage more sustainable travel patterns in urban areas.

DMURS recommendations have been incorporated into the street and building design of the proposed development as detailed in the DMURS Design Considerations Report prepared by Kavanagh Burke Consulting Engineers.

2.8 GUIDELINES FOR PLANNING AUTHORITIES ON CHILDCARE FACILITIES, 2001

These guidelines state that Development Plans should facilitate the provision of childcare facilities in larger new housing estates with the standard minimum provision of one childcare facility with 20 places for each 75 dwellings.

A crèche of 304 sq.m, and adjacent play area is proposed. The facility will cater for up to 75 children which based on the guidelines is the equivalent of 281 residential units. The current scheme is for 281 residential units. There are also 39 units under construction under Planning Ref. 16/1013. The proposed crèche is considered adequately sized to cater for the development.

In relation to Phase I of the original overall scheme (permissions 05/2160 & 08/0874) – The Meadows (built by Barrack Homes) – whilst it does not have its own crèche facility, it has been established for several years with all houses occupied and a population of c.368, 65 of which were 5 years and under (according to Census 2016).

It is understood that those residents with “childcare” requirements (e.g. crèche, playgroups, Montessori, etc. as opposed to childminding) are already being successfully accommodated by existing childcare providers in the immediate area. In this regard we refer to the below map which shows 8 different operators within a 1km catchment of the estate.



2.9 SMARTER TRAVEL – A SUSTAINABLE TRANSPORT FUTURE: A NEW TRANSPORT POLICY FOR IRELAND 2009-2020

Key targets of this national sustainable transport policy include:

- To support sustainable travel, future population and employment growth will have to predominantly take place in sustainable compact urban areas or rural areas, which discourage dispersed development and long commuting
- Work-related commuting by car will be reduced from a current modal share of 65% to 45%, which will mean that between 500,000 and 600,000 commuters will be encouraged to take means of transport other than car driver (of these 200,000 would be existing car drivers). Change in personal behaviour will also be necessary for other travel purposes as most travel relates to non-commuting.
- Car drivers will be accommodated on other modes such as walking, cycling, public transport and car sharing (to the extent that commuting by these modes will rise to 55% by 2020) or through other measures such as e-working.

- The total kilometres travelled by the car fleet in 2020 will not increase significantly from current total car kilometres.

The proposed development accords with the overall vision for better integration between land-use and transport by virtue of the fact that the development will be located close to rail services at Newbridge station with 35 services operating into Dublin each weekday. There are also Bus Eireann and private coach firms that operate services between Newbridge and Naas/Dublin on a daily basis.

2.10 TRANSPORT STRATEGY FOR THE GREATER DUBLIN AREA 2016-2035

The NTA Strategy identifies Newbridge as being within Radial Transport Corridor D, which also includes Naas, Clondalkin, North Tallaght to Dublin City Centre. This is the busiest radial route into and out of Dublin and connects the capital with the regional cities of Limerick, Cork and Waterford. The Strategy acknowledges that Newbridge is served by commuter and intercity rail services, on the Kildare and Waterford lines and by longer distance commuter bus services.

The Strategy notes that much of the more recent growth of the Corridor D towns has been located outside of the local catchment of the rail stations which serve them, with bus often serving a more extensive catchment. It is intended to deliver further improvement to both bus and rail services from Newbridge into Dublin City Centre, as further population growth occurs.

The Strategy notes that the Corridor D will benefit from planned improvements to the Kildare rail line. It is also intended to widen the M7 to three lanes in each direction between Naas (Junction 9) and the interchange with the M9 at Junction 11, to address significant congestion issues, along with revisions to Junction 10 (Naas South / Newhall) and the addition of a new junction at Osberstown linking to a bypass of Sallins. It is also intended to reconfigure the N7 from the M50 to Naas in order to resolve the various junction and access issues existing along this corridor.

In the longer term the Leinster Orbital Route - an orbital road proposal extending from Drogheda to the Naas/Newbridge area with intermediate links to Navan and other towns – will provide further connections and improvements in orbital public transport connectivity.

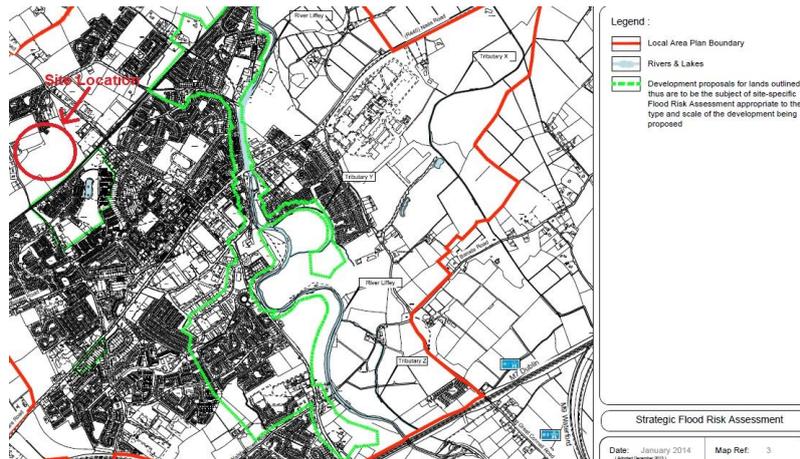
2.11 GUIDELINES FOR PLANNING AUTHORITIES ON THE PLANNING SYSTEM AND FLOOD RISK MANAGEMENT, 2009

These guidelines require the planning system to avoid development in areas at risk of flooding, particularly floodplains, unless there are proven wider sustainability grounds that justify appropriate development and where the flood risk can be reduced or managed to an acceptable level without increasing flood risk elsewhere.

The Guidelines adopt a sequential approach to flood risk management when assessing the location for new development based on avoidance, reduction and mitigation of flood risk; and incorporate flood risk assessment into the process of making decisions on planning applications and planning appeals.

A Strategic Floodrisk Assessment for Newbridge was carried out as part of the drafting of the 2013 Local Area Plan to inform strategic land-use decisions with the purpose of ensuring that flood risk management is fully integrated into the LAP. The SFRA recommended that development proposals for the areas identified as being at risk of flooding outlined on Map 3

of the LAP be subject to site specific flood risk assessment (SSFRA). The subject site is located outside of any identified areas and therefore an SSFRA is not normally required.



Furthermore JBA Consulting Engineers has undertaken a Flood Risk Assessment for the proposed development which confirms the site resides in Flood Zone C, and therefore has a low risk of fluvial inundation. No historical flooding was identified at the site.

3. LOCAL PLANNING POLICY

3.1 KILDARE COUNTY DEVELOPMENT PLAN

The site is located within the administrative area of Kildare County Council and is therefore subject to the land use policies and objectives of the County Development Plan 2017-2023 as well as the Newbridge Local Area Plan 2013-2019.

Core & Settlement Strategy

The Core Strategy of the County Development seeks to consolidate the existing urban footprint of the Metropolitan and Hinterland towns including Newbridge, supporting sustainable residential development which in turn provides critical mass and economies of scale for services and infrastructure and supports national investment in public transport.

The Settlement Strategy reflects the Regional Planning Guidelines with Newbridge identified as a Large Growth Town II and a self-sustaining regional economic driver, accommodating significant new investment in transport, housing, economic and commercial activity.

The Development Plan seeks a housing target of 32,497 additional units by 2023 with c.3,770 units to be provided within Newbridge. Newbridge also has a slight undersupply of residential zoned land to achieve the 2023 target which will need to be addressed in the next LAP in 2019.

The proposed residential development on zoned land at Newbridge accords with the County Core Strategy including:

- Policy CS 5 which supports the development of the identified strategic growth centre of Newbridge as a focal point for regional critical massing and employment growth.
- Section 3.4.6 which promotes development in a sequential manner, with suitable undeveloped lands closest to the core and public transport routes being given preference for development in the first instance.

Density

Objectives LDO1 – 3 and Table 4.1 promote higher densities in urban locations. In relation to Public Transport Corridors the Plan states that:

“Higher densities shall be determined on a site by site basis for sites within 500 metres walking distance of a bus stop, or within 1 km of a rail station with decreasing densities with distance away from such nodes.”

We refer to Section 2.3 above and the rationale for the density proposed having regard to the national guidelines, the planning history on the subject lands, and the proximity of the site to the train station and the existing character and setting of the area. The proposed density of 50 units per ha is therefore considered acceptable and in accordance with the County Development Plan.

Housing & Design

The proposed development accords with the following policies and objectives of the County Development Plan:

- The proposal will increase the housing stock in the County in accordance with Objective HSO3.
- Part V Social & Affordable Housing will be provided in accordance with Objective HSO2.
- The Part V element of the scheme has been specifically designed in accordance with Kildare Housing Dept. requirements to provide 1-bed houses to meet local housing needs for certain social groups, including the elderly, in accordance with Policies SN1, SN2 and SN3.
- The development provides a range of house types and sizes in accordance with Policy MD1.
- The proposed development provides an appropriate density and mix of units whilst recognising the need to protect existing communities and the established character of the area, in accordance with Objective HCO2.
- The proposed development is of a high design quality in accordance with Objectives HCO 3 & 4; HDO1 – 3; DLO1 – DLO3; and Chapter 15.8.
- The proposed development provides an appropriate quantum and quality of public and private open space in accordance with Policies OSI & PSI.
- The proposed development supports public, sustainable transport use and safe streets in accordance with Policies PT2; WC1; WC2; WC6; RSI-RS3.
- The development proposes minimal hedgerow and tree removal at the boundaries of the site in accordance with Policies GI8, GI9 and GII 1.
- Having regard to Chapter 14 (Landscape, Recreation & Amenity) the subject site and development is not located within a sensitive landscape setting, will not negatively impact the Pollardstown Fen Area of High Amenity to the north-west of Newbridge and will not impact any designated scenic routes or protected views.
- The development accords with the Urban Design principles outlined in Chapter 15 (which are based on the *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns and Villages)*, DEHLG, (2009); *Urban Design Manual; a Best Practice Guide*, DEHLG, (2009); *Design Manual for Urban Roads and Streets*, DECLG (2013)) as outlined in Section 2 above.

Development Management Standards

Chapter 17.4 sets out a range of standards for residential development.

In relation to housing mix we refer to the following:

Mix of Unit Type		
Description	No. of Type	Percentage
1 Bedroom	39	14%
2 Bedroom	132	47%
3 Bedroom	110	39%

Housing Type		
Description	No. of Type	Percentage
Detached	16	6%
Semi Detached	50	18%
Terraced	48	17%
Apartment	167	59%

The mix has been arrived at following consultation with the planning authority and with regard to the existing range of units and character of the immediate area.

We also note the following standards set down in Chapter 17.4.5 – 17.4.7:

- The unit sizes exceed the minimum standards in Table 17.4 and Table 17.6.
- All units have private garden space / private open space in accordance with Table 17.5 and Table 17.7.
- The majority of units are dual aspect.
- A minimum distance of 2.5m between semi-detached and detached housing is provided.
- Adequate provision for storage and collection of waste is provided.
- Appropriate boundary treatment with neighbouring estates and between neighbouring gardens is provided.
- 17.5% of the application site is provided as public open space which exceeds the 15% minimum requirement.

3.2 NEWBRIDGE LOCAL AREA PLAN 2013-2019

Overall Strategy

Part A of the LAP elaborates the urban context and profile of the town. It sets out a new housing unit target which has since been superseded by the new Core Strategy of the 2017 County Development Plan outlined above.

The Plan ensures the supply of suitably zoned serviced land to accommodate the future growth of Newbridge in line with its designation in the Regional Planning Guidelines as a Large Growth Town II.

Part A outlines a number Key Challenges for the future growth of the town, the following of which are noted with respect to the current proposal:

- *Facilitating a high quality of urban design in the town to improve urban streets, spaces and amenities within the town, and encouraging high quality architectural design in new development, making Newbridge an attractive place to live in, visit and do business.*
- *Encouraging the development of Newbridge in a sequential manner providing for the expansion of the town from its central areas in a coherent way.*
- *Expanding the quantity and quality of public open space for an increasing urban population through designating key assets along the River Liffey and key urban spaces within the built Environment.*
- *Minimising the impact of future development on the local environment by ensuring that all future development embraces a green infrastructure*
- *Promoting a sustainable transport network including the provision of roads, footpaths, cycle lanes, public transport infrastructure, and promoting inter-connectivity.*

The current proposal responds to these challenges and proposes a high quality residential layout with a variety of attractive residential typologies, with ample quantum, quality and distribution of open space and good connectivity to the town and adjoining areas.

Zoning

The majority of the sites is zoned – C: *New Residential* - and subject to the following zoning objective:

“This zoning provides for new residential development and associated ancillary services. Permission may also be granted for home based economic activity within this zone subject to the preservation of residential amenity and traffic considerations. New residential areas

should be developed in accordance with a comprehensive plan detailing the layout of services, roads, pedestrian and cycle routes and the landscaping of open space.”

The set back along the southern boundary of the site with the railway line as designated on Map 7 of the LAP. This area is zoned “1 – Agricultural” and on which “park/playground” is Open for Consideration. This area is designated as a green landscape buffer strip to the railway line.

The proposed development therefore accords with the zoning objectives for the site.

Housing & Density

Table 10 of the LAP identifies the subject site as one to deliver the housing target over the life of the LAP. A density range of 30-50 units per ha is promoted for outer suburban sites close to public transport nodes with higher densities to be promoted at “*appropriate locations*”.

The proposed development is at a density of 50 units per ha which accords with the LAP and national guidance.

Policy HL 6 states that apartment developments will be restricted “*generally to town centre locations or suitably located sites adjoining public transport connections. Apartments will not be permitted where there is an over concentration of this type of development.*”

To date there is only one other apartment development in the area to the east. It is not considered that there is an over-concentration in the area and given the close proximity to the train station the apartment element of the development is justified and accords with Policy HL 6.

In relation to local services and education (Policies HL7 and HL8) we note the proximity to the town centre and the range of services provided along Station Road, and the number of primary and post primary schools in the town (outlined in Section 2.3 above).

In accordance with Policy HL5 we refer to the residential quality audit attached and the good mix of housing types proposed.

Movement & Infrastructure

Sections 7.7 and 7.8 outline policies and objectives in relation to roads, streets, public transport, parking, water supply, wastewater, surface water, and floodrisk management. Chapters 6 and 7 of the County Development Plan are also noted.

These aspects of the development have been assessed by the design team in liaison with the various departments of the planning authority.

The proposed development will provide the new streets identified on Map 2 and under Policy SRO 8 – “*From the L7036 Morrinstownbiller Road (H) to the R416 Station Road at the entrance junction to the Department of Defence (I), through the lands zoned C4 & C5, utilising the existing section of street already constructed.*”

The proposed development also accords with Policies GMO2 and GM010 which promote walking and cycling modes, and development designed in accordance with DMURS standards.

The development also accords with Policy PKO 3 in providing adequate parking facilities for each house and the crèche.

Policies WS 1 to WS 10 (Water Supply), WW 1 to WW 7 (Wastewater) and SW 1 to SW 8 (Surface Water), where relevant to the proposed development have been addressed in the report and drawings prepared by Kavanagh Burke Engineers.

In relation to Floodrisk (Policies FRA 1 to FRA 6) we note that the lands are in Zone C and refer to the floodrisk assessment prepared by JBA Consulting.

In relation to Architectural, Archaeological and Natural Heritage we note that there are no protected structures, Architectural Conservation Areas or national monuments within or adjoining the site.

In relation to natural heritage we note, with reference to Table 16 that there are no Protected Trees within the site. However a small number of trees at the western edge of the site, which are proximate to protected trees at Morrinstownbiller House (No. 11 on Table 16) further west are being retained as part of the open space at that location.

Map 6 of the LAP identifies the western and eastern boundaries of the application site as containing trees/hedgerows. Policies GI 1, 2, 8, and 14 seek the retention of these where appropriate and integration into the proposed landscaping.

We refer to the tree survey submitted and note that many of the hedgerows were previously removed. The landscape masterplan which demonstrates the retention of the small number of trees remaining and hedgerow where feasible, save where their removal is required to provide access or at the rear of gardens.

In relation to NATURA 2000 sites (Policy NH 1) we refer to the Appropriate Assessment Screening Report attached which concludes no impact on Pollardstown Fen SAC or Mouds Bog SAC.

4 CONCLUSION

This statement confirms that the proposed development compiles with relevant national, regional and local planning policies and objectives.

The design and layout of the proposed development has also been informed by and revised in response to the formal opinion received from An Bord Pleanála.

It is considered that the revised scheme results in an improved residential development that accords with the quantitative and qualitative residential design standards set out in national and local planning policy.

The proposed development will provide an appropriate form of high quality residential development for this appropriately located and zoned site.

It is therefore submitted that the above statement demonstrates the consistency of the proposed development with all relevant planning policies and is in accordance with the proper planning and sustainable development of the area, and is consistent with all relevant national, regional and local planning policies and guidelines.