



Parks & Landscape Services Section, Municipal Services Department

**Proposed Development of a Running Track &
Associated Facilities at St. Thomas Estate,
Tibradden Road, Rathfarnham, Dublin 16 in
Proximity to a Protected Structure (St.
Thomas House)
PC/PKS/01/19**

Part 8 Report

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Revision:

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1. Introduction

The following report is a summary of the main features of the proposed development of St. Thomas Estate as a regional multi-use sports facility with public access.

2. Site Location and Scope

The site – the subject of this Part 8 - is located to the south of Tibbradden Road, Rathfarnham, Dublin 18. The site is in close proximity to College Road and Marlay Park. The site outlined in red on the site location map which comprises of 2 agricultural fields surrounding the estate known as St. Thomas. The area – the subject of this Part 8 - is approximately 10.4 Ha in size and includes some areas of woodlands. The proposed development comprises of the development of the site as a multi-sports facility. The site history & context is covered in the Conservation Report (appendix 3).

Since 1978 Dundrum South Dublin Athletics Clubs (DSD) has used Marlay Park as a base to train thousands of its club members. While a significant proportion of these adult and children members would be doing so for social and basic fitness reasons, the Park - with its variety of hills, forest trails and grass surfaces - has also been the home training ground for DSD's elite athletes, twelve of whom have represented Ireland at the Olympics, and 400 of whom have been National winners.

The St Thomas campus proposal sees this relationship between DSD and Marlay Park strengthening into the future in a real and practical manner. In Dún Laoghaire Rathdown's Marlay Park Master Plan, issued in January 2019, the area known as the Sports Paddocks and the North West Field will be developed to provide enhanced sports facilities for public use. As both of these areas are at the western end of Marlay Park, the location of the multi-sport campus at St Thomas – 470 metres further to the west - is obviously an extension to and enhancement of these public sports facilities. With a footpath and good road as a connection, these three areas: the North West Field, the Sports Paddocks, and the St Thomas multi-sport campus, can be seen as one comprehensive sporting facility for the benefit of the public with tennis courts, a cricket crease, grass & astro playing pitches, track and field athletics facilities, and an indoor hall catering for a myriad of other sports. For DSD AC, this combination of facilities in Marlay Park and St Thomas multi-sport campus will cover practically all of the club's training needs for all members, and will help the club continue preparing particular athletes to perform on the international stage.

3. Planning Context:

3.1 Context:

The St. Thomas Estate is situated within the south western rural part of the County on the Tibbradden Road in close proximity to Marlay Park. Dundrum South Dublin Athletics Clubs were granted planning for a change of use of part of the site to sports and recreation and associated works in 2015 (D15A/0255). Dundrum South Dublin Athletics Club do not intend to proceed with that development and this Part 8 will largely supersede the previous permission if it is approved.

3.2 Zoning:

The site lies within the area of Zoning Objective B *'To protect and improve rural amenity and to provide for the development of agriculture'*. The development of a multi-sports facility is open for consideration under this zoning.

The St. Thomas Estate is subject to Specific Local Objective 158, which seeks: "To support and promote the sporting and amenity use of the lands known as St. Thomas Estate, Tibbradden Road, Whitechurch - towards the development of facilities and activities which would integrate with the wider community and established regional parklands and promote the development of athletics by Dundrum South Dublin Athletic Club in Dún Laoghaire-Rathdown".

3.3 Policy:

The development of St. Thomas Estate as a multi-sports facility will tie in with the relevant national and regional policy as outlined in the County Development Plan 2016-2022 as well as the following specific policies;

Policy OSR1: Green Infrastructure Strategy

"It is Council policy to protect existing green infrastructure and encourage and facilitate, in consultation with relevant stakeholders, the development of new green infrastructure, recognising the synergies that can be achieved with regard to the following; sustainable transport, provision of open space amenities, sustainable management of water, protection and management of biodiversity and protection of cultural and built heritage".

Policy OSR7: Trees & Woodlands

"It is Council policy to implement the objectives and policies of the Tree Strategy for the County - "dlr Trees 2011 – 2015" - to ensure that the tree cover in the County is managed and developed to optimise the environmental, climatic and educational benefits which derive from an 'urban forest'".

Policy OSR10: Sports & Recreational Facilities

"It is Council policy to ensure to promote the provision and management of high quality sporting and recreational infrastructure throughout the county and to ensure the particular needs of different groups are incorporated into the planning and design of new facilities".

Policy OSR 14: Play Facilities

"It is Council policy to support the provision of structured and unstructured play areas with appropriate equipment and facilities throughout the county and to ensure the needs of all age groups and abilities – children, teenagers, adults and older people – are facilitated in the public parks of Dún Laoghaire Rathdown".

Policy LHB2: Preservation of Landscape Character Areas:

"It is Council policy to continue to preserve and enhance the character of the County's landscapes in accordance with the recommended strategies as originally outlined in the landscape Character Assessment (2002 and since updated), in accordance with the 'Draft Guidelines for Landscape and Landscape Assessment' (2000) as issued by the Department of Environment and Local Government, in accordance with the European Landscape Convention (Florence Convention) and in accordance with 'A National Landscape Strategy for Ireland – Strategy Issue Paper for Consultation' 2011".

Policy LHB25: Rivers & Waterways

"It is Council policy to maintain and protect the natural character and ecological value of the river and stream corridors in the County and where possible to enhance existing channels and to encourage diversity of habitat. It is also policy (subject to the sensitivity of the riverside habitat) to provide public access to riparian corridors to promote improved passive recreational activities".

Policy AR1: Record of Protected Structures

“It is Council policy to:

- i. Include those structures that are considered in the opinion of the Planning Authority to be of special architectural, historical, archaeological, artistic, cultural, scientific, technical or social interest in the Record of Protected Structures (RPS).
- ii. Protect Structures included on the RPS from any works that would negatively impact their special character and appearance.
- iii. Ensure that any development proposals to Protected Structures, their curtilage and setting shall have regard to the Department of the Arts, Heritage and the Gaeltacht ‘Architectural Heritage Protection Guidelines for Planning Authorities’ (2011).
- iv. Ensure that new and adapted uses are compatible with the character and special interest of the Protected Structure”.

Policy AR2: Protected Structures Applications and Documentation

“It is Council Policy to require all planning applications relating to Protected Structures to contain the appropriate level of documentation in accordance with Article 23 (2) Planning Regulations and Chapter 6 and Appendix B of the Architectural Heritage Protection Guidelines for Planning Authorities, or any variation thereof”.

Policy AR3: Protected Structures and Building Regulations

“It is Council Policy to protect the character and special interest of Protected Structures when considering or carrying out intervention to comply with the requirements of the Building Regulations – with particular reference to Part B and Part M”.

Policy AR7: Energy Efficiency of Protected Structures

“It is Council Policy to have regard to the Department of Environment, Heritage and Local Government's publication on 'Energy Efficiency in Traditional Buildings' and any future advisory documents in assessing proposed works on Protected Structures”.

Policy ST6: Footways and Pedestrian Routes

The Council will continue to maintain and expand the footway and pedestrian route network to provide for accessible pedestrian routes within the County in accordance with best accessibility practice.

Policy E15: Rural Development

It is Council policy to facilitate the development of acceptable rural enterprises and to minimise pollution from agricultural and industrial sources by means of development management and water pollution legislation.

Policy E18: Sustainable Drainage:

It is Council policy to ensure that all development proposals incorporate Sustainable Drainage Systems (SUDS).

Policy E1 21: Light Pollution:

It is Council policy to ensure that the design of external lighting schemes minimise the incidence of light spillage or pollution in the immediate surrounding environment and has due regard to the residential amenity of surrounding areas.

Policy E122: Water Pollution:

It is Council policy to implement the provisions of water pollution abatement measures in accordance with National and EU Directives and other legislative requirements in conjunction with other agencies as appropriate.

3.4 Strategy:

Dun Laoghaire Rathdown County Council has adopted the following additional strategies that are pertinent to the proposed development:

Space to Play, dlr Sports Facilities Strategy 2017-2022:

The proposed development aligns with Space to Play, dlr Sports Facilities Strategy 2017-2022. The strategy sets out a logical, deliverable pathway for the optimum use of existing, and the development of new public sporting and physical activity facilities within the County. Section 5 of this strategy specifically identifies partnerships with sporting clubs to develop sporting facilities. Section 16 - Recommended Areas for Development - of this strategy specifically identifies Large Hall Scape Development which states the following; 'The shortage of large hall space is a gap in the provision of facilities owned and operated by the Council to be made available for clubs. Facility provision is generally geared more towards the

larger field sports but greater encouragement of indoor sports appealing to a diverse but nonetheless large population should be a long-term goal. Existing expenditure by clubs on the hire or rental of hall space without sufficient or suitable storage is very substantial and there is an existing reasonable case to be made for development of a new Large Hall facility on one or more existing Council properties’.

The vision for this document is; “to provide facilities for sport and physical activity that are well maintained, sufficient in number and accessible to as many local people as possible. Our primary focus is to provide facilities that will enable participation by as wide a cross section of the population across a diverse range of sports. The Council will do this through the relationships we have with local sporting clubs, regional and national sporting organisation, schools, community groups and DLR Leisure.”

The Strategy’s aim is “within three years there should be the first realisation of improved facilities arising from a new collaborative approach to their provision to sporting clubs and groups. This will likely be through work on one or more of the Campus facilities identified in the conclusion of this strategy.”

The Strategy states that “collaboration and shared use must be a central part of future development of larger scale sporting facilities. This is the norm across Europe and has also been used to good effect locally throughout Ireland.

dlr Green Infrastructure Strategy:

The Green Infrastructure (GI) Strategy, Appendix 14 of the Development Plan, seeks to provide a vision and a framework to help identify, protect, promote and enhance the GI assets in the urban, rural and coastal environments of the County, and is intended to guide key aspects of planning policy.

This project ties in with Corridor 2 – River Dodder to the Mountains River Dodder – Marlay Park – rural hinterland (Stepaside, Kiltiernan, Ballycorus) The Dodder Valley Linear Park connects from the Dublin City Council area into Dún Laoghaire-Rathdown. Marlay Park is a regional park that is a key gateway park for access to and from the mountains. This corridor is partially established with the Dodder Valley Linear Park, and cycle

networks and Greenways. This corridor also has Greenway links to Dundrum town centre. This corridor has the potential to be enhanced to provide multi-functional benefits, and provide a complete Green Infrastructure corridor. This project will provide an extension to this corridor from Marlay Park with public access to this natural amenity and potential for further connections

Dun Laoghaire Rathdown Age Friendly Strategy 2016 – 2020:

This strategy requires that design of outdoor spaces and buildings to be age friendly and inclusive. As the site is in a mountainous part of the county, the design of the access, car parking and circulation network has been carefully considered. Any seating areas will be age friendly in design incorporating multiple arm rests and signage will also be carefully considered.

4. Nature & Extent of the Proposed Development:

The lands associated with St. Thomas's Estate are to be developed as a regional multi-use sports facility to include new pedestrian entrances, a vehicular entrance with adequate sightlines, car parking, 8 lane synthetic running track including field events with floodlights, a multi-sport building including an indoor hall, jogging and walking routes, natural mounding and tree planting with all ancillary works in proximity to a Protected Structure (St. Thomas House). The nature and extent of the proposed development is outlined below. This description of the proposed works should be read in conjunction with the supporting drawings and reports.

Pedestrian & Cycle Entrances:

- Two new pedestrian entrances are proposed – one at the existing gates at the bottom of Kilmashogue Lane and the other close to the existing access point to St. Thomas's House on the Tibbradden Road.
- The lands will be open for public access for walking or running around the perimeter paths.

Pedestrian & Cycle Access & Links:

- A pedestrian link will be provided through the site from the bottom of Kilmashogue Lane at the existing access gate close to the roundabout. The access will link from this gate to the development fields. A controlled non-signalised crossing is proposed close to the roundabout at the bottom of the Kilmashogue Lane (see Roughan O'Donovan drawings).

- A shared surface pedestrian and cycle path is proposed parallel to the Tibbradden Road from the roundabout up to the existing access gate to St. Thomas House. A reconfiguration of the existing vehicular gate at this location is proposed for a pedestrian and cycle access point. Having regard for the existing boundary wall and mature trees, this pedestrian path will be diverted inside the current boundary wall as far as the proposed vehicular entrance point. Where this occurs, the existing boundary wall will be taken down to a maximum height of 1.2m for safety and security purposes. A new boundary estate railing will then be set back within the site to separate the public access from the proposed development when the facility is closed. The shared path will be maximum 3m wide and surfaced in macadam where parallel to the road and crushed gravel within the site boundary.
- The pedestrian and cycle access is to allow safe and clear connections from the estate to the existing public pedestrian and cycle networks and to Marlay Park. In addition, it will facilitate runners connecting to Marlay Park who will use these running routes on a regular basis and continue the strong connection between DSDAC and Marlay Park.

Vehicular Entrance:

- A 6m wide vehicular entrance will be provided in close proximity to the existing farm entrance gate which will be set back to allow for adequate sightlines. The entrance shall consist of a traditional farm gate with granite pillar posts to match the local vernacular and the character of the area. The existing granite boundary wall in the western field will be demolished for approximately 70m and re-constructed within the field using the existing stone and traditional methods. A further short section of boundary wall (approx. 12.5m) will be demolished to the east of the new entrance and re-constructed within the field using the existing stone and traditional methods. This will ensure the road retains its rural character

Car Parking:

- A car park will be provided in the northeast part of the site which is screened from the road by mature trees and is the lowest point in the fields. The car park is proposed in this location to reduce any impact on the landscape and to ensure access to the building and running track can be controlled in the interests of safety and orderly operation. The car park proposed allows for approximately 137no. car parking spaces, 6no. disabled spaces and adequate space for car and coach set down. Provision will also be put in place for

electrical vehicle charging points. The car park circulation roads will be constructed in asphalt while the parking bays will be constructed in reinforced grass or similar permeable surface. The monotony of the car park is broken up with soft landscaping throughout.

Bicycle Parking:

- In addition to the bicycle storage proposed as part of the building, a further 120no. bicycle parking spaces (some covered) will be incorporated in close proximity to the building and car park.

Running Track & Field Facilities:

- An eight lane, 400m running track with the associated field events is proposed in the western part of the site. Its level is such that it is cut into the site to allow for natural spectator space to the west and south and to reduce the impact on the landscape while providing some shelter from the prevailing winds. This facility is proposed in accordance with the IAAF Track and Field Facilities Manual and will include competition areas for running, walking, jumping and throwing events for regional facility level.
- The synthetic surfacing will consist of an EPDM rubber surface with a minimum thickness of 20mm. It shall meet all the requirements of the IAAF Track and Field Facilities Manual for regional facility level. It will be laid on permeable macadam surface with a permeable stone layer below. The track will be laid to a maximum fall of 0.1% longitudinally with a maximum of 1% crossfall towards the inner lanes. A minimum obstacle free zone of 1m will be provided around the perimeter.
- The field facilities will include long jump and triple jump, water jump, javelin throw, discuss and hammer throw, pole vault, shot put and high jump.
- A 1.5m high green boundary paladin security fence will be installed around the perimeter of the track with pedestrian and maintenance access controlled at the building.
- A grass seating area will be provided at the eastern part of the track in close proximity to the building.
- An 'archers hut' for archery will be provided in the eastern field which will double up as cycle parking on the other side of the hut.

Lighting:

- The floodlighting design undertaken uses the latest floodlighting design technology to reduce the impact of light spill on adjoining lands, trees and

hedgerows. The floodlighting has been designed to achieve an average light level of 250 lux in accordance with the IAAF Track and Field Facilities Manual. The luminaires will be LED which are much more energy efficient than the metal halide alternative. The lighting design uses 4no. 21.34m and 2no. 18.29m high galvanised steel columns similar to those used in dlrs all-weather pitches. Associated civil works (ducting, foundations for columns, installation of mini pillars etc) will be undertaken whilst all electrical controls and switches will be brought to the buildings. A three-phase power connection and associated ESB substation will be required and this will be located close to the car park area. The lighting design has been prepared in compliance with the Chartered Institute of Building Services Engineers Lighting Guide 4: Sports Lighting (CIBSE LG4) & the Institute of Lighting Professionals (ILP) Guidance Notes for the Reduction of Obtrusive Light GN01:2011. The floodlighting on the running track will be operational from 7am until 22:00 7 days a week. The lighting design and report has been undertaken by MUSCO Lighting and is included as an appendix to the main Part 8 report (appendix 8).

- Low energy LED lights to be placed in the car park and access road which will be 6m high standard columns. The approach to and from the perimeter of the building will be lit using surface mounted lights or bollard type lights. Further low bollard type lights to be placed around the perimeter amenity routes to 'wash the ground' only. The requirement for pedestrian lighting to the shared surface paths will be examined and installed as required.
- All lighting will be designed to be bat sensitive. The lights will provide only the amount of light necessary for the task in hand and shield the light given out in order to avoid creating glare or omitting light above the horizontal plane.

Multi-Use Building:

- Multi-use sports building to include reception/admin, internal & external storage, changing rooms, toilets, 60m sprint track, multi-use hall, gymnastics space, café, offices, meeting rooms, viewing terrace, etc.

Jogging & Amenity Walking Routes:

- Jogging and walking routes will be provided around the perimeter of the fields. These will be used by members of the public and the clubs and will help with the passive supervision of the site. These will be surfaced in either macadam or crushed gravel.

Natural Mounding & Play:

- Excess material from the earthworks will be placed around the site to create natural mounding and additional running mounds for training. The mounds will be placed to replicate the natural undulations of the rural landscape in the immediate environs. This will also bring a natural play element to the proposed development. Further natural play will be encouraged throughout by strategically placing suitable items which will encourage free play and exploration of nature and the environment.

Surface Water Drainage:

- Should conditions be favourable, all surface water shall naturally infiltrate into ground. If required, a surface water pipe will be installed to bring excess surface water to the storm water system at the bottom of the Tibradden. Should this be required, a hydrobreak will be installed to limit the flow to 2 litres/second/hectare
- The surface drainage for the running track will consist of an infiltration trench adjacent to the inside lanes where it will infiltrate naturally into the ground or if required, be directed into an attenuation system in the field area.
- Excess surface water drainage from the building will be directed into bio-retention areas/detention basins which will infiltrate into ground.
- The car park surface water drainage will retain its existing fall and be directed into the bank of mature trees along the boundary of the site. All car parking spaces will be permeable reinforced grass.
- The drainage has been designed in accordance with the Greater Dublin Strategic Drainage Strategy (GSDSDS) with attenuation in soft areas where possible. Surface water design has been undertaken using best practice and integrated Sustainable Urban Drainage Systems in order to replicate the natural characteristics of rainfall run-off from the proposed development. As well as attenuating the water on site, the quality of the surface water will be improved while also providing an amenity through good quality integrated design. All surface water drainage will naturally infiltrate into the ground and it will be designed so that attenuation will be provided for the 1.0% AEP (1:100 year) storm event.

Foul Drainage:

- As a foul sewer is not available in the local network, foul drainage will be accommodated within the site via a waste water treatment plant and percolation area. The percolation area will be located outside the permitted

minimum distance from stream. The waste water treatment plant will be designed and manufactured in accordance with the EPA Waste Water Treatment Manuals – Treatment Systems for Small Communities, Businesses, Leisure Centres and Hotels (2009) and the requirements of the Environmental Health Office.

New Boundaries:

- Where the shared pedestrian/cycle path enters the site at Tibbradden Road, the existing wall will be brought down to a maximum height of 1.2m for security purposes. A new boundary will be set back within the site which will separate the site from the public road and become part of the public access to the site. A pedestrian gate will be provided beyond the car park and the boundary will tie in with the proposed vehicular access gate. This boundary proposed will be a powder coated steel railing – similar to an estate railing. This will tie in with the local vernacular and the character of the area

Undergrounding ESB Lines:

- Existing 38kv and 10kv lines running through and across the site will be undergrounded in ducts in liaison with ESB. Galvanised steel poles are required at the boundaries where the 10kv lines enter the site. Mini galvanised steel pylons may be required at the boundaries where the 38kv line enters the site.
- A new sub-station will be located within the site close to the car park. This will be powder coated steel and can be screened from direct view using tree/hedge planting.

Tree Planting & Screening:

- The site will be heavily planted with a woodland screen mix to add biodiversity and interest to the site and to screen the lands from the prevailing winds. Other planting shall include the strengthening of existing hedgerows to be retained and further trees will be planted throughout the site to break up the car park and screen some of the elements from immediate view. The majority of the proposed planting will be native species with some suitable non-native species to be considered. The new planting will primarily consist of whips and standards but will also include some semi-mature trees to have immediate impact on the site.

Construction Management:

- The hours of construction associated with this proposed development will be 07:00 – 19:00 Monday to Saturday. At all times during the works, the public roadway will be maintained in a neat, tidy and safe condition. Any damage to the public road as a result of the proposed development will be made good. Any construction and demolition waste emanating from the building process on site shall be managed in accordance with best practice. All site construction activities and staff facilities (including car parking) will be accommodated within the proposed development site.
- No discharge during the construction period of cementous materials or residues thereof or of lime, sand, silt or other deleterious material shall be allowed to enter the watercourse. Stockpiles of construction materials such as sand, gravel or other erodible materials shall be covered with sheeting to prevent washout of fines during rainfall and that no storage of any construction materials will not take place within 15m of watercourse. All oils, lubricants and fuels used during the construction phase shall be securely stored in bunded areas. All earth moving activities shall be conducted carefully so as to avoid material entering surface water streams. Early seeding of areas of bare soil shall follow earth-moving works to prevent wind blow carrying sediment to waters

Other:

- Seating to be placed around the perimeter amenity routes at appropriate locations and other suitable locations around the building and track.
- Sensory spaces to be developed in appropriate locations along with age friendly initiatives.
- A 3-bin waste storage facility will be incorporated in the courtyard element of the building
- Opportunities for permanent sculpture to be reviewed at detail design stage.

5. Site Masterplan:

The masterplan has been set out in a logical manner in order for the proposed development to function while reducing any impact on the landscape. The main elements consisting of the track and building are being cut into the land so they are largely screened from the Tibbradden Road. The vehicular entrance is being proposed in a location that reduces the impact on the boundary wall and the car park is placed behind a stand of mature beech trees in the lowest part of the site.

Natural mounding and tree planting will provide further screening and allow the site to retain its rural character.

6. Architectural Design

The design of the building and some of the other elements has been undertaken by O'Brien Finucane Architects. A design statement has been developed which outlines the reasons for responding to the site in the manner in which it has been done. The architectural design statement is included as an appendix to the main Part 8 report (see appendix 4).

7. Engineering Design:

The engineering design has been undertaken by Roughan O'Donovan Consulting Engineers and detailed engineering reports (drainage & traffic) are included as an appendix to the main Part 8 report (see appendix 5).

8. Ecological Impact Assessment:

A full and comprehensive ecological impact assessment has been undertaken by NM Ecology Ltd – Consultant Ecologists and the report is included as an appendix to the main Part 8 report (see appendix 6). All recommendation as outlined in this report will be implemented as part of the proposed development.

9. Environmental Impact Assessment Screening:

An Environmental Impact Assessment (EIA) screening is required in order to form an opinion whether or not the proposed development should be subject to an EIA, and if so, whether an EIAR should be prepared in respect of it. The EIA screening concludes that there is no requirement for an EIA to be carried out and no requirement for an EIAR to be prepared. The EIA screening has been undertaken by CAAS Ltd and is included as an appendix to the main Part 8 report (see appendix 2). All recommendation as outlined in this report will be implemented as part of the proposed development.

10. Appropriate Assessment – Screening Statement:

The proposed development is subject to the Guidance for Planning Authorities on Appropriate Assessment of Plans and Projects in Ireland (Department of Environment, Heritage and Local Government, November 2009) and S.I. No. 476 of 2011 Planning and Development (Amendment) (No.3) Regulations 2011. This requires that screening is carried out for all projects to examine if any affects are likely on Natura 2000 Sites, that is, Special Areas of Conservation (SACs) and

Special Protection Areas (SPAs). A Screening Report has been prepared by CAAS Ltd (April 2019) which concluded that a full Habitats Directive Appropriate Assessment is not required. Therefore, in accordance with SI 476, 2011, Section 250, Planning and Development (Amendment) No. 3 Regulations 2011, Dún Laoghaire-Rathdown County Council has determined that an Appropriate Assessment is not required. The AA Screening Report is included as an appendix to the main Part 8 report (see appendix 1). All recommendation as outlined in this report will be implemented as part of the proposed development.

11.Conservation:

A Conservation Report has been undertaken in order to assess the impact of the proposed development on the site and immediate surroundings in the context of the attendant grounds to St. Thomas House, a protected structure. The Conservation Report is included as an appendix to the main Part 8 report (appendix 3).

Reports:

Appendix 1: Appropriate Assessment Screening Report

Appendix 2: Environmental Impact Assessment Screening Report

Appendix 3: Conservation Report

Appendix 4: Architectural Design Statement

Appendix 5: Engineering Reports

Appendix 6: Ecological Impact Assessment

Appendix 7: Tree Survey & Report

Appendix 8: Floodlighting Design

Appendix 9: Computer Generated Images

Drawings:Architecture (O'Brien Finucane Architects):

Drawing Number	Sheet Number	Sheet Name
1909/OBFA/MA/XX/ZZ/A/1000C	1000	MASTER SHEET
1909/OBFA/ST/ZZ/SV/A/1001C	1001	SITE LOCATION AND LAYOUT
1909/OBFA/ST/ZZ/ALP/A/1002C	1002	SITE PLAN
1909/OBFA/ST/ZZ/ALP/A/1003B	1003	SITE PLAN - ROAD TYPOLOGY
1909/OBFA/ST/ZZ/ALP/A/1004A	1004	SITE PLAN - ROAD TYPOLOGY XREF
1909/OBFA/MA/00/ALP/A/1005C	1005	PLANNING - GROUND FLOOR PLAN
1909/OBFA/MA/M1/ALP/A/1006C	1006	PLANNING - MEZZANINE
1909/OBFA/MA/RP/ALP/A/1007C	1007	PLANNING - ROOF PLAN
1909/OBFA/MA/ZZ/ALE/A/1008C	1008	ELEVATIONS SHEET 1
1909/OBFA/MA/ZZ/ALE/A/1009C	1009	ELEVATIONS SHEET 2
1909/OBFA/MA/ZZ/ALE/A/1010C	1010	BAY ELEVATIONS
1909/OBFA/MA/ZZ/ALS/A/1020C	1020	SECTION A-A & B-B
1909/OBFA/MA/ZZ/ALS/A/1021C	1021	SECTION C-C

Engineering (Roughan O'Donovan):

- 14.112.101-100 Foul and Surface Water Drainage Layout
- 14.112.101 – TR01 Sightlines
- 14.112.101 – TR02 Car Park
- 14.112.101 – TR03 Works At Roundabout

Landscape Architecture (dlr Parks):

- 2434-01 Landscape Masterplan
- 2434-02 Layout Plan 1
- 2434-03 Layout Plan 2
- 2434-04 Indicative Details
- 2434-05 Cross Sections