

Proposed Part 8 Residential Development
Balally Sandyford

Planning Statement

Dún Laoghaire-Rathdown County Council

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1.0 INTRODUCTION

1.1 Legislative Background

The Social Housing Public Private Partnership (PPP) Programme represents one of the many strands of delivery to increase the quantity of social housing and is supported as a delivery mechanism in 'Housing for All'. The success of this model for social housing delivery is evident as it has already provided 1,000 high-quality new homes, with another 3,500 in the pipeline. The proposed development is part of the fifth bundle of sites to be developed under this programme.

Part XI of the Planning and Development Act 2000 as amended and the procedures set out in Part 8 of the Planning and Development Regulations 2001 as amended, relate to development by, on behalf of, or in partnership, with the Local Authority. Under Section 179 of the Planning and Development Act 2000, as amended, a Local Authority is entitled to carry out prescribed development or a class of development, subject to compliance with the provisions of that section.

1.2 Background to the Part 8 proposal

The Social Housing PPP programme consists of the design, construction, financing and maintenance of approximately 3,000 homes in five project bundles of social housing developments on sites around Ireland to be delivered by Public Private Partnership (PPP). The Department of Housing, Local Government and Heritage is the approving authority for the programme with the NDFA as financial advisor, procuring authority and project manager.

The Design Team has advanced proposals on behalf of the National Development Finance Agency (NDFA) in consultation with Dún Laoghaire-Rathdown County Council. The units are to be delivered using an 'availability-based PPP model'. Under this model a consortium designs (in accordance with the Part 8 consent), builds, finances and maintains the social housing units on behalf of the local authority subject to a contract. The maintenance and upkeep services are provided for a period of 25 years after construction. After this the units are returned to the local authority in good, pre-defined, condition.

The sites for this project always remain in State ownership and are made available to the PPP Company by way of a license. As the model is 'availability-based', the private sector partner is responsible for ensuring that units are available for occupation. The local authority is the landlord and is responsible for nominating tenants from the local authority social housing waiting list, based on the local authority's allocation scheme.

Bundle 5 includes ten sites, two of which are in the administrative area of Dún Laoghaire-Rathdown County Council. Each site includes a mixture of housing typology (for example apartment, duplex, detached or semi-detached house) and site development works. The subject site proposes the development of 62 no. one, two and three bedroom apartment units.

1.3 Structure of Planning Report

This planning report was prepared on behalf of the NDFA and Dún Laoghaire-Rathdown County Council to accompany a Part 8 proposal for the development of 62 no. residential units on a gross site of circa 0.32 hectares in area, located in the townland of Balally, Blackthorn Drive, Sandyford, Dublin 16. This report is structured to provide:

- A description of the site and surrounding area, and of the proposed development.
- An outline of how the development complies with national policy, regional policy and local policy.
- An outline of the traffic and transportation consideration, drainage and water supply; and
- Provides a review of environmental matters, including ecology, environmental impact assessment and appropriate assessment.

2.0 SITE DESCRIPTION AND SURROUNDING AREA

2.1 Location and Surroundings

The subject site is located in the townland of Balally, adjoining the Balally Shopping Centre, fronting onto Blackthorn Drive and defined by the Drummartin Link Road to the east. The site is situated approximately 8km south of Dublin city centre 1.5km southeast of Dundrum town centre and 150m east of Sandyford Business Park.

The site is strategically located close to the major employment centre of Sandyford Business District to the east with high frequency/capacity public transport (Luas) directly to the Dublin City Area, Dundrum Town Centre as well as being well connected to the wider motorway network located nearby.

The area includes several separate business parks and sites, including Sandyford Business Park, Stillorgan Business Park, Central Park, and South County Business Park. Sandyford Business Park accommodates several large scale national and multinational companies including Google, Facebook, Microsoft and AIB.

The wider area comprises a broad mix of uses including residential, commercial, healthcare, religious and education. Residential use dominates the area south of Blackthorn Drive with associated open spaces. The wider Sandyford Business Park is located to the east with light industrial uses to the northeast and the Beacon Hospital directly to the east across the Drummartin Link Road. Queen of Angels Primary school and Church of the Ascension of the Lord are located directly to the west and north of the subject site.

From a road's perspective, the site has excellent access to the national road network, adjoining the Drummartin Link Road which connects to the M50 at Junctions 13 and 1. to the north. Blackthorn Drive fronting the site benefits from the provision of footpaths and cycle-paths on both sides, street lighting, trees and grass verges and accommodates a bus stop immediately south of the site (across the road).

The Luas Green Line runs close to the proposed development with two stops within a 1km radius of the proposed development. The line provides services northbound towards Broomsbridge and southbound towards Brides Glen. Kilmacud Luas stop is located 950m to the north of the site or a 10-minute walking distance. Luas tram services are operated on a variable timetable with frequency of services changing regularly to suit the volume of commuters, with services provided varying between 3 – 5 mins apart during peak times and 12 – 15 mins apart off peak.

The site is well served by the existing bus network with 8 no. routes passing within 1km of the proposed development. These routes connect the development within the city centre, Dundrum, Dun Laoghaire, Tallaght and the surrounding local area. The site is served directly by Dublin Bus Route No. 114 and

116 via Blackthorn Drive, with a bus stop located across the road from the subject site. BusConnects is a key part of the Government's policies to improve public transport and address climate change in Dublin. The proposed site is located on the following BusConnects routes:

1. Peak Time Route P16: Ballyboden to UCD
2. Other City Bound Route 86: Sandyford Village to Mountjoy Square via City Centre
3. Orbital Route S8: City West to Dun Laoghaire.

2.2 Site Description

The 0.32 hectare site comprises maintained open space with young trees interspersed along the southern boundary with more robust mature trees along the western site boundary, adjoining the Balally Shopping Centre and the northern site boundary adjoining the existing Scouts Den building. Whilst there is no defining eastern site boundary, the adjoining open space is ultimately defined by a piecemeal hedgerow to the east with an existing wooden barrier / screen creating an edge to the Dunmartin Link Road.

There is a fall across the site from southwest to northeast, from a high point of c. 96.95 to c. 93.0, a differential of approximately 3.7 metres. There is also a slope from west to east. The eastern side of the site is typically 1m lower than the western side. The slope appears to be even throughout the site.

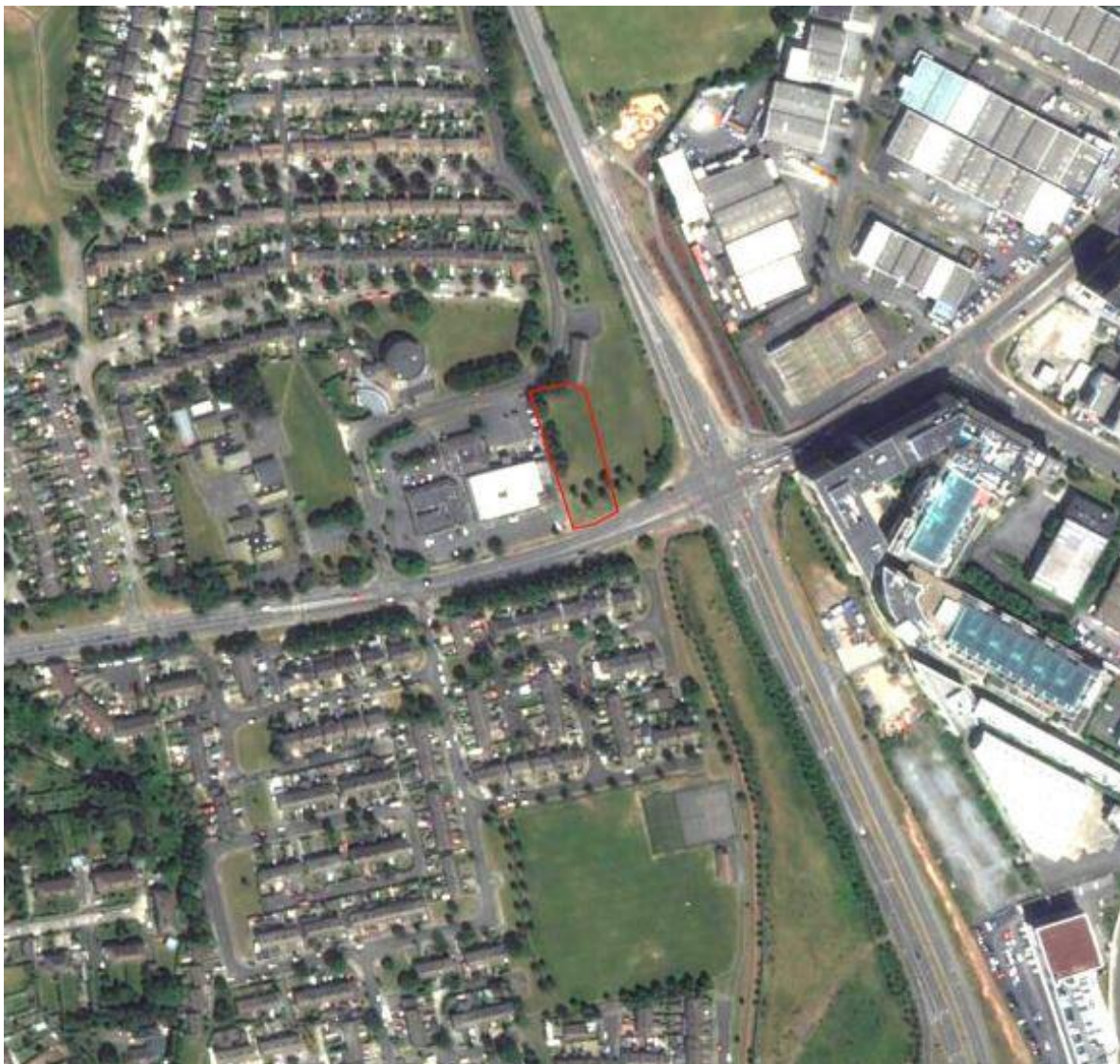


Figure 1.0 Site Context

The subject site is zoned for “mixed use neighbourhood centre facilities” where the objective is; “*to protect, provide for and or improve mixed-use neighbourhood centre facilities*”. The proposed development, when considered in conjunction with the adjoining neighbourhood retail centre and the extent of existing services and facilities provided therein, seeks to diversify use on the overall zoned site by providing for residential uses.

The site is located within the Transition Zone of the Dublin Bay UNESCO Biosphere where sustainable social economic and community development is promoted.

There are no identified habitats or species of ecological note within the site. An Ecological Assessment of the site prepared by NM Ecology confirms the site comprises amenity grassland with a mature non-native treeline on the western boundary and scattered semi mature sycamore near the southern boundary, all deemed to be of low ecological value. There are no designated sites within the subject site or directly adjoining the subject site. The nearest European site is the South Dublin Bay Special Area of Conservation (SAC), located 4 kilometers to the northeast.

According to the Historic Environment Viewer there are no national monuments identified in or adjoining the site. The closest recorded monument to the site is over 600m to the south (DU022-109).

2.3 Planning History

There is no planning history on the subject site.

A significant Largescale Residential Development proposal was recently refused planning permission by the planning authority and on appeal to An Bord Pleanála on the adjoining site to the west (planning reference no. LRD23A/0214). The application sought to redevelop the adjoining neighbourhood centre providing for the construction of three blocks of 2-8 storey’s over basement with existing retail/commercial units to be retained at ground floor level. The ‘build to rent’ residential scheme provided for 165 no. dwellings. The Board considered that the development would not positively contribute to the public realm or place-making at the scale of the neighbourhood/street, would not provide coordinated development that would support the viability and vitality of the neighbourhood centre and would not provide a suitable level of amenity for the prospective residents and other users of the neighbourhood centre.

Irrespective of the refusal of planning permission on the site, regard has been had to the detailed drawings submitted with the planning application, particularly relating to proposals on the eastern boundary adjoining the subject site. Notwithstanding the refusal of planning permission, the proposals nonetheless signpost the future intentions of an adjoining landowner.

3.0 SITE SELECTION & CONSIDERATION OF ALTERNATIVES

3.1 Site Selection

The subject land is in the ownership of Dún Laoghaire-Rathdown County Council and therefore can be efficiently utilised to meet some of the unmet demand for social housing arising in the area. Site selection was restricted to consideration of that land in the ownership of the County Council, zoned for a development purpose and which could be adequately serviced and integrated to provide much needed social housing. The land may be categorised as urban development land, well serviced by

infrastructure, public transport and community services. The site is not subject to any beneficial use, save for functioning for informal, passive amenity purposes. The objective is to maximise the development potential of the land in the interests of sustainable development and compact growth.

Site selection has had regard to the provisions of the Dún Laoghaire-Rathdown Development Plan 2022 – 2028, which seeks to address many issues associated with housing in the county, including housing need, improving social mix and catering for those with particular needs. Development of the subject site for residential use is consistent with, and responsive to the statutory land use and spatial development objectives for the site and for the wider area as set out in the Development Plan.

The site is zoned for mixed use neighbourhood centre facilities zoning. The objective is “to protect, provide for and or improve mixed use neighbourhood centre facilities”. Residential use is permitted in principle and is generally acceptable, subject to compliance with those objectives as set out in other chapters of the Development Plan. Sandyford is identified in Figure 2.9 of the Development Plan as a Mixed-Use District in the Core Strategy. The proposed development will deliver an appropriately scaled level of residential development in this location and will contribute towards the housing target for the overall County over the Development Plan period, while also complementing the existing retail and retail services located on the subject site, which will provide a mixed-use location, commensurate with the NC zoning of the subject site.

The proposal has adopted a plan led approach to development, consistent with development in the existing environment.

3.2 Consideration of Housing Tenure & Type

The provision of social housing units on this site will facilitate diversity in tenure and facilitate housing mix in the area all in accordance with Objective PHP27 in the Development Plan. Section 12.3.3.1 of the Development Plan recognises that for Council own Part 8 or Part 10 schemes, the planning authority shall have regard to the needs of the social housing list of the Council when assessing mix requirements.

In examination of the delivery of 62 no. social apartment units, it is pertinent to consider existing tenure types within the Electoral Division (ED) of Dundrum - Balally. The Census of Population 2022 confirmed that there were 3,570 houses in the ED with 137 no. of these vacant or almost 4 per cent. Of the total 3,306 households in the ED, 85 per cent of the total housing stock is privately owned or rented. Only 14 per cent comprise social housing, either rented from the local authority or a voluntary housing body. The proposed addition of 62 no. social housing units increases the total provision of social housing in the area to 16.6 per cent.

If one takes a wider view of the surrounding neighbourhood and examines the EDs within 1 kilometre of the site, the situation is not dissimilar. According to the Census of Population 2022, there are 4,284 no. households within the defined area comprising 89 per cent of units in private ownership and 11 per cent of units rented from the local authority and / or voluntary body or occupied free of rent. Including the proposed development within the overall housing statistics does not substantially alter the provision of social housing in the area, only increasing social housing provision from 11 per cent to 12.2 per cent within the area.

This ratio of private to social housing mix is considered acceptable on the plausible assumption that dominance by any single tenure should not exceed 50 per cent. Accordingly, the proposed

development must be considered appropriate to the area providing for balanced and integrated housing tenure.

3.3 Consideration of Design

Much consideration has been given to the layout and design of the scheme with a particular focus on providing a high quality residential development, creating a sense of place for future residents, whilst integrating into the existing built environment. A number of site specific characteristics have influenced the overall design approach, including:

- Retention of the mature trees on the western boundary of the site.
- Integrated provision of SUDs and adoption of a nature based approach to provision and management.
- Enhanced permeability providing for pedestrian and bicycle connectivity between Blackthorn Drive and Cedar Road.
- Animation of the ground floor fronting onto Blackthorn Drive with the provision of a community facility and public realm;
- Provision of private and communal amenity space at ground level for the apartment units and the community facility.
- Pursuit of a balanced approach to scale and form of development cognisant of the established and prevailing character of development in the area and future anticipated development already granted planning permission in proximity to the site.

4.0 NEED FOR DEVELOPMENT

The Dún Laoghaire-Rathdown County Development Plan (Chapter 4 Neighbourhood – People, Homes and Places) intends to accommodate the full spectrum of current and future housing needs of all members of society throughout the county. It aims to provide clear guidance on making provision for specialised housing requirements and addressing the needs of communities, ultimately delivering sustainable residential communities across the county.

The pressing need for social housing in Dún Laoghaire-Rathdown is clearly articulated in Section 2.5.2 of the Development Plan. The Housing Progress Report Q1 2023 provides relevant statistics for Dún Laoghaire-Rathdown up to the end of March 2023. This report confirms that the Social Housing Target 2022-2026 for delivery by the Council is 1,994 homes and the subject site is included in this delivery number with confirmation that the scheme is at Design/Tender stage. This ambitious target not only acknowledges but also emphasises the significant demand for social housing in the area.

The Housing Agency Guide delineates various methods through which social housing support is dispensed, reinforcing the pivotal role of local authorities in fulfilling these demands. As of 2023¹, there were 3,652 households on the Dún Laoghaire-Rathdown housing waiting list, a figure that, despite showing a decreasing trend in recent years, still represents a substantial and ongoing need for social housing. Of this number, there was a demand for 2,102 no. one bed units, 950 no. two bed units, 568 no. three bed units and 32 no. 4 bed units, reflecting the nuanced and specific requirements of the community.

¹ *Housing List and Offers of Accommodation December 2023*

The proposed development of 62 no. units on site will only accommodate 1.6 per cent of the overall social housing demand in Dún Laoghaire-Rathdown and only seeks to deliver 3.1 per cent of the target supply between 2022 – 2026.

5.0 PROPOSED DEVELOPMENT

5.1 Development Description

The project details are contained in the proposed development drawings and ‘Architectural Design Statement’ prepared by the project Architect (MCORM); the Engineering Report and associated engineering documents prepared by the project Engineer Malone O’Regan and all other associated environmental reports.

The proposed development includes:

- i. 62 no. apartment units in a 5-6 storey building over undercroft area, including 31 no. one bed units; 21 no. two bed units; and 10 no. three bed units;
- ii. 1 no. community facility of 249 sqm;
- iii. Energy Centre at sixth floor level and an external plant area set back at fifth floor roof level.
- iv. Undercroft area at lower ground level comprising (a) 1 no. ESB substation (b) car and bicycle parking; (c) bin storage; (d) bulk storage area; and (e) supporting mechanical, electrical and water infrastructure.
- v. Landscaping works including provision of (a) communal open space; (b) new pedestrian and cycle connections linking Blackthorn Dive with Cedar Road; and (c) public realm area fronting onto Blackthorn Drive.
- vi. All associated site development works including (a) vehicular access off Cedar Road; (b) pedestrian and cycle access off Blackthorn Drive; (c) public lighting; (d) varied site boundary treatment comprising walls and fencing; and (e) temporary construction signage.

The proposed development satisfies current Department of Housing, Local Government and Heritage’s specifications and Dún Laoghaire-Rathdown County Council’s housing standards as expressed through the Dún Laoghaire-Rathdown Development Plan 2022 – 2028. The following tables set out the principal detail of the proposed development in terms of landuse, residential numbers, general sizes, tenure and typology.

Tenure Type	Total No.	beds	No.	% of tenure	Unit Size (GFA) m ²	Aspect	Total GFA
Apartment	62	1 Bed	31	50%	50.4sqm	Single	5,574.9sqm
		2 Bed	21	33.9%	77.76 – 80.41sqm	Dual	
		3 Bed	10	16.1%	92.16sqm	Dual	
Community Facility	1				249sqm		5,823.9sqm

Table 2.0: Development Areas

Gross Site Area (total site defined in red outline)	0.32 hectares
Communal Open Space	638sqm
Public Open Space	6.28%
Density	202.77 d/ha
Height	5 – 6 stories over undercroft
Plot Ratio	0.533
Site Coverage	38.81%
Dual Aspect	50%

5.2 Design Approach

The architect's design statement enclosed with the planning application (in accordance with the requirements of Section 12.1.1.2 of the Development Plan) reflects and states the intention of the local authority through the proposed design, to deliver a high quality residential development that responds to the existing context and site constraints and which seeks to create an integrated, permeable and sustainable mixed use development when considered in conjunction with the existing neighbourhood centre on adjoining land. The design and layout adheres to best practice design principles responding to the physical constraints presented by the site.

The design approach provides for a new north-south block on the eastern flank of the site, intended to complement any future new residential or commercial development on the adjoining neighbourhood centre site to the west. A fall across the site from south to north, approximately 3m, provides an opportunity to accommodate an undercroft area, discreetly accommodating ancillary services including car and bicycle parking. The gradient also provides a natural opportunity to facilitate a step in the block height with an extra storey at the southern end to provide for emphasis, addressing Blackthorn Drive and the junction with the Drummartin Link Road. The main access to the apartment units is along the eastern elevation into two defined cores. The community facility is accessed from the roadside (southern) end with a visible entrance providing an active frontage to the streetscape and public realm area.

Vehicular access is provided to the development off Cedar Road to the rear (north) of the site with access to the undercroft (lower ground level) at grade. Pedestrian and bicycle access is provided off Blackthorn Drive to the front (south of the site) with a dedicated link provided along the eastern site boundary to Cedar Road and the entrance to the undercroft.

The proposed development will range in height from five to six storeys. The five storey element sits over an undercroft level towards the northern end of the site, with the six storeys at the southern end. The proposed building height has been designed to take cognisance of the neighbourhood centre zoning on the land; the relationship of the site with the overall scale and setting of the adjacent Sandyford Business District; the Development Plan Appendix 5 Building Strategy; and the Urban Development and Building Height Guidelines 2018. The design of the blocks is contemporary in nature with glazing and high quality materials proposed. The massing of the blocks has been broken up, reducing the appearance of the overall development.

Residential Units

The architectural design of the apartment units adopts a contemporary distinctive use of simple geometry, proportions and material finishes, with external balconies providing individual units with private open space. The design presents an aesthetic visual and functional relationship between the residential units, the communal open space area along the western flank and the street due to the proximity of building line and boundary treatments. The apartment block consists of two cores serving apartments accessed from a double loaded corridor, achieving 50 per cent dual aspect units. Bulk storage facilities are provided for the units at undercroft level in accordance with requirements as detailed in Section 12.3.5.2 of the Development Plan. Building design will achieve A2 BER rating.

Community Facility

A community facility is proposed comprising 249sqm. Upon construction a use for the facility shall be determined having regard to the needs of the area. The facility shall be managed by the local authority.

5.3 Open Space & Landscaping

Given the restricted nature of the site limited public open space / public realm (6.28%) has been accommodated at the front of the site, with a combination of soft and hard landscaping. However, communal open space of 638sqm is provided in excess of the 392sqm required, along the western flank of the site, between the proposed building and the adjoining site to the west. This area will accommodate a toddler and younger child playground with steps down to a further communal area.

In addition to this open space provision a comprehensive landscaping scheme has been prepared with extensive groundcover and shrub planting provided to the east of the building integrating existing slopes into the scheme. The southern facade presents a more civic character to Blackthorn Drive, as this marks the main point of arrival into the development. This area consists of a stepped and sloped access to the entrance of both the community facility and the southern entrance core to the apartment block. This area combines hard landscaping, planting bays and accommodates external cycle parking areas.

The palette of paving materials continue around to the eastern facade of the block into the pedestrian and cycle route, running along the sloping topography beside the building. This provides access to the second residential core along the facade as well as a dedicated access to the secure cycle parking in the undercroft. This route also provides service access to the refuse store and substation at the north east corner of the building. The route provides a definition to the eastern edge of the development against the public open space.

It is proposed to plant 25 no. trees on site to mitigate removal of 32 no. trees from the site, particularly along the western and north western site boundaries. Proposed hedge planting, climbing plants, ground cover and rain gardens will further add to biodiversity on the site. In addition, it is proposed to include a number of biodiversity measures for fauna including bird nest boxes, swallow and swift bricks to the apartment structure and housemartin nest structures to the apartment structure.

5.4 Parking

A total of 24 no. car parking spaces are provided, with 15 no. provided in the undercroft of the building and 9 no. spaces provided at surface level. This provides a car parking ratio of 0.4 per residential unit. In accordance with the requirement in the Development Plan (Section 12.4.11) to provide 20 per cent of car parking spaces within one fully functional EV Charging points and ducting for every space, a total

of 5 no. EV Charging points have been provided. Provision is included in the car parking spaces provided for 2 no. disabled space in accordance with the requirements of Section 12.4.5.3 of the Plan. Provision has also been made for 2 no. motorcycle space in accordance with Section 12.4.7 of the Plan which requires a minimum of four or more motorcycle parking spaces per 100 (4%) car parking spaces.

A total of 126 no. bicycle parking spaces have been provided with 110 no. spaces provided in the undercroft and 16 no. visitor spaces provided at surface level, in accordance with SPRR 4 - Cycle and Storage, Sustainable Residential Development and Compact Settlements Guidelines for Local Authorities 2024 and in excess of the standards provided in the Development Plan, 'Standards for Cycling Parking & Associated Cycling Facilities for new Developments' 2018. Each bedspace has been provided with one long stay bicycle space and the community facility has been provided with 2 no. spaces, that is 1 space per 5 no. employees. The 16 no. surface bicycle spaces are to accommodate short stay visitors to the community facility and apartment units. A Cycle Audit has been prepared by Malone O'Regan Engineers to accompany the development proposal.

A number of reports accompany the proposed development from a traffic management perspective including a Traffic Mobility Management Plan which concludes that the proposed development will not have a negative impact on the surrounding road network. It proposes an action plan to encourage more sustainable mobility patterns amongst the prospective residents. A public transport capacity audit has also been provided within the Traffic Mobility Management Plan to support the reduction in car parking provision on site.

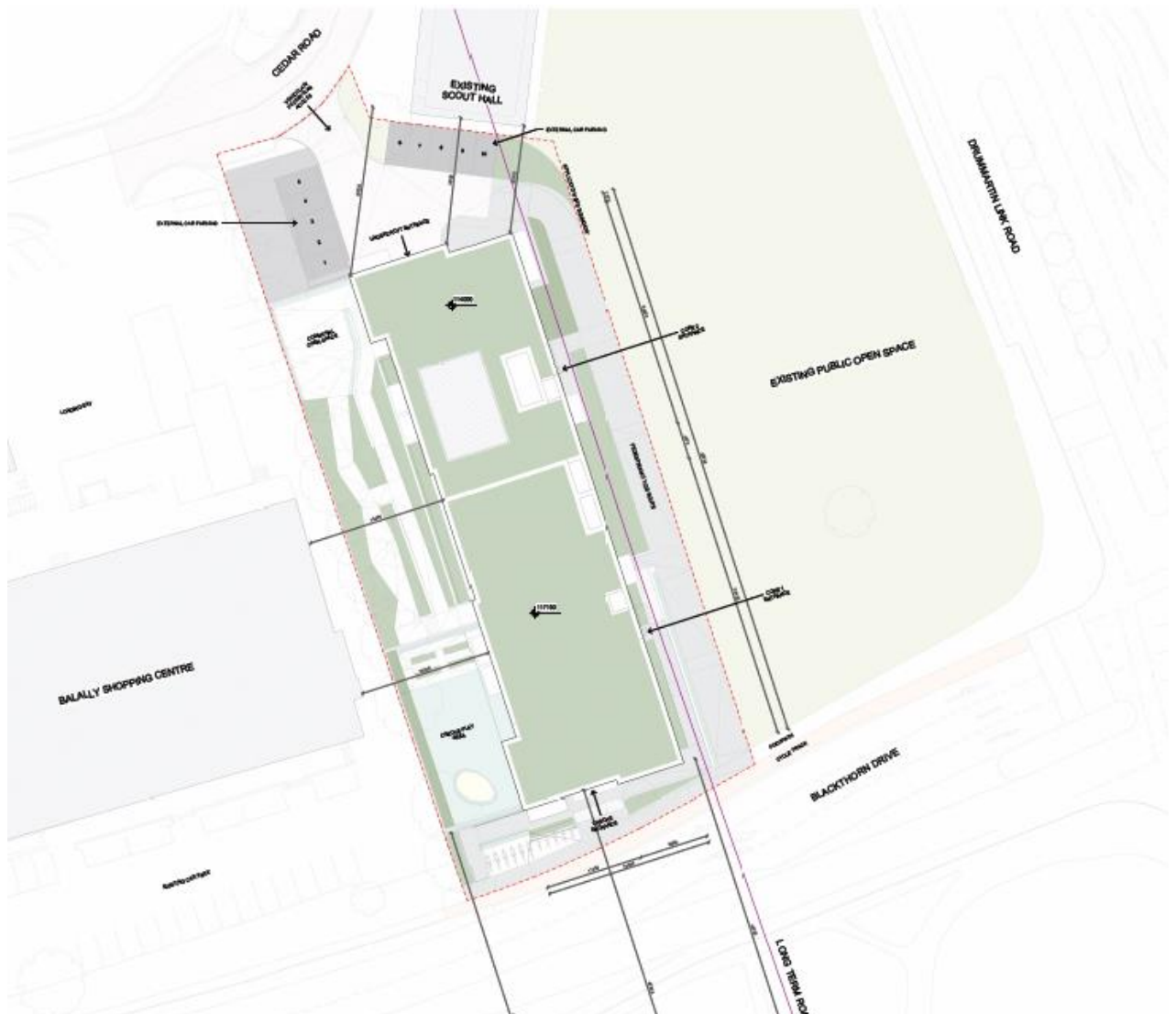


Figure 1.0 Proposed Site Layout

5.5 Water Services Infrastructure

An Engineering Services Report has been prepared by Malone O'Regan Engineers which details water service specifications.

Foul Water

The foul and process water drainage infrastructure has been designed in accordance with Irish Water Technical Standard for Wastewater Gravity Sewers and the Irish Water Code of Practice for Wastewater Infrastructure. An existing network of drainage runs around the perimeter of the site on two sides. Due to the relative levels of the existing drainage within the road and the proposed site levels, it is possible to achieve a gravity connection to the foul water drainage pipework installed. Foul water from new residential units will be collected within a gravity drainage network and directed towards the existing public sewer system on Blackthorn Drive.

Potable Water

A 150mm diameter asbestos watermain is located running diagonally across the site. It is proposed to use this watermain and divert it around the proposed new building as required. Total Daily Water Demand is estimated to be 29,400 litres/day.

Surface Water

Existing greenfield run-off of the development site will be calculated and used as the minimum benchmark for the SuDS design, thereby ensuring that the post development run-off will not exceed the greenfield run-off. The run-off calculation is based on the drained area of the new development. Surface water discharges will be retained within the various SuDS systems up to and including the 1 in 100-year event plus 20% for climate change. The SuDS measures are proposed across the site to maximise interception and treatment and are detailed on the planning drawings, including bio retention swales, tree pits, green roofs, blue roofs and permeable paving.

The SuDS measures not only replicate the pre-development surface water runoff systems and treatment for rainfall, but they also aim to replicate the existing habitats from the pre- development stage. The runoff generated from the catchment will be attenuated in storage structures within and below ground and in the blue roof attenuation systems.

The project is fully compliant with the Greater Dublin Drainage Study (GDDS), a policy document designed to provide for future drainage infrastructure in an integrated manner and to ensure long term improvement to the quality and quantity of storm water run-off in the capital. Surface water runoff from new internal road surfaces, footpaths, other areas of hardstanding and the roofs of buildings will be collected within a gravity drainage network and drained by gravity to an attenuation storage area located in the northern end of the site. The attenuation system is sized to cater for a 1 in 100-year storm event. The outflow from the attenuation system is limited by a hydrobrake flow control device which restricts the flow to 2 litres/s.

5.6 Construction

Subject to securing consent, it is intended for the main works to commence in 2025. No 'out of the ordinary' construction processes have been identified or are expected. Shallow strip foundations are proposed to construct the units.

The timeline is indicative at this stage and is subject to change depending on consent approval, the tender process and other external factors including existing supply chain constraints at the time of going to market. It is assumed that all construction related activity will be undertaken in accordance with best practice / industry guidance and shall adhere to relevant emission, discharge and noise limit thresholds during construction. A Construction & Environmental Management Plan (CEMP) has been prepared in support of the development proposal and will be implemented by the appointed Contractors on site.

6.0 ENVIRONMENTAL CONSIDERATIONS

The development strategy and design approach has been influenced by a number of climatic and environmental variables and considerations on the site.

6.1 Sustainability & Climate Action

A Climate Action, Sustainability & Part L Compliance Report has been prepared by Semple McKillop Consulting Engineers. This report includes a Compliance Report on Part L & HC 12 Building Energy Rating Assignment and Compliance with TGD Part L of the Building Regulations. This report demonstrates compliance with a number of policy objectives in Chapter 3.0 of the Development Plan specifically relating to Climate Action.

The design team has adopted a top down pyramid approach to reduce the demand for energy by designing efficiency into the elements at design stage such as building fabric, glazing, air permeability, HVAC and lighting systems. Whilst the Energy Strategy for the site has yet to be finalised, as ultimately the PPP Company will develop their own proposals for the site, the report does provide output specification to set parameters to be achieved and details some systems that will not be allowed. In line with reducing fossil fuels there will be no fossil fuels (Gas or Oil) on the site in line with the Governments 'Climate Action Plan 2019'.

Maximum U-Values and an air tightness for the development are set out in the report which are higher than Part L but are seen as the first step in the Lean, Clean, Green approach implemented to use less energy. The report concludes that the development has the opportunity to deliver a low-cost solution for homeowners through a number of energy efficient, low emission sustainable solutions, in compliance with Policy Objective CA5, which supports high levels of energy conservation, energy efficiency and the use of renewable energy sources in existing and new buildings, including retro fitting of energy efficiency measures in the existing building stock.

6.2 Ecology

There are no identified habitats or species of ecological note within the site. An Ecological Assessment of the site prepared by NM Ecology confirms the site comprises amenity grassland with a mature non-native treeline on the western boundary and scattered semi mature sycamore near the southern boundary., all deemed to be of low ecological value.

Following a Winter Bird Survey on site in 2023 / 2024 it has been confirmed that the site is not used as an ex-situ feeding/roosting habitat for any wetland birds associated with the Special Protection Area.

Within a 15km radius of the site, there are no Natural Heritage Areas (NHAs) and 28 no. proposed Natural Heritage Areas (pNHAs). Fitzsimons Wood pNHA is the closest pNHA located 0.9km from the site. There are 2 no. Ramsar sites (Sandymount strand / Tolka Estuary 4.1km) and North Bull Island 8.5km). Additionally, the site is located within the Transition Zone of the Dublin Bay UNESCO Biosphere.

Given the distance of the subject site from the identified designated sites and the intervening urban development in the area, it is reasonable to conclude that no nationally designated sites will be affected by the proposed development.

Within the Transition zone of the Dublin Bay UNESCO Biosphere, development must take place in sustainable manner. The proposed development has adopted sustainability measures set out in the Development Plan and accordingly, the proposed development is not expected to have a significant impact on the Transition zone via direct pathways.

6.3 Landscape & Biodiversity

The Landscape & Biodiversity Design incorporates wildlife considerations in the retention/ protection/ management and reinforcement of existing hedgerows/treelines and undisturbed areas of grasslands. The approach to landscape design and management was informed by an Arboricultural Assessment undertaken by CMK Hort + Arb Ltd. to provide base-line data on the composition and condition of trees within the site. The report confirms that the longer-term management of trees on the western and northern boundaries would require thinning of poorer specimens and the retention of those trees with good long-term potential. There is decay evident in the trunks of the eucalyptus toward the shopping centre and scouts den which suggests damage during construction.

The assessment assessed existing trees on site and determined that 32 no. of the total 34 no. trees on site necessitated removal. Most of the trees on site are considered in the Arboricultural Assessment to be of moderate quality and value with 9 no. trees of low quality and value. These removals will be mitigated with the planting of 25 no. trees of various sizes and varieties, hedging, ground cover and a rain garden as detailed in the Landscape & Biodiversity Report prepared by Mitchells.

Existing trees and hedgerows on the site will be protected where possible in line with the objectives of the Landscape & Biodiversity Masterplan and brought back into a managed state and reinforced with new planting. Varied habitats are created for ecological connections and landscape visual amenity including:

- Bioretention tree planting pits;
- Rain Gardens
- New tree planting,
- Vegetable gardening area and berry patch, and
- Flexible amenity lawn areas.

Planting and management of the landscape areas shall be undertaken in accordance with pollinator friendly management objectives as outlined in the "All Ireland Pollinator Plan 2021-2025. A coordinated approach within the landscape design has been taken to site services, in particular SUDS integration for water management and habitat creation.

6.4 Flood Risk Assessment

The purpose of the Flood Risk Assessment (FRA) prepared by Malone O'Regan Engineers is to assess the potential flood risk to the proposed development site and to assess the impact that the development as proposed may or may not have on the hydrological regime of the area in accordance with the requirements of the Planning System and Flood Risk Management Guidelines for Planning Authorities (2009) There are no hydrological features in the immediate vicinity of the site. The closest watercourse to the site is the Carrickmines Stream, located 350m to the south-east. The Carrickmines Stream flows into the Shanganagh River, 6.8km southeast of the site, and ultimately discharges to Killiney Bay.

The Flood Study study was principally focused on examining flooding risks to the proposed site including fluvial and pluvial flood risk. According to the Desktop Flood Risk Assessment, the flood risk assessment mapping indicates that the proposed development site is not anticipated to negatively affect the existing hydrological regime of the area or increase flood risk in other locations.

6.5 Appropriate Assessment Screening

An Appropriate Assessment Screening Report prepared by NM Ecology has had regard to inter-alia; Part XAB of the Planning and Development Act 2000 (as amended) and appropriate best practice guidance including: 'Assessment of Plans and Projects significantly affecting Natura 2000 sites: Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC (European Commission, 2001); and, Appropriate Assessment of Plans and Projects in Ireland: Guidance for Planning Authorities. Department of the Environment, Heritage and Local Government (DoEHLG, 2010).

The screening report concludes that there are 6 no. sites located within a 15km radius of the site that are identified as Special Protection Areas (SPA) and 10 no. sites located within a 15km radius of the site that are identified as Special Areas of Conservation (SAC). The proposed development is located 4km from the nearest European sites - South Dublin Bay and River Tolka Estuary SPA and the South Dublin Bay SAC.

The AA Screening Report, based on the basis of objective information, concluded that upon examination, analysis and evaluation of the relevant information and applying the precautionary principle, the possibility may be excluded that the proposed development could have a significant effect on any of the European sites.

No European sites will be affected by the proposed development.

6.6 Environmental Impact Assessment Screening

An Environmental Impact Assessment (EIA) Screening Report was prepared by HRA Planning to assess the proposed development and to undertake a determination as to the likelihood of significant effects on the environment, and the requirement or otherwise, for Environmental Impact Assessment (EIA). The proposed development of 62 no. dwelling units is below the 500-unit mandatory threshold and represents 12% of the threshold number of dwelling units.

The site area of the proposed development measuring circa 0.32 hectares in area is not situated within a business district and is significantly below the 10-hectare threshold for urban development³ in the case of; 'other parts of a built-up area'. The site, therefore, does not trigger mandatory EIA.

The preliminary examination confirms that there is no real likelihood that the proposed development, by reason of its 'nature and size' is likely to give rise to significant effects on the receiving environment, save for localised, short-term temporary impacts associated with the construction stage.

However, taking a precautionary approach and consistent with statutory provisions of Article 120 of the Planning Regulations, along with the published methodological guidance which this assessment is based; the information specified in Schedule 7A (of the aforementioned regulations) for the purposes of a screening determination was prepared.

The screening determination was therefore undertaken having regard to Schedule 7 criteria and Schedule 7A information. Having regard to the nature and scale of the proposed development which is below the thresholds set out in Class 10 of Part 2 of Schedule 5, the criteria in Schedule 7, the information provided in accordance with Schedule 7A of the Planning and Development Regulations 2001, as amended, and the following:

- The scale, nature and location of the proposed impacts;
- The potential impacts and proposed mitigation measures; and
- The results of the any other relevant assessments of the effects on the environment

It is considered that the proposed development would not be likely to have significant effects on the environment and it is concluded that an environmental impact assessment report is not required.

6.7 Acoustic Design Statement

An Acoustic Design Statement including an Inward Noise Impact, Construction Noise Assessment and Operational Noise Assessment was prepared by Wave Dynamics Acoustic Consultants for the proposed development.

In terms of Inward Noise, a Stage 1 and Stage 2 ProPG assessment were undertaken. The site has been characterised as high risk for night at the southern boundary and medium to low risk for the daytime period across the rest of the site. Mitigation measures, including sound insulation performance requirements for glazed elements and ventilation, are required to control the onset of noise levels. Break-in noise calculations to predict the internal noise levels from road traffic noise were conducted including future growth of the roads and the access ramp to the underground parking basement. Following the assessment, the building envelope performance requirements were determined to achieve adequate internal noise levels.

The external amenity spaces on the development include balconies and a communal amenity space at ground level were also assessed. The balconies on the northern, eastern, and southern elevation of the development are predicted to be above the levels recommended in ProPG and BS 8233. However, alternative appropriate amenity has been provided on the development for these residents in the form of communal ground level amenity space to the west of the development. This large open space is predicted to comply with the recommended external amenity noise criteria as outlined in ProPG and BS8233 as it benefits from screening of the apartment block itself.

Based on the recommendations in this report it is predicted that the internal and external noise levels will achieve the targeted noise levels in line with BS 8223:2014 and ProPG 2017 guidance.

The construction noise impact is predicted to exceed the BS 5228 requirements without any mitigation measures for the Site Set Up, Substructure and Superstructure stages of the project. General and site-specific mitigation measures are proposed to bring the construction noise levels down within the limits of BS 5228. Construction noise monitoring during the construction period is also recommended to manage construction noise. It is also recommended to erect vibration monitors during the substructure phase of the development.

With respect to operational noise, including noise generated in the communal amenity space and the traffic generated by the development and car parking, it is predicted that the development will not cause a negative noise impact on the nearby noise sensitive locations. The mechanical plant and equipment specification is not available at this stage of the project, as these projects will be design and build PPP projects. Specific noise limits have been provided for mechanical plant and equipment,

6.8 Wind Microclimatic Study

Wind Microclimate Modelling has been carried out for the proposed development by B-Fluid Ltd. The study identified the possible wind patterns around the area proposed, under mean and peak wind conditions typically occurring in Dublin, and also to assess impacts of the wind on pedestrian levels of comfort/distress. The study concluded that the proposed development is designed to be a high-quality environment (i.e. comfortable and pleasant for potential pedestrian), and that the development does not introduce any critical impact on the surrounding buildings, or nearby adjacent roads.

The evaluation of the proposed scenario indicates that the planned development aligns with the Lawson Comfort Criteria, confirming that no areas are unsafe and the proposed development does not create conditions of distress. All the ground and the courtyard amenities outlined in the report can be utilised according to their intended scope.

6.9 Daylight & Sunlight Analysis

A daylight/sunlight assessment by Digital Dimensions has been completed and their report is submitted in support of the proposed development. This includes assessing the daylight/sunlight levels received by neighbouring properties, the proposed residential units and the external amenity areas. As noted in the Daylight & Sunlight Analysis report:

- There will be minimal reduction to the available daylight and sunlight levels to the adjacent buildings. There will be no reduction in sunlight to private amenity spaces. The results find that any impact on the adjacent residential structures would be imperceptible. All areas assessed continue to meet or exceed the recommendations of the BRE guidelines (2022).
- 100% of the Living, Dining, Kitchen and Bedroom spaces within the proposed development achieve the target values set out in BS EN 17037:2018+A1:2021 section NA1.
- The proposed communal amenity spaces achieve sunlight levels that exceed 2 hours sunlight over 50% of the amenity space on the 21st March thereby ensuring that residents will have access to an amenity areas which have good access to sunlight.

These favourable results suggest careful consideration to the design layout. The scheme performance assessment for this report has quantified the level of daylight and sunlight within the proposed development. The study shows very favourable levels of daylight in the vast majority of rooms indicating that they will have good access to daylight. These results can be attributed to the large windows and low surrounding context causing minor levels of obstructions.

In conclusion, it is the opinion of Digital Dimensions that the scheme is performing very well from an impact and scheme performance point of view.

7.0 NATIONAL POLICY & GUIDELINES

7.1 National Planning Framework – Project Ireland 2040

The National Planning Framework (NPF) published in February 2018 sets out a strategic development strategy for the country up to 2040. Amongst its key messages is the need to provide the highest possible quality of life for people and communities via well designed and managed built and natural environments. The emphasis within the NPF with respect to future development relates to managing

the sustainable growth of compact cities, towns and villages to achieve effective density and consolidation supported by effective public transport infrastructure.

The NPF sets high level planning objectives (National Strategic Outcomes) in order to meet the national objectives, including:

- Compact Growth
- Enhanced Regional Accessibility
- Strengthened Rural Economies and Communities
- Sustainable Mobility
- A Strong Economy, supported by Enterprise, Innovation and Skills
- High-Quality International Connectivity
- Enhanced Amenities and Heritage
- Transition to a Low Carbon and Climate Resilient Society
- Sustainable Management of Water, Waste and other Environmental Resources
- Access to Quality Childcare, Education and Health Services

The NPF provides for a number of National Policy Objectives (NPO) which must be adhered to in the advancement of development throughout the State. The NPF seeks to *“deliver at least 40% of all new homes nationally, within the built-up footprint of existing settlements”* (NPO 3a) and seeks to *“deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints”* (NPO 3b). It highlights the importance of development within existing urban areas by *“making better use of under-utilised land including ‘infill’ and ‘brownfield’ and publicly owned sites together with higher housing and job densities, better services by existing facilities and public transport”*.

The NPO’s promoting consolidation are further supported by NPO 11 which states that *“in meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth”*.

The infill/brownfield targets set out in NPOs 3a, 3b and 3c of the NPF recognises the necessity for significant and sustained increase in urban housing output and in particular apartment type development. The NPF states that this is necessary, in order to avoid a continuation of the outward expansion of cities and larger urban areas. The NPF states that *“in many European countries, it is normal to see 40%-60% of households living in apartments”*.

NPO 33 seeks to *“Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location”*. NPO 4 seeks to *“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”*. The proposed development provides for the creation of an attractive, high quality, sustainable new development within existing built-up urban area.

The proposed development complies with a number of the NPO’s within the NPF with particular regard to development within the existing built up footprint of a settlement. The proposed development is a strategically located underutilised site within the urban extent of Dublin city and suburbs and in proximity to Kilmacud Luas station and a significant employment centre, Sandyford Business Park.

7.2 Climate Action Plan 2024

On 20 December 2023, the Government launched its Climate Action Plan 2024 (CAP24) its third annual update to Ireland's Climate Action Plan 2019, the first CAP to be prepared under the Climate Action and Low Carbon Development (Amendment) Act 2021 and following the introduction in 2022 of economy-wide carbon budgets and sectoral emissions ceilings. The plan provides for the implementation of the carbon budgets and sectoral emissions ceilings and establishes a roadmap to halve national greenhouse gas emissions by 2030 and achieve net zero no later than 2050.

On the role of the public sector, CAP24 states the following:

“The public sector will play a leadership role in driving far-reaching climate action across its buildings, transport, waste, and energy usage, as well as wider society. This will include reducing emissions by 51% by 2030 and increasing the improvement in energy efficiency in the public sector from the 33% target in 2020 to 50% by 2030, as well as increasing climate literacy in the public sector, implementing green public procurement and retrofitting public sector buildings.”

CAP24 acknowledges the role of waste prevention and the circular economy in driving down greenhouse gas emissions *“through maximising the efficiency of our material use”*. It identifies key actions related to circular economy and waste, including the implementation of the WAPCE and Whole of Government Circular Economy Strategy, and the prevention of plastic, food, construction and commercial waste. It states that *“Avoiding waste in the first instance is a climate action we can take every day”*.

Chapter 14 of the CAP specifically addresses the role of built environment in decarbonisation. It notes that the sector accounted for 11.1% of Ireland's greenhouse gases in 2022, down from 12.3% in 2021. The residential sector accounts for the majority of these – at 10.2% of total emissions. To play its part in achieving these targets, the residential sector will need to reduce its emissions by ~20% by 2025 relative to 2018 levels. CAP24 sets out key decarbonisation targets for the built environment sector as follows:

- All new dwellings designed and constructed to Nearly Zero Energy Building (NZEB) standard by 2025, and Zero Emission Building (ZEB) standard by 2030;
- Equivalent of 120,000 dwellings retrofitted to BER B2 or cost optimal equivalent by 2025, and 500,000 dwellings by 2030;
- Up to 0.8 TWh of district heating installed capacity by 2025, and up to 2.5 TWh by 2030;
- 170,000 new dwellings using heat pumps by 2025, and 280,000 by 2030
- 45,000 existing dwellings using heat pumps by 2025, and 400,000 by 2030

This bundle of social housing is currently programmed to deliver homes to be occupied by 2026. Under the 25-year PPP Company maintenance agreement, this means that the homes will be returned to the State after 2050 which coincides with the target date for reaching carbon neutrality. The Climate Action, Sustainability & Part L Compliance Report, prepared by Semple McKillop Consulting Engineers as detailed in Section 6.1 of this report acknowledges that the development has the opportunity to deliver a low-cost solution for home owners through a number of energy efficient, low emission sustainable solutions. The houses and apartments will be energy efficient and meet current Building Regs and NZEB requirements, achieving a BER A2 for dwellings.

7.3 Ministerial Guidelines

A number of national planning guidelines may be considered of relevance to the development proposal, including:

- Guidelines for Planning Authorities on Childcare Facilities (2001)
- Design Manual for Quality Housing (2022)
- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities 2024
- Urban Design Manual - A Best Practice Guide (2009)
- The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009)
- Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities (2009)
- Design Manual for Urban Roads and Streets (2013)
- Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities (2023)
- Urban Development and Building Heights- Guidelines for Planning Authorities (2018)

Those of particular relevance to the proposed development are detailed below.

Childcare Facilities – Guidelines for Planning Authorities 2001

Section 2.4 of the Guidelines details appropriate locations for childcare facilities and requires that one childcare facility is provided for every 75 units. A Social Infrastructure Audit has been undertaken by HRA Planning and accompanies the proposed development under separate cover. It deals with childcare provision in the area and the requirements generated by the proposed development.

The Guidelines for Planning Authorities on Childcare Facilities (2001) indicate that Development Plans should facilitate the provision of childcare facilities in appropriate locations. These include larger new housing estates where planning authorities should require the provision of a minimum of one childcare facility with 20 places for each 75 dwellings. The Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities nuances the childcare requirement by stating that: 'Notwithstanding the Planning Guidelines for Childcare Facilities (2001), in respect of which a review is to be progressed, and which recommend the provision of one child-care facility (equivalent to a minimum of 20 child places) for every 75 dwelling units, the threshold for provision of any such facilities in apartment schemes should be established having regard to the scale and unit mix of the proposed development'. One-bedroom units are excluded for the purposes of calculating requirements.

The provision of 62 no. units incorporating 31 no. 1 bed units is well below the threshold for consideration of a requirement for a childcare facility under the Childcare Facilities Guidelines for Planning Authorities (2001). For the purposes of this assessment, the provisions of the Childcare Guidelines are adopted and effectively form the worst-case scenario. They indicate that 20 spaces are required for every 75 dwelling units, or a rate of 0.26 per unit. This would equate to 8 no. childcare spaces (excluding the 1 bedroom units). The development is not of such scale that it would require the construction of a childcare facility. Given the number of creche and Montessori facilities in the area and within a 1.5km catchment of the site, it is anticipated that 8 no. spaces could be accommodated in the future.

Design Manual for Quality Housing

This Manual seeks to provide guidance on the design of Social Housing developments in respect of site layouts and the internal layouts of individual dwellings, principally to local authorities and Approved Housing Bodies (AHBs), and their consultants. The sample site layouts included in the Manual set out the urban design and placemaking priorities, consistent with compact growth, to assist in the delivery of high-quality and sustainable housing developments. The Manual seeks to promote a consistent approach nationally by local authorities and AHBs in respect of design priorities and space standards.

The principles of the Design Manual have been incorporated into the proposed development, including the urban structure, permeability, density and diversity in design.

Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities 2024

The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities replace the Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities 2009. The Guidelines build on and update previous guidance to take account of current Government policy and economic, social and environmental considerations. The Guidelines expand on higher-level policies of the National Planning Framework, setting policy and guidance in relation to the growth priorities for settlements, residential density, urban design and placemaking and introduce development standards for housing.

To achieve compact growth, the Guidelines support medium-density housing models, alongside traditional housing and apartment developments, recognizing the significant population growth forecast and changing demographics. The guidelines also recommend specific standards for housing, such as minimum separation distance, private and public open space provisions, and car parking. The location of the proposed development, in proximity to Kilmacud Luas station and a significant employment centre, Sandyford Business Park, associated with a reduction in car parking on site (0.4 space per residential unit) to encourage modal shift, supports and implements the general aims of the Guidelines.

Balally is identified as a City – Urban Neighbourhood in Table 3.1 of the Guidelines on lands around existing or planned high-capacity public transport nodes or interchanges Table 3.1 of the Guidelines provides the density ranges for such sites and states it is a policy and objective of the Guidelines that residential densities in the range 50 dph to 250 dph (net) shall generally be applied in urban neighbourhoods of Dublin and Cork. The proposed development with a net density of 202.77 dwellings per hectare falls within the range of density provisions promoted in the Guidelines.

The Guidelines contain a number of Specific Planning Policy Requirements (SPPR's) which seek to reduce traditional development management standards relating to a minimum quantum of private and public open space, rear garden sizes and car parking. This is done in an effort to afford greater flexibility to development proposals and to facilitate increased densities and compact growth.

In the Guidelines Policy and Objective 5.1 – Public Open Space generally requires the provision of 10 – 15% net public open space provision but does acknowledge that in some circumstances a planning authority might decide to set aside in part or in whole the public open space requirement arising under the development plan. In this regard it is noted that Section 12.8.3 Table 12.8 of the Development Plan acknowledges that high density urban schemes and/or smaller urban infill schemes may provide adequate communal open space but no actual public open space. Notwithstanding this provision, the

proposed development provides for 6.28 per cent of public open space in the form of a hard and soft landscaped plaza area.

Of significance, Dún Laoghaire-Rathdown County Council completed a new public park on a former brownfield site along the Drummartin Link Road in 2021. Blackthorn Park, with an area of circa 8 hectares, includes pitch facilities, a playground and walkways, located 165m north east of the site with access via Maples Road and the Drummartin Link Road. This facility provides significant public open space and sporting facilities for the site. Another significant open space, accessible by the public, is Ballawley Park, located circa 880m north west of the site on Sandyford Road, containing walkways, a playground and forested areas. The area of the park is significant at circa 8.5 hectares.

Having regard to the neighbourhood zoning afforded to the site, the high density urban nature of the scheme, the restricted site area and proximity of public open space to the site, it is considered that the limited public open space provided is adequate to serve the proposed development.

The development proposal is therefore in compliance with the recently published Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities 2024 as detailed in Table 3.0.

Table 3.0 Specific Planning Policy Requirements Compact Growth Guidelines 2024		
Policy & Objective No.	Summary	Development Compliance
3.1	The recommended residential density ranges set out in Section 3.3 are applied within statutory development plans and in the consideration of individual planning applications, and that these density ranges are refined further at a local level.	The Guidelines specify that residential densities in the range 50dph to 250dph (net) shall generally be applied at City – Urban Neighbourhood sites. The proposed net density of 202.7 dwellings per hectare falls within the range of density provisions promoted in the Guidelines.
4.1	The principles, approaches and standards set out in the Design Manual for Urban Roads and Streets, 2013 shall be implemented.	The principles of the Design Manual have been incorporated into the proposed development. Compliance with the requirements of DMURS can be found in the report prepared by the project Engineers Malone O'Regan.
5.1	The requirement in the development plan shall be for public open space provision of not less than a minimum of 10% of net site area and not more than a minimum of 15% of net site area save in exceptional circumstances.	As previously rationalized, the proposed development accommodates 6.28% of public open space. Public open space provision has been reduced having regard to the provisions of the development plan with communal open space in excess of the minimum requirements provided on site.
4.2	The key indicators of quality urban design and placemaking set out in Section 4.4 are to be applied within statutory development plans and in the consideration of individual planning applications.	The Key Indicators of quality and design as detailed in Appendix D of the Guidelines has been considered and are detailed in the Architectural Design Report prepared by MCORM Architects.

SPPR 1	A separation distance of at least 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units and apartment units, above ground floor level shall be maintained.	There are no neighbouring residential units adjoining the site nor are there any residential units in proximity to the site. The adjoining commercial buildings comprising the Balally Shopping Centre are located 16m from the site to the west, but do not comprise opposing windows.
SPPR 2	Minimum private open space standards for houses: 1 bed house 20sqm 2 bed house 30sqm 3 bed house 40sqm 4 bed+ house 50sqm	Not applicable as this is an apartment development which has been designed in accordance with the Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities
SPPR 3	Car parking should be minimised and substantially reduced and applicants should provide a rationale and justification for the number of car parking spaces proposed.	The proposed car parking on site has been substantially reduced to 0.4 spaces per unit, having regard to the proximity of the site to public transport and the capacity of same to accommodate the development proposal.
SPPR 4	Cycle Parking and Storage to be provided. Minimum cycle parking of 1 space per bedroom to be applied with additional space for visitor parking.	A total of 126 no. bicycle parking spaces have been provided with 110 no. spaces provided in the undercroft and 16 no. visitor spaces provided at surface level, as detailed in Section 5.4 of this report.

Urban Design Manual - A Best Practice Guide (2009)

The core principles of design, including place-making, environmental responsibility, social equity and economic viability, that are required when creating places of high quality and distinct identity are detailed. There are 12 ‘Best Practice Design Manual’ criteria which should be incorporated in new residential development. The 12 criteria are assessed in the Architectural Design Statement prepared by MCORM Architects, demonstrating how they have influenced the overall design approach on the site, including:

- *Context: How does the development respond to its surroundings?*
- *Connections: How well is the new development / site / neighbourhood connected?*
- *Inclusivity: How easily can people use and access the development?*
- *Variety: How does the development promote a good mix of activities?*
- *Efficiency: How does the development make appropriate use of resources, including land?*
- *Distinctiveness: How do the proposals create a sense of place?*
- *Layout: How does the proposal create people-friendly streets and spaces?*
- *Public realm: How safe, secure and enjoyable are the public areas?*
- *Adaptability: How will the buildings cope with change?*
- *Privacy / amenity: How do the buildings provide a high quality amenity?*
- *Parking: How will the parking be secure and attractive?*
- *Detailed design: How well thought through is the building and landscape design?*

Design Manual for Urban Roads and Streets

Section 1.2 of DMURS requires that street layouts be interconnected to encourage walking and cycling and offer easy access to public transport. Notwithstanding the limited area of the site, every effort has been made to facilitate pedestrian and cycling connectivity with a Link Street provided between Blackthorn Drive and Cedar Road. Compliance with the requirements of DMURS can be found in the report prepared by the project Engineers Malone O’Regan.

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

The Guidelines provide for updated guidance on apartment developments in response to the National Planning Framework and Rebuilding Ireland. A key inclusion in the guidelines is the acknowledgement of the importance of strategic sites in existing urban areas in close proximity to existing public transport facilities. The guidelines identify locations in cities and towns that may be suitable for apartment development. The subject site is located within an area defined in the Guidelines as an ‘Intermediate Urban Location’ being a site within reasonable walking distance of an employment location and within 1,000 – 1,500m of high capacity urban public transport. These sites are generally deemed suitable for small to large-scale (will vary subject to location) and higher density development (will also vary) development which may wholly comprise apartments.

The subject site is located within 1km walking distance of Kilmacud Luas station and within walking distance of the Sandyford Business Park a significant employment location which includes the Beacon Hospital. As such, it is considered that the site falls into the intermediate urban locations category and is therefore suitable for higher densities. As set out at para 4.23 of the Apartment Design Guidelines *“planning authorities must consider a reduced overall car parking standard and apply an appropriate maximum car parking standard”* at intermediate locations, such as found at this location. The Guidelines also note that planning authorities must consider a reduced overall car parking standard: *“In suburban/urban locations served by public transport or close to town centres or employment areas and particularly for housing schemes with more than 45 dwellings per hectare net (18 per acre), planning authorities must consider a reduced overall car parking standard and apply an appropriate maximum car parking standard”*.

The proposed development provides for an appropriate level of reduced car parking in accordance with the provision of SPPR8 of the Design Standards for New Apartments 2020, which is referred in the Development Plan as providing the relevant guidance on car parking provision. This is described and explained further in the Mobility Management Plan prepared by Malone O’Regan Engineers, supporting the proposed development.

Specific Planning Policy Requirements (SPPRs) are summarised in Table 4.0 and are applied to the development to demonstrate compliance.

SPPR Number	Summary	Development Compliance
SPPR 1	Housing 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	Proposed mix is as follows: 31 no. 1-bed units and 21 no. 2 bed and 10 no. 3 bed units. The 1 bed units therefore comprise 50% of the overall development in compliance with SPPR1. In compliance with SPPR1 the provision of Policy Objective PHP27 in the Development Plan area also noted which states for Council own Part 8 or Part 10 schemes, the planning authority shall have regard to the needs of the social housing list of the Council when assessing mix requirements. As detailed in Section 4.0 of this report, of the 3,652

		households on the social housing waiting list, there is a demand for 57.5% of one bed units.
SPPR 3	<p>Minimum Apartment Floor Areas apply including: 1-bedroom apartment – 45 sqm 2-bedroom apartment - 73 sqm 3-bedroom apartment - 90 sqm</p> <p>The majority of all apartments in any proposed scheme of 10 or more apartments shall exceed the minimum floor area standard, by a minimum of 10%</p>	<p>The proposed apartments have been designed to exceed minimum floor areas including 1-bedroom apartment – 50.4sqm 2-bedroom apartment – 77.76 – 80.41sqm 3-bedroom apartment – 92.16sqm</p> <p>As per the minimum floor areas in the Guidelines the development must have a minimum floor area of 3,828sqm. Allocating the 10% additional floor area requirement and the proposed floor area of the development would be 4,211sqm. With a gross floor area of 5,736sqm the minimum floor area of the apartment units has been exceeded by 49.8%.</p> <p>Please refer to the schedule of accommodation prepared by MCROM Architects.</p>
SPPR 4	Dual Aspect - In suburban or intermediate locations it is an objective that there shall generally be a minimum of 50% dual aspect apartments in a single scheme.'	Some 50% of units are dual aspect units, including all two and three bedroom units.
SPPR 5	Floor to ceiling heights - 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	Floor to ceiling height of ground floor units is 2.7m.
SPPR 6	Apartments per core - A maximum of 12 apartments per floor per core may be provided in apartment schemes.	There are two cores provided within the development serving a maximum of 6 no. apartments each per floor.

There are a number of non-specific policies in the Guidelines with which the proposed development has had regard to. Appendix 1 of the Guidelines contain minimum quantitative standards for bedroom floor areas, storage space, communal amenity space and private amenity space. Storage for bulky items outside individual units has been provided at undercroft level. The schedule of accommodation prepared by MCORM Architects details compliance with these standards.

In relation to the provision of communal amenity space for the development, a total of 638sqm has been provided along the western boundary of the development to serve the apartment units, inclusive of a dedicated play area for younger people (392sqm required). A dedicated toddler and younger child play area is provided for within the communal open space area.

Urban Development and Building Heights- Guidelines for Planning Authorities

Reflecting the National Planning Framework strategic outcomes in relation to compact urban growth, the Government considers that there is significant scope to build up and consolidate the development

of existing urban areas. There is therefore a presumption in favour of buildings of increased height in town/city cores and in other urban locations with good public transport accessibility. There are a number of criteria in considering development proposals for buildings taller than prevailing building heights in urban areas in pursuit of these guidelines. It must be demonstrated that the proposed development satisfies these criteria, as detailed in Table 5.0 below.

Table 5.0 Specific Planning Policy Requirements Urban Development & Building Height Guidelines 2018		
Criteria	Requirement	Response
At the scale of the relevant city/town		
	<p>The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport.</p>	<p>As already detailed in Section 2.1 of this report, the Kilmacud Luas stop is within 1km to the north or a 10-minute walking distance of the site. The site is also served directly by Dublin Bus Route No. 114 and 116 via Blackthorn Drive and is located on a proposed BusConnects route. Given the above level of accessibility, the subject site is considered to constitute an 'Intermediate Urban Location' as per the general location categories set out in the Design Standards for New Apartments Guidelines 2022. The capacity of public transport has been assessed by Malone O Regan Engineers within the enclosed Traffic Mobility Management Plan along with the overall strategy to reduce car dependency. This demonstrates there is existing capacity within nearby public transport facilities. The site is located close to the major employment centre of Sandyford Business District to the east with transport links directly to the Dublin City Centre, Dundrum Town Centre and the wider motorway network located nearby. The Drummartin Link Road connects the area to the M50 to the south and Dublin City Centre to the north.</p>
	<p>Development proposals incorporating increased building height, including proposals within architecturally sensitive areas, should successfully integrate into/ enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views. Such development proposals shall undertake a landscape and visual assessment, by a suitably qualified practitioner such as a chartered landscape architect.</p>	<p>The wider area comprises a broad mix of uses including residential, commercial, healthcare, religious and education. To the south of Blackthorn Drive is primarily residential with associated open spaces separated by Blackthorn Road. The wider Sandyford Business Park is located to the east with light industrial uses to the northeast and the Beacon Hospital directly to the east across the Drummartin Link Road. Queen of Angels Primary school and Church of the Ascension of the Lord are located directly 75m to the west and 20m north of the edge of the proposed buildings.</p> <p>MCORM has prepared a design statement setting out the architectural response to the site and how the proposed design is a suitable response to the design context. The layout, orientation and height of the block has been varied in order to respond appropriately to the site while also ensuring a high standard of amenity for residents.</p> <p>Blackthorn Drive, Maples Road and Cedar Road provide a buffer with the surrounding area. There are no immediately adjoining houses to the site, with a commercial neighbourhood centre the closest use on the western boundary and a scouts hall is located on</p>

	<p>the north eastern boundary. Blackthorn Drive itself is a broad and busy thoroughfare with wide dimensions, grass verges, footpaths and landscaped areas presenting an opportunity for increased height and density.</p> <p>Key public realm and landscape interventions are proposed in order to enhance the development and facilitate integration into the surrounding environment. The proposed development provides for the creation of an attractive, high quality, sustainable development within the existing built-up urban area. The proposal will result in the creation of a strong urban edge at a prominent location along Blackthorn Drive, at a significant intersection with Blackthorn Drive.</p> <p>At 5 - 6 storeys, the proposed development is notably higher than its immediate traditional suburban context. However, buildings of a similar and greater height are already located in the wider context and as such, it is considered that the height of the proposed development will not be incongruous in the area. Furthermore, the nature, use and scale of the proposed development is considered to be in accordance with national and local policy and good practice guidance, It is therefore considered that the development is consistent with existing and emerging trends for development of existing underutilised, suitably well-located serviced lands.</p> <p>Post construction, the proposed development will increasingly be viewed as part of the baseline environment with a corresponding acceptance of its presence and with an associated reduction of any adverse visual impact.</p>
<p>On larger urban redevelopment sites, proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale of adjoining developments and create visual interest in the streetscape.</p>	<p>The subject site is small in area with a gross site area of 0.32 hectares. The potential to incorporate new streets and public spaces is therefore limited. However, a new pedestrian and cycle link street is provided between Blackthorn Drive and Cedar Road at the eastern flank of the building providing for greater connectivity and ensuring future access to adjoining zoned land to the east. Further, the building has been set back into the site providing for an area of public realm on the southern boundary addressing Blackthorn Road.</p> <p>A community facility is provided at ground floor level addressing Blackthorn Road, providing for visual interest in the streetscape.</p>
<p>At the scale of district/ neighbourhood/ street</p>	
<p>The proposal responds to its overall natural and built environment and makes a positive contribution to the urban neighbourhood and streetscape</p>	<p>The site is not subject to any beneficial use, save for functioning for informal, passive amenity purposes. The site is zoned for mixed use neighbourhood centre facilities zoning. The objective is <i>“to protect, provide for and or improve mixed use neighbourhood centre facilities”</i>. Residential use is permitted in principle and is generally acceptable, subject to compliance with those objectives as set out in other chapters of the</p>

	<p>Development Plan. Sandyford is identified in Figure 2.9 of the Development Plan as a Mixed-Use District in the Core Strategy. The proposed development will deliver an appropriately scaled level of residential development in this location and will contribute towards the housing target for the overall County over the Development Plan period, while also complementing the existing retail and retail services located on the subject site, which will provide a mixed-use location, commensurate with the NC zoning of the subject site.</p> <p>Blackthorn Drive itself is a broad and busy thoroughfare with wide dimensions, grass verges, footpaths and landscaped areas presenting an opportunity for increased height and density. Future proposals for the existing neighbourhood centre on adjoining lands to the west also sought to increase height and density. Although not approved at this time, future aspirations on the site have been considered and have influenced development on the subject site.</p>
<p>The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of slab blocks with materials / building fabric well considered.</p>	<p>The proposed development provides for variety and interest in the block of development by providing a graduation in height and features to enhance the architectural quality of the building. The proposal provides a strong urban edge and response to the interface with Blackthorn Drive. The materials and finishes of the proposed blocks will be designed to a high architectural standard. The façade has been animated and articulated by the introduction of balconies which are both extruded and recessed to give depth to the facades.</p>
<p>The proposal enhances the urban design context for public spaces and key thoroughfares and inland waterway/ marine frontage, thereby enabling additional height in development form to be favourably considered in terms of enhancing a sense of scale and enclosure while being in line with the requirements of “The Planning System and Flood Risk Management – Guidelines for Planning Authorities” (2009)</p>	<p>The scheme is open and permeable, allowing for ease of pedestrian and cyclist movement through the site. This scheme is designed to improve access and permeability for pedestrians in order to provide a higher priority to the pedestrian. The block is situated on site away from the edge of Blackthorn Drive thereby enabling limited public realm but facilitating an increase in building height.</p> <p>The SSFRA was prepared by Malone O’Regan Engineers in accordance with the recommendations of “The Planning System & Flood Risk Management - Guidelines for Planning Authorities”. The report concludes: “The proposed development is found to be located within Flood Zone C for fluvial, pluvial and coastal flooding and in accordance with The Planning System & Flood Risk Management Guidelines the proposed residential development is deemed appropriate for this flood zone designation”.</p>
<p>The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area within which the development is situated and integrates in a cohesive manner.</p>	<p>At 5 - 6 storeys, the proposed development is notably higher than its immediate traditional suburban context. However, buildings of a similar and greater height are already located in the wider context and as such, it is considered that the height of the proposed development will contribute to the legibility of the wider area, particularly given its position at a significant nodal point at the junction of Blackthorn Road and the Dunmartin Link Road.</p>

<p>The proposal positively contributes to the mix of uses and/ or building/ dwelling typologies available in the neighbourhood.</p>	<p>The proposal supports the '10-minute' neighbourhood concept as the location allows residents to walk or cycle to neighbourhood support facilities within a 10-minute timeframe. In addition to neighbourhood services at the Balally Shopping Centre on the adjoining site to the west there are a further range of services, employment areas within Sandyford and further access to high quality public transport within a short walk.</p> <p>As set out in the HRA Social Infrastructure Audit, there are a range of services within easy walking distance including significant employment areas within Sandyford Business District, healthcare, retail and ancillary community services. The addition of residential uses adjoining the Balally Shopping Centre will support the viability of the existing retail and commercial uses on site. The vision behind the proposed development is to facilitate an overall mixed used neighbourhood centre to complement existing retail and commercial uses.</p>
<p>At the scale of the site/building</p>	
<p>The form, massing and height of proposed developments should be carefully modulated so as to maximise access to natural daylight, ventilation and views and minimise overshadowing and loss of light.</p>	<p>Good levels of daylight are achieved in the proposed development as set out in Digital Dimensions Daylight & Sunlight Assessment Report. Nearby residential uses are located a significant distance to the north and west separated by landscaped spaces and roads and the Balally Shopping Centre. The proposal has been subject to a full Sunlight & Daylight assessment which assessed the potential impact on neighbouring uses. This assessment concluded that There will be minimal reduction to the available daylight and sunlight levels to the adjacent buildings. There will be no reduction in sunlight to private amenity spaces. The results find that any impact on the adjacent residential structures would be imperceptible. All areas assessed continue to meet or exceed the recommendations of the BRE guidelines (2022).</p>
<p>Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision outlined in guides like the Building Research Establishment's 'Site Layout Planning for Daylight and Sunlight' (2nd edition) or BS 8206-2: 2008 – 'Lighting for Buildings – Part 2: Code of Practice for Daylighting'.</p>	<p>The Daylight & Sunlight Assessment has demonstrated very favourable results with all windows and rooms assessed showing negligible levels of impact. This, as stated previously, is a result of good separation of the proposed scheme from the neighbouring properties.</p>
<p>Where a proposal may not be able to fully meet all the requirements of the daylight provisions above, this must be clearly identified and a rationale for any alternative, compensatory design solutions must be set out, in respect of which the planning authority or An Bord Pleanála should apply their discretion, having regard to local factors including specific site constraints and the</p>	<p>Not relevant</p>

<p>balancing of that assessment against the desirability of achieving wider planning objectives. Such objectives might include securing comprehensive urban regeneration and or an effective urban design and streetscape solution.</p>	
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8.0 REGIONAL POLICY

8.1 Regional Spatial and Economic Strategy for the Eastern and Midland Region (2019-2031)

The Regional Spatial and Economic Strategy for the Eastern and Midland Region (RSES) sets out a twelve year strategic development framework for development and transcribes the NPF objectives to the regional level. The RSES is a strategic document, which identifies high-level requirements and policies for the Eastern and Midland Region, setting out the high-level statutory framework to empower each local authority to develop County Development Plans (CDPs) and Local Area Plans (LAPs) that are coordinated with regional and national objectives.

The Regional Settlement Hierarchy provides for three distinct areas across the Eastern and Midland Region comprising of the Dublin Metropolitan Area, the Core Region and the Gateway Region. The subject site located within the Dublin Metropolitan Area and the strategy intends to support the continued growth of Dublin as our national economic engine and deliver sustainable growth of the Metropolitan Area through the Dublin Metropolitan Area Strategic Plan (MASP). The RSES supports the consolidation and re-intensification of infill, brownfield sites to provide high density and people intensive uses within the existing built-up area of Dublin city and suburbs and in the key metropolitan towns, and ensure that the development of future development areas is co-ordinated with the delivery of key water infrastructure and public transport projects.

It is a principle of the RSES to reduce transport demand and encourage low carbon transport modes and promote sustainable transport systems. A guiding principle for the Metropolitan Area is 'Integrated Transport and Land Use'. The RSES focuses growth along existing and proposed high quality public transport corridors and nodes on the expanding public transport network and to support the delivery and integration of 'BusConnects', DART expansion and LUAS extension programmes, and Metro Link, while maintaining the capacity and safety of strategic transport networks. Table 5.1 in the RSES identifies the Luas Greenline as a strategic development area further stating in regard to Sandyford: "Dún Laoghaire – Rathdown – New and emerging mixed-use districts of Cherrywood and Sandyford. New residential communities in Ballyogan and environs and Kiltiernan Glenamuck".

With respect to housing delivery, the RSES promotes the sustainable consolidated growth of the Metropolitan Area, including brownfield and infill development, there is a target to achieve 50% of all new homes within or contiguous to the built-up area of Dublin City and suburbs, and at least 30% in other settlements. The RSES supports a steady supply of sites to accelerate housing supply, in order to achieve higher densities in urban built up areas, supported by improved services and public transport. RPO 5.5 supportS the right housing and tenure mix within the Dublin Metropolitan Area and promotes a clear sequential approach, with a primary focus on the consolidation of Dublin and suburbs, and the development of Key Metropolitan Towns, as set out in the Metropolitan Area Strategic Plan (MASP) and in line with the overall Settlement Strategy for the RSES.

The RSES also points out that there is a need to incentivise mobility in the housing market, to address social isolation among older people and to offer more choice by way of an increased supply of accommodation for all life stages. The RSES highlights the importance of housing quality to secure positive health outcomes and that achieving compact growth targets will require active land management responses to ensure that land and building resources within existing settlements are used to their full potential.

The proposal seeks to provide for residential development on an underutilised site which seeks to provide appropriate densities, heights in response to both national policy, existing site characteristics and the surrounding context.

Whilst the vision and objectives in the RSES are strategic in context and nature, the wider objectives of the RSES have been complied with by reason of compliance with the national guidelines as detailed above. Further, relevant objectives in the RSES have been translated into local policy via the Dún Laoghaire-Rathdown Development Plan 2023 – 2029 as referenced in Policy Objectives RSES1 which seeks to ensure consistency with and support the achievement of the Regional Spatial Objectives (RSOs) and Regional Policy Objectives (RPOs) of the Regional Spatial and Economic Strategy.

8.2 Transport Strategy for the Greater Dublin Area 2022-2042

This strategy has been prepared by the National Transport Authority and was adopted in January 2023. The overall aim for the Strategy is to provide sustainable, accessible and effective transport for the Greater Dublin Area (GDA) in response to the region's climate change requirements, need to serve urban and rural communities and support economic growth.

The overall aim of the strategy is: “to provide a sustainable, accessible and effective transport system for the Greater Dublin Area which meets the region's climate change requirements, serves the needs of urban and rural communities, and supports the regional economy”. The Strategy includes five overarching strategic objectives to achieve the vision which are as follows:

- An Enhanced Natural and Built Environment
- Connected Communities and Better Quality of Life
- A Strong Sustainable Economy
- An Inclusive Transport System

The Strategy sets out key challenges which have informed the Strategy which include climate change, the Covid-19 pandemic, rebalancing road spaces to favour sustainable modes of transport, ensuring access for all and serving more rural communities. Following updated assessment work and taking account of current transport policies, the strategy has identified that ‘the Eastern Bypass scheme is no longer required to be developed’. Accordingly, it is not intended to progress this project as part of the Strategy’, which is significant in the context of the development proposal.

It is also noted that objective ‘Measure LRT7 – Post-2042 Luas Lines’ intends to provide for the Green Line Reconfiguration including City Centre to Bray via UCD and Sandyford. Further the Strategy intends

to continue improving the bus network following the first tranche of Busconnects planning applications lodged with An Bord Pleanála and further applications will follow in 2023.

The proposed residential development is located close to an existing Luas station at Kilmacud which is along the Luas Greenline. The proposed development is therefore considered to be consistent with the vision and objectives of the Transport Strategy for the GDA.

9.0 LOCAL POLICY

It is proposed to evaluate the development against those specific objectives, including objectives relating to housing, supporting infrastructure, zoning, transport & mobility, landscape & biodiversity and water infrastructure as contained in the Dún Laoghaire-Rathdown Development Plan 2023 – 2029

9.1 Housing Supply

The Dún Laoghaire-Rathdown Development Plan 2022 – 2028 (Development Plan) confirms the location of the site in Tier 1 of the Settlement Hierarchy Dublin City & Suburbs. It identifies Sandyford as a Mixed-Use District in the Core Strategy. The Core Strategy of the Development Plan notes the requirement for 18,515 units as a target residential yield for the county over the duration of the new Plan, up to Q1 2028.

The proposed development will deliver an appropriately scaled level of residential development and will contribute towards the housing target for the overall County over the Development Plan period, while also complementing the existing retail and retail services located on the adjoining site. The proposed development seeks to support the transition to a low carbon and climate resilient agenda facilitating compact growth and increased integration between land-use and transportation. The subject site is serviced and accessible with no major infrastructure required to deliver housing. As such the proposed development can be considered to be entirely in accordance with the Core Strategy and Policy Objective CS2 in the development plan which seeks to support the delivery of the Core Strategy in accordance with the Core Strategy Map and the Core Strategy Table.

9.2 Zoning

The subject site is zoned for neighbourhood centre use. Table 13.1.12 of the Development details the zoning objective for Neighbourhood Centres and seeks *‘to protect, provide for and/or improve mixed-use neighbourhood centre facilities’*. In advancing development on the subject site, regard is had to the existing retail development on the adjoining land to the west, which is also zoned for neighbourhood centre use. The adjoining uses comprise retail, retail services and commercial development.

Existing retail development comprises a total of 2,399sqm. The proposed residential development of 6,033.4sqm and community facility of 249sqm introduces new and diverse permissible use within the neighbourhood centre zoning, promoting a mix of uses, all in accordance with the zoning objectives for the site. Overall, this will result in a ratio of 2.2:1 in terms of residential to commercial / community uses. In other words, once complete the commercial and community uses will represent 30.3% of the overall floor area (8,729.4sqm).

The proposed development will contribute to the vitality and viability of the existing shopping centre by delivering a residential development resulting in a mixed use neighbourhood centre at Balally. Existing

businesses will be retained, and the new residential community will underpin and support the vitality and viability of the shopping centre, creating a strong mix of uses.

9.3 Sustainable Neighbourhood

Policy Objective PHP4 'promotes and facilitates the provision of '10 minute' neighbourhoods whereby people should be able to access most of their daily living requirements within easy reach. A Social Infrastructure Audit prepared by HRA Planning accompanies the proposed development and demonstrates the range of services and facilities within proximity to the site. Providing residential use within an existing neighbourhood centre zoning, adjoining existing commercial and community facilities reinforces and delivers on the 10 minute neighbourhood concept.

9.4 Density & Compact Growth

There are a number of policy objectives in the Development Plan promoting higher densities and compact growth, whilst protecting the residential amenities of adjoining neighbourhoods. Policy Objective PHP1 seeks to "*promote compact urban growth through the consolidation and re-intensification of infill / brownfield sites. Encourage higher residential densities provided that proposals provide for high quality design and ensure a balance between the protection of existing residential amenities and the established character of the surrounding area, with the need to provide for high quality sustainable residential development*". The Development Plan references the recommendations in the 'Sustainable Residential Development in Urban Areas' Guidelines and the accompanying 'Urban Design Manual' regarding appropriate densities for various types of locations. These Guidelines have been superseded by the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities, which have already been evaluated against the proposed development in Table 3.0 of this report. The Guidelines specify that residential densities in the range 50dph to 250dph (net) shall generally be applied at City – Urban Neighbourhood sites. The proposed net density of 202.7 dwellings per hectare falls within the range of density provisions promoted in the Guidelines.

Notwithstanding the promotion of higher densities, Policy Objective PHP20 seeks to "*ensure the residential amenity of existing homes in the Built-Up Area is protected where they are adjacent to proposed higher density and greater height infill developments*", whilst Policy Objective PHP42 seeks to "*encourage high quality design of all new development and ensure that new development complies with the Building Height Strategy for the County as set out in Appendix 5 (consistent with NPO 13 of the NPF)*". Whilst there are no immediate residential properties adjoining an assessment of the development proposal has been undertaken in accordance with the Urban Development and Building Heights- Guidelines for Planning Authorities (Table 5.0 of this report) and in compliance with the Building Height Strategy for the County (Section 10 of this report). There are no protected views or prospects within the vicinity of the site. At 5 - 6 storeys, the proposed development is notably higher than its immediate traditional suburban context. However, buildings of similar and greater height are already located at Sandyford Business Park c.150m east of the site, and permission for developments notably taller than that of their surrounds (especially at Greenaces - ABP Ref. 304469- 19 & 307683-20) have previously been considered appropriate in this suburban context. Furthermore, the nature, use and scale of the proposed development is considered to be in accordance with national and local policy and good practice guidance, It is therefore considered that the development is consistent with existing and emerging trends for development of existing underutilised, suitably well-located serviced lands.

Policy Objective PHP44 requires that, all medium to-large scale and complex planning applications (30 + residential units) submit a 'Design Statement' and shall be required to demonstrate how the proposed development addresses or responds to the design criteria set out in the 'Urban Design Manual - A Best Practice Guide' (DoEHLG, 2009) and incorporates adaptability of units and/or space within the scheme. A comprehensive Architectural Design Statement has been prepared by MCORM which addresses the design criteria.

9.5 Housing Mix

In accordance with Policy Objective PHP27 sustainable residential communities are encouraged by promoting a wide variety of apartment types and sizes. As already detailed in Section 3.2 and 4.0 of this report, there is a need for social housing units in Dún Laoghaire-Rathdown. Section 12.3.3.1 of the Development Plan recognises that for Council own Part 8 or Part 10 schemes, the planning authority shall have regard to the needs of the social housing list of the Council when assessing mix requirements. Accordingly, the development proposal provides for 50% 1 bed units; 33.9% two bed units and 16% three bed units providing a diverse and mixed tenure use.

9.6 Open Space and Public Realm

Given the restricted nature of the site, limited public open space (6.28%) has been accommodated at the front of the site, with a combination of soft and hard landscaping. However, communal open space of 638sqm is provided in excess of the 392sqm required, has been provided along the western flank of the site, between the proposed building and the adjoining site to the west. This area will accommodate a toddler and younger child playground with steps down to a further communal playground.

As set out in Section 12.8.3.1 of the Development Plan: *"It is acknowledged that in certain instances it may not be possible to provide the above standards of public open space. High density urban schemes and/or smaller urban infill schemes for example may provide adequate communal open space but no actual public open space. Where the required percentage of public open space is not provided the Council will seek a development contribution under Section 48 of the Planning and Development Act 2000, as amended. The contribution in lieu to be paid for any shortfall in the quantum of public open space to be provided will be used for the provision of improved community and civic infrastructure and/or parks and open spaces, in the vicinity of the proposed development for use of the intended occupiers of same."*

Despite its predominately developed and urban character, there are a range of open space and recreation areas nearby. Of significance, Dún Laoghaire-Rathdown County Council recently invested in the area and completed a new public park on a former brownfield site along the Drummartin Link Road in 2021. Blackthorn Park, with an area of circa 8 hectares, includes pitch facilities, a playground and walkways, located 165m north east of the site with access via Maples Road and the Drummartin Link Road. This facility provides significant recreational and sporting opportunities for the site. Another significant open space, accessible by the public, is Ballawley Park, located circa 880m north west of the site on Sandyford Road, containing walkways, a playground and forested areas. The area of the park is significant at circa 8.5 hectares. These facilities already delivered by the Council, will satisfy the shortfall in the quantum of public open space to be provided.

In accordance with Policy Objective PHP37 and the requirement for a positive contribution to public realm, the proposed development will deliver a series of public realm and landscape improvements to the area. The overall landscape strategy prepared by Mitchell & Associates and set out in their

Landscape Design Statements confirms that the landscape design was developed to create a permeable public realm that connects to all relevant facilities. The public realm surrounds and connects the development, with a dedicated footpath and cycle path along the southern and eastern edges. At the southern façade, a small civic space is presented to Blackthorn Drive, consisting of a stepped and sloped access to the entrance of both the community facility and the southern entrance core to the apartment block. This area combines hard landscaping, planting bays and accommodates external cycle parking areas.

9.7 Transportation & Mobility

By virtue of the site's location proximate to significant employment areas and high quality/frequency public transport at a suitable density, the proposal supports the achievement of Objective T1 in the Development Plan and the integration of land use zoning with transport. A Traffic & Mobility Management Plan has been prepared by Malone O'Regan Engineers in accordance with the requirements of Policy Objective T17 which requires the submission of Travel Plans on schemes generating significant trip demand. The Traffic & Mobility Management Plan introduces modal share targets which seeks to reduce reliance on car based travel and encourage more sustainable modes of transport over the lifetime of a development.

Car parking on site is managed as detailed in Section 5.4 of this report and Policy Objective T19. A total of 24 no. car parking spaces are provided, equating to a car parking ratio of 0.4 per residential unit. In accordance with the requirement in the Development Plan (Section 12.4.11) to provide 20 per cent of car parking spaces within one fully functional EV Charging points and ducting for every space, a total of 5 no. EV Charging points have been provided. In accordance with Policy Objective T26, a Traffic and Transport Assessment and Road Safety Audit has been undertaken to assess the traffic impacts on the surrounding road network and provide measures to mitigate any adverse impacts - all in accordance with best practice guidelines.

The Acoustic Design Assessment accompanying the proposed development has considered traffic noise levels as part of the proposed development in accordance with Policy Objective T27. The report recommends mitigation measures I façade treatment to ensure compliance with relevant noise levels.

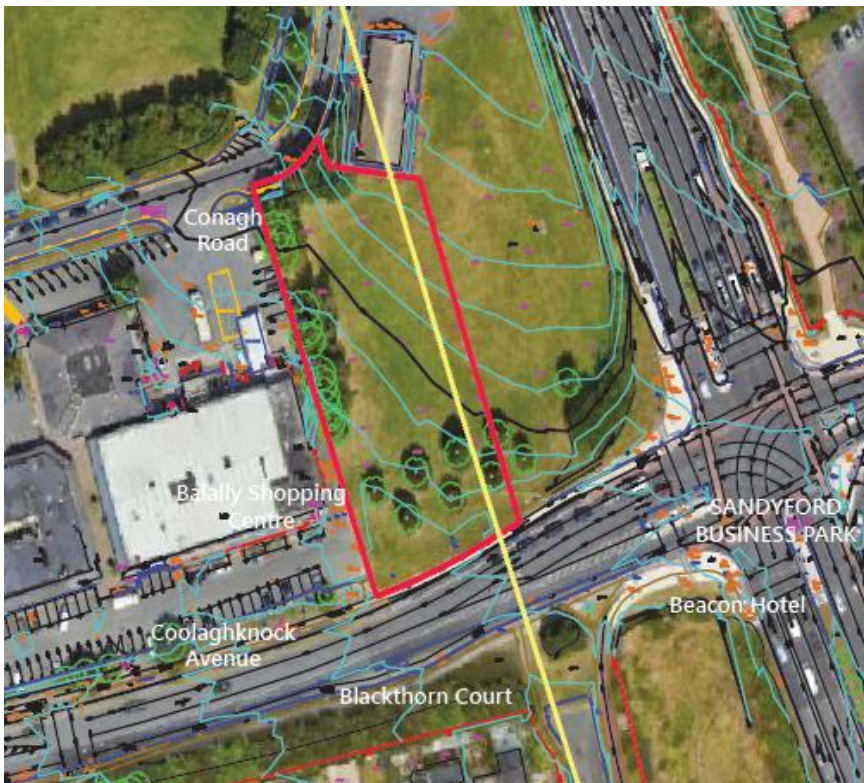
9.8 Dublin Eastern Bypass Reservation Corridor

Chapter 14 of the Plan details Specific Local Objectives (SLOs) which set out the works that the Council intends to initiate and/or give effect to, within the lifetime of the Development Plan, at specific locations. Objective SLO No. 4 is of relevance to the development proposal having regard to the location of the site adjoining and partially within a Strategic Road Reservation for the Dublin Eastern Bypass Reservation Corridor. SLO no.4 does promote future temporary uses of the Dublin Eastern Bypass reservation corridor, including a greenway /cycleway, a pedestrian walkway, biodiversity projects and recreational opportunities, pending a decision from Transport Infrastructure Ireland/Central Government in relation to the future status of the Bypass. Following publication of the Transport Strategy for the Greater Dublin Area 2022-2042, the strategy has identified that 'the Eastern Bypass scheme is no longer required to be developed'. Accordingly, it is not intended to progress this project as part of the Strategy', which is significant in the context of the development proposal.

Section 12.4.16 of the Development Plan clarifies that in the event that the corridor is no longer needed for the DEBP (as has been confirmed by the Transport Strategy for the Greater Dublin Area, a County Council lead study should be carried out to determine the best use of the corridor prior to any

development being permitted. This study may be informed by a future NTA study. This should include the consideration of sustainable transport, biodiversity and recreation projects including playing pitches, and engagement with the public.

In fact, the Transport Strategy for the Greater Dublin Area confirms that *“the NTA is of the view that the lands reserved in the Dún Laoghaire Rathdown County Development Plan for this scheme from the Stillorgan Road to Sandyford should be reserved, pending the outcome of an assessment for its potential use as a transport corridor accommodating sustainable transport modes”*. In this regard, it should be noted that a pedestrian and cycle route is proposed within the road reservation area, providing connectivity between Cedar Road and Blackthorn Drive. No buildings or structures are proposed within the area of the site located within the road reservation corridor, thereby ensuring future development of the land is not compromised.



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Figure 3.0 Extent of site within Reservation Area identified by Yellow Line

9.9 Development Management Standards

Whilst the previous paragraphs evaluate the proposed development against a number of objectives in the Development Plan, there is also a need to consider a number of relevant development management standards provided in Chapter 12 of the Plan. The relevant standards have been extracted from the Development Plan as detailed in Table 6.0 and an evaluation of the development proposal provided.

Table 6.0 Development Management Standards Dún Laoghaire-Rathdown Development Plan 2022 – 2028	
Development Plan Standards	Development Evaluation
Section 12.1.1.2 - A Design Statement which is an outline of the proposal's context and aims, and how it responds to Development Plan objectives and surroundings, should be submitted for all applications of 1000+sq.m. commercial development or applications of 30+ residential units.	MCORM has prepared a design statement setting out the architectural response to the site and how the proposed design is a suitable response to the design context.
Section 12.1.1.3 - Planning applications for 1000+sq.m. commercial development, 10+ residential units, or smaller developments (as deemed appropriate by the Planning Department), should submit a landscape design rationale prepared by a qualified Landscape	A Landscape Design Statement has been prepared by Mitchell & Associates and is enclosed with the documentation.
Section 12.1.2.1 - All Planning applications undergo EIAR screening or preliminary assessment.	An EIA Screening Report has been prepared by HRA Planning and accompanies the development proposal, as detailed in Section 6.6 of this report.
Section 12.1.2.2 – Under Article 6 of the Habitats Directive there is a requirement to establish whether, in relation to Plans and Projects, Appropriate Assessment (AA) is required..	An AA Screening has been prepared by NM Ecology and accompanies the development proposal as detailed in Section 6.5 of this report.
Section 12.1.2.3 – An Ecological Impact Assessment may be required to be submitted with any proposed development should the Planning Authority consider that there is potential to impact upon an environmentally sensitive area such as a wildlife corridor, a site adjoining or adjacent to a proposed National Heritage Area, along the coastline or a river. The requirement for an ecological impact assessment will be determined.	An Ecological Assessment has been prepared by NM Ecology and accompanies the development proposal as detailed in Section 6.2 of this report
Section 12.2.1 - An Energy Statement should be included for all applications of 1000+ sq.m. commercial development or applications of 30+ residential units to demonstrate what energy efficiency and carbon reduction design measures are being considered	A Climate Action, Sustainability & Part L Compliance Report has been prepared by Semple McKillop Consulting Engineers as detailed in Section 6.1 of this report.
Section 12.3.3 - Housing Mix and compliance with Policy Objective PHP 20.	Table 1.0 in this report provides details on housing mix and this is further supplemented with information in the Architectural Design Statement. The rationale supporting the housing mix proposed is detailed in Section 9.5 of this report and is based on the Social Housing Need of the Council.

<p>Section 12.3.3.2 - In general, the number of dwellings (houses or apartments) to be provided on a site should be determined with reference to the Government Guidelines document: - 'Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities' (2009). - Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities (2020). As a general principle, and on the grounds of sustainability, the objective is to optimise the density of development in response to type of site, location, and accessibility to public transport.</p>	<p>As detailed in Section 9.4 of this report, the Guidelines referenced have been superseded by the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities, which have already been evaluated against the proposed development in Table 3.0 of this report. The Guidelines specify that residential densities in the range 50dph to 250dph (net) shall generally be applied at City – Urban Neighbourhood sites. The proposed net density of 202.7 dwellings per hectare falls within the range of density provisions promoted in the Guidelines.</p>
<p>Section 12.3.4.2 – The minimum size of habitable rooms for houses/apartments/and flats shall conform with appropriate National guidelines/standards in operation at the date of application for planning permission. A daylight analysis will be required for all proposed developments of 50+ units,</p>	<p>The 62 no. apartment units have been designed in full compliance with the Apartment Guidelines as detailed in the Architectural Design Statement, Appendix A Housing Quality Assessment. A Daylight & Sunlight Analysis has been undertaken in respect of the development proposal as detailed in Section 6.9 of this report.</p>
<p>Section 12.3.4.4 - No large developments over 100 residential units shall be permitted unless it can be demonstrated that adequate provisions for specified physical and social infrastructural requirements are available to support development.</p>	<p>The development comprises 62 no. units only. Notwithstanding, an Engineering Planning Report and Traffic Assessment prepared by Malone O'Regan accompanies the development proposal along with a Social Infrastructure Audit prepared by HRA Planning.</p>
<p>Section 12.3.4.7 - Adequate refuse storage, recycling and composting areas, and future expansion of separated waste disposal for residential developments shall be adequately catered for.</p>	<p>Refuse, recycling and composting facilities are provided at undercroft level, easily accessible by ramped access from Cedar Road or internally within the development by occupiers of the units.</p>
<p>Section 12.3.5.1 – 50% dual aspect requirement for apartments in a single scheme</p>	<p>50% of the proposed apartments are dual aspect. The proposed development provides a high standard of amenity as part of the development including private and communal amenity space as well as internal unit sizes.</p>
<p>Section 12.3.5.2 - All proposals for residential development, particularly apartment developments and those over three storeys high, shall provide for acceptable separation distances between blocks to avoid negative effects such as excessive overlooking, overbearing and overshadowing effects and provide sustainable residential amenity conditions and open spaces. A minimum clearance distance of circa 22 metres, in general, is required, between opposing windows in the case of apartments up to three storeys in height. In taller blocks, a greater separation distance may be prescribed.</p>	<p>There are no directly opposing windows either within the development or within existing development on adjoining land. The proposed development maintains a separation distance of 16m from the western site boundary, which is defined by a blank elevation comprising a retail unit.</p>

<p>Section 12.3.5.3 – Minimum internal storage provisions are required per apartment size. Apartment schemes should provide external storage for bulky items outside individual units (i.e., at ground or basement level), in addition to the minimum apartment storage requirements.</p>	<p>Internal storage generally exceeds the minimum thresholds with 1 bed units comprising 5sqm of storage; 2 bed units of 7sqm; and 3 bed units of 9sqm. In addition, some 49.8sqm of bulk storage space has been provided at undercroft level for use by apartment owners / occupiers.</p>
<p>Section 12.3.5.5 – Minimum apartment floor areas as per the Guidelines.</p>	<p>The proposed apartments have been designed to exceed minimum floor areas including 1-bedroom apartment – 50.4sqm 2-bedroom apartment – 77.76 – 80.41sqm 3-bedroom apartment – 92.16sqm</p> <p>As per the minimum floor areas in the Guidelines the development must have a minimum floor area of 3,828sqm. Allocating the 10% additional floor area requirement and the proposed floor area of the development would be 4,211sqm. With a gross floor area of 5,736sqm the minimum floor area of the apartment units has been exceeded by 49.8%. Please refer to the schedule of accommodation prepared by MCROM Architects.</p>
<p>Section 12.4.1 - 12.4.3– Traffic Management and Road Safety</p>	<p>The proposed development provides a new access off Cedar Road with enhanced pedestrian and cycling connectivity to and from Blackthorn Drive. A Traffic & Mobility Management Plan has been prepared by Malone O'Regan Engineers to include a Mobility Plan which seeks to enhance modal split on the site away from use of the car.</p>
<p>Section 12.4.5 – Car Parking. Where a deviation from the maximum or standard specified in Table 12.5 is being proposed, the level of parking permitted and the acceptability of proposals, will be decided at the discretion of the Planning Authority having regard to a number of criteria.</p>	<p>A Public Transport Capacity Assessment has been carried out by Malone O'Regan Consulting Engineers within the Traffic Mobility Assessment demonstrating sufficient capacity in nearby transport. The Luas Greenline is located within 1km walking distance. The proposed development entails improvements to footpaths and cycle paths to the south. It also included improved Part M compliant access points and supports permeability through the site. The enclosed MMP sets out a series of measures to encourage modal shift and there is a significant quantum (126 spaces) of cycling storage facilities and visitor parking provided with the development.</p> <p>As discussed in Section 5.1 of this report a total of 24 no. car parking spaces are provided to serve the development. This provides a car parking ratio of 0.4 per residential unit. The lower provision is aimed at reducing the additional traffic loading in the area due to the high-quality public transport provision, and to</p>

	<p>promote a modal shift away from private car use. Provision is included in the car parking spaces provided for 1 no. disabled space. Provision has also been made for 2 no. motorcycle space.</p> <p>Based on the location of the site, the parking management and mobility measures proposed and DLRCC's general policy intention to reduce car parking, the proposed provision is considered appropriate to serve the development.</p>
<p>Section 12.4.6 – Cycle Parking</p>	<p>A total of 126 no. bicycle parking spaces have been provided with 110 no. spaces provided in the undercroft and 16 no. visitor spaces provided at surface level, in accordance with SPRR 4 - Cycle and Storage, Sustainable Residential Development and Compact Settlements Guidelines for Local Authorities 2024 and in excess of the standards provided in the Development Plan, 'Standards for Cycling Parking & Associated Cycling Facilities for new Developments' 2018. Each bedspace has been provided with one long stay bicycle space and the community facility has been provided with 2 no. spaces.</p>
<p>Section 12.8.1 – Planning applications for both residential (10+ units or as required by the Planning Authority) and commercial (1,000 sq.m. or as required by the Planning Authority), including leisure and recreational facilities, should submit a landscape design rationale prepared by a qualified Landscape Architect.</p>	<p>Mitchell & Associates has prepared a Landscape Design Report which is submitted with the development proposal.</p>
<p>Section 12.8.3.1 – 12.8.3.3 – Public, private and communal open space provision.</p>	<p>Section 9.6 of this report rationalizes the provision of public and communal open space, whilst the HQA detailed in the Architectural Design Statement demonstrates how private open space in the form of balconies, is provide in accordance with the requirements of the Apartment Guidelines.</p>
<p>Section 12.8.6 Surface water requirement, biodiversity and required SUDs measures</p>	<p>A comprehensive SUDs strategy has been prepared for the site, with an emphasis on nature based solutions through the provision of bio retention swales, tree pits, green roofs, blue roofs and permeable paving.</p>
<p>Section 12.8.7.2 - Suitable boundary treatments both around the side and between proposed dwellings shall be provided.</p>	<p>Details of site boundary treatment are included within the Landscape Design Statement and associated drawings.</p>

<p>Section 12.9.2 - The Planning Authority will have regard to the 'Dublin Agglomeration Environmental Noise Action Plan 2018-2023', when assessing planning applications along major road and rail transport corridors – the objective being to reduce noise from new sources and to identify and protect and create areas of low sound levels.</p>	<p>As detailed in Section 6.7 of this report an Acoustic Design Statement has been prepared in support of the development proposal.</p>
<p>Section 12.9.4 - Construction Management Plans (CMP) for developments generating construction activity— containing measures to mitigate against the effects of the construction— shall accompany planning applications for development of 3 residential units or more and for all other developments measuring more than 500 sq.m. gross floor area.</p>	<p>An Outline CEMP has been prepared by OCS and is enclosed with this application.</p>
<p>Section 12.9.6 - Applications for developments with a site area measuring 0.5ha, or greater and above 50+residential units shall include a Stormwater Audit.</p>	<p>A Stormwater Audit has been carried out and is enclosed within the Engineering Planning Report.</p>

10.0 HEIGHT ASSESSMENT AS PER DEVELOPMENT PLAN

Table 5.1 Appendix 5 of the Dun Laoghaire Rathdown County Council Development Plan 2022 - 2028 details a number of criteria for assessing height. Notwithstanding the assessment undertaken in Table 5.0 of this report, in respect of the Building Height Guidelines, an analysis of the development proposal as detailed in Table 6.0, further demonstrates compliance with the provisions of the Dún Laoghaire-Rathdown Development Plan 2022 – 2028

<p>Table 6.0 Criteria for Assessing Height as per Dún Laoghaire-Rathdown Development Plan 2022 – 2028</p>	
<p>Criteria for all such Proposals</p>	<p>Proposal Response</p>
<p>At County Level</p>	
<p>Proposal assists in securing objectives of the NPF, in terms of focusing development in key urban centres, fulfilling targets in relation to brownfield, infill development and delivering compact growth.</p>	<p>This report confirms the proposed development addresses the key objectives of the NPF and National Policy for residential development</p>
<p>Site must be well served by public transport – i.e. within 1000 metre/10 minute walk band of LUAS stop, DART Stations or Core/Quality Bus Corridor, 500 metre/5 minute walk band of Bus Priority Route - with high capacity, frequent service and good links to other modes of public transport.*</p>	<p>As already detailed in Section 2.1 of this report and detailed in Table 5.0, the Kilmacud Luas stop is within 1km to the north or a 10-minute walking distance of the site. The site is also served directly by Dublin Bus Route No. 114 and 116 via Blackthorn Drive and is located on a proposed BusConnects route. The capacity of public transport has been assessed by Malone O Regan Engineers within the enclosed Traffic Mobility Management Plan and the overall strategy to reduce car dependency.</p>

<p>Proposal must successfully integrate into/enhance the character and public realm of the area, having regard to topography, cultural context, setting of key landmarks. In relation to character and public realm the proposal may enclose a street or cross roads or public transport interchange to the benefit of the legibility, appearance or character of the area.</p>	<p>MCORM has prepared a design statement setting out the architectural response to the site and how the proposed design is a suitable response to the design context. The layout, orientation and height of the block has been varied in order to respond appropriately to the site while also ensuring a high standard of amenity for residents.</p> <p>Key public realm and landscape interventions are proposed in order to enhance the development and facilitate integration into the surrounding environment. The proposed development provides for the creation of an attractive, high quality, sustainable development within the existing built-up urban area. The proposal will result in the creation of a strong urban edge at a prominent location along Blackthorn Drive, at a significant intersection with Blackthorn Drive.</p>
<p>Protected Views and Prospects: Proposals should not adversely affect the skyline or detract from key elements within the view whether in foreground, middle ground or background. A proposal may frame an important view.</p>	<p>There are no protected views or prospects within the vicinity of the site. At 5 - 6 storeys, the proposed development is notably higher than its immediate traditional suburban context. However, buildings of a similar and greater height are already located in the wider context and as such, it is considered that the height of the proposed development will not be incongruous in the area. Furthermore, the nature, use and scale of the proposed development is considered to be in accordance with national and local policy and good practice guidance, It is therefore considered that the development is consistent with existing and emerging trends for development of existing underutilised, suitably well-located serviced lands.</p>
<p>Infrastructural carrying capacity of area as set out in Core Strategy of CDP, relevant Urban Framework Plan or Local Area Plan.</p>	<p>There are no capacity constraints affecting the development proposal. A social Infrastructure Audit has been undertaken in respect of the development proposal to assess existing services and facilities whilst a Services and Transport Infrastructure Report has been prepared by Malone O'Regan Engineers</p>
<p>At District/Neighbourhood/Street Level</p>	
<p>Proposal must respond to its overall natural and built environment and make a positive contribution to the urban neighbourhood and streetscape.</p>	<p>The Design Statement prepared by MCORM Architects sets out in detail how the proposed development complies with the 12 criteria as set out in "Sustainable Residential Development in Urban areas, Guidelines for Planning Authorities" 2009 and the key</p>

	indicators of quality urban design and placemaking set out in the new Compact Growth Guidelines.
Proposal should not be monolithic and should avoid long, uninterrupted walls of building in the form of slab blocks.	The Design Statement prepared by MCORM Architects articulates the design approach to massing, scale and materials. The proposed development provides for variety and interest in the block of development by providing a graduation in height and features to enhance the architectural quality of the building. The proposal provides a strong urban edge and response to the interface with Blackthorn Drive. The materials and finishes of the proposed blocks will be designed to a high architectural standard. The façade has been animated and articulated by the introduction of balconies which are both extruded and recessed to give depth to the facades.
Proposal must show use of high quality, well considered materials.	A detailed Building Life Cycle Report by MCORM Architects is submitted with the application.
Proposal where relevant must enhance urban design context for public spaces and key thoroughfares and marine or river/stream frontage.	The planning application is accompanied by a Site Specific Flood Risk Assessment (SSFRA) report and Storm Water Audit. In terms of Urban Design, the proposed scheme is set back from Blackthorn Road with significant public realm fronting the road whilst the building contributes to the legibility of a key intersection with the Dunmartin Link Road.
Proposal must make a positive contribution to the improvement of legibility through the site or wider urban area. Where the building meets the street, public realm should be improved.	<p>The subject site is small in area with a gross site area of 0.32 hectares. The potential to incorporate new streets and public spaces is therefore limited. However, a new pedestrian and cycle link street is provided between Blackthorn Drive and Cedar Road at the eastern flank of the building providing for greater connectivity and ensuring future access to adjoining zoned land to the east. Further, the building has been set back into the site providing for an area of public realm on the southern boundary addressing Blackthorn Road.</p> <p>A community facility is provided at ground floor level addressing Blackthorn Road, providing for visual interest in the streetscape.</p>
Proposal must positively contribute to the mix of uses and /or building/dwelling typologies available in the area.	Section 3.0 & 40 of this report details how the development contributes to the dwelling mix and tenure in the area, whilst Section 9.1.2 details the positive contribution to the mix of uses in the existing Neighbourhood Centre.

	<p>The proposal supports the '10-minute' neighbourhood concept as the location allows residents to walk or cycle to neighbourhood support facilities within a 10-minute timeframe. In addition to neighbourhood services at the Balally Shopping Centre on the adjoining site to the west there are a further range of services, employment areas within Sandyford and further access to high quality public transport within a short walk.</p>
<p>Proposal should provide an appropriate level of enclosure of streets or spaces.</p>	<p>The subject site is small in area with a gross site area of 0.32 hectares. The potential to incorporate new streets and public spaces is therefore limited.</p>
<p>Proposal should be of an urban grain that allows meaningful human contact between all levels of buildings and the street or spaces.</p>	<p>MCORM has prepared a design statement setting out the architectural response to the site and how the proposed design is a suitable response to the design context. The layout, orientation and height of the block has been varied in order to respond appropriately to the site while also ensuring a high standard of amenity for residents.</p>
<p>Proposal must make a positive contribution to the character and identity of the neighbourhood.</p>	<p>The site is not subject to any beneficial use, save for functioning for informal, passive amenity purposes. The site is zoned for mixed use neighbourhood centre facilities zoning. The objective is "<i>to protect, provide for and or improve mixed use neighbourhood centre facilities</i>". Residential use is permitted in principle and is generally acceptable, subject to compliance with those objectives as set out in other chapters of the Development Plan. Sandyford is identified in Figure 2.9 of the Development Plan as a Mixed-Use District in the Core Strategy. The proposed development will deliver an appropriately scaled level of residential development in this location and will contribute towards the housing target for the overall County over the Development Plan period, while also complementing the existing retail and retail services located on the subject site, which will provide a mixed-use location, commensurate with the NC zoning of the subject site.</p>
<p>Proposal must respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbouring properties.</p>	<p>Blackthorn Drive, Maples Road and Cedar Road provide a buffer with the surrounding area. There are no immediately adjoining houses to the site, with a commercial neighbourhood centre the closest use on the western boundary and a scouts hall is located on the north eastern boundary. Blackthorn Drive itself is a broad and busy thoroughfare</p>

	with wide dimensions, grass verges, footpaths and landscaped areas presenting an opportunity for increased height and density.
At Site / Building Scale	
Proposed design should maximise access to natural daylight, ventilation and views and minimise overshadowing	Good levels of daylight are achieved in the proposed development as set out in Digital Dimensions Daylight & Sunlight Assessment Report. Nearby residential uses are located a significant distance to the north and west separated by landscaped spaces and roads and the Balally Shopping Centre. The proposal has been subject to a full Sunlight & Daylight assessment which assessed the potential impact on neighbouring uses. This assessment concluded that there will be minimal reduction to the available daylight and sunlight levels to the adjacent buildings. There will be no reduction in sunlight to private amenity spaces. The results find that any impact on the adjacent residential structures would be imperceptible. All areas assessed continue to meet or exceed the recommendations of the BRE guidelines (2022).
Proposal should demonstrate how it complies with quantitative performance standards on daylight and sunlight as set out in BRE guidance "Site Layout Planning for Daylight and Sunlight" (2nd Edition). Where a proposal does not meet all the requirements, this must be clearly identified and the rationale for any alternative, compensatory design solutions must be set out. On relatively unconstrained sites requirements should be met	The Daylight & Sunlight Assessment has demonstrated very favourable results with all windows and rooms assessed showing negligible levels of impact. This, as stated previously, is a result of good separation of the proposed scheme from the neighbouring properties.
Proposal should ensure no significant adverse impact on adjoining properties by way of overlooking overbearing and/or overshadowing.	Blackthorn Drive, Maples Road and Cedar Road provide a buffer with the surrounding area. There are no immediately adjoining houses to the site, with a commercial neighbourhood centre the closest use on the western boundary and a scouts hall is located on the north eastern boundary. There is no potential for overlooking. The Sunlight & Daylight assessment confirms that all areas assessed continue to meet or exceed the recommendations of the BRE guidelines (2022).
Proposal should not negatively impact on an Architectural Conservation Area (ACA) or the setting of a protected structure.	Not relevant as there are no protected structures or ACA's within the vicinity of the site.

Proposals must demonstrate regard to the relative energy cost of and expected embodied and operational carbon emissions over the lifetime of the development. Proposals must demonstrate maximum energy efficiency to align with climate policy. Building height must have regard to the relative energy cost of and expected embodied carbon emissions over the lifetime of the development.	A Climate Action, Sustainability & Part L Compliance Report has been prepared by Semple McKillop Consulting Engineers demonstrating maximum energy efficiency to align with climate policy as detailed in Section 6.1 of this report.
Having regard to the County's outstanding architectural heritage, which is located along the coast, where increased height and/or taller buildings are proposed within the Coastal area from Booterstown to Dalkey the proposal should protect the particular character of the coastline. Any such proposals should relate to the existing coastal towns and villages as opposed to the coastal corridor.	Not applicable to Sandyford area.
Having regard to the high quality mountain foothill landscape that characterises parts of the County any proposals for increased heights and/or taller building in this area should ensure appropriate scale, height and massing so as to avoid being obtrusive.	Not applicable to Sandyford area.
Additional specific requirements (Applications are advised that requirement for same should be teased out at pre planning's stage).	Detailed consultation with the planning authority identified no additional issues.
Specific assessments such as assessment of microclimatic impacts such as down draft.	A Wind Microclimate Assessment was undertaken by B-Fluid. Refer to Section 6.8 of this report.
Potential interaction of building, materials and lighting on flight lines in locations in proximity to sensitive bird/bat areas	Not applicable in this location. An Ecological Impact Assessment and a Winter Bird Survey accompanies the application.
Assessment that the proposals allows for the retention of telecommunications channels, such as microwave links.	Not applicable as building is maximum 6 storeys.
An assessment that the proposal maintains safe air navigation	Not applicable in this location
Relevant environmental assessment requirements, including SEA, EIA (schedule 7 information if required), AA and Ecological Impact Assessment, as appropriate.	This application is accompanied by a EIAR Screening and AA Screening Report as detailed in Sections 6.5 & 6.6 of this report.
Additional criteria for larger redevelopment sites with taller buildings	Subject site is not considered a 'larger development site'.
Proposal should make a positive contribution to place making, incorporating new streets where appropriate, using massing & height to achieve densities but with variety scale and form to respond scale of adjoining development	The Design Statement prepared by MCORM Architects and Landscape Masterplan prepared by Mitchells confirm positive contribution to place making of the proposed development.
For larger unconstrained redevelopment sites BRE standard for daylight and sunlight/ any forthcoming EU standards on daylight sunlight should be met.	Addressed in detailed Daylight and Sunlight Analysis Report by Digital Dimensions. Refer to Section 6.9 of this report.

11.0 CONCLUSION

The proposed development has had regard to the provisions of the Dún Laoghaire-Rathdown Development Plan 2023 – 2029 (KDP), which seeks to address many issues associated with housing in the county, including housing need, improving social mix and catering for those with particular needs. The development also complies with the zoning objectives for the land as set out in the Development Plan providing for a residential development adjoining an established neighbourhood centre.

The proposed development accommodates a suitable mix of housing, separation distance and car parking together with the quantitative requirements for private and communal open space, all in accordance with the provisions of the statutory Development Plan. The overall building form and layout responds to its site and context, whilst facilitating higher density and compact growth all in accordance with the provisions of the Development Plan. Further the density proposed is appropriate for the site having regard to the pattern of both permitted and adjoining development and the provisions of the Core Strategy table in the Dún Laoghaire-Rathdown Development Plan 2023 – 2029.

There is adequate service infrastructure in the area to accommodate the development proposal including water and transport infrastructure. The proposed development seeks to address and meet some of the critical need for housing within the area, providing much needed accommodation for those on the Housing Waiting List.

The proposed development is consistent with the provisions of the Dún Laoghaire-Rathdown Development Plan 2023 – 2029 and national guidelines, all in accordance with the proper planning and sustainable development of the area.