



Planning and Development Acts 2000 to 2018

Planning Authority: South Dublin County Council

Application for permission under section 4 of the Planning and Development (Housing) and Residential Tenancies Act 2016, in accordance with plans and particulars, lodged with An Bord Pleanála on the 7th day of September 2018 by Randelswood Holdings Limited care of Downey Planning, 1 Westland Square, Pearse Street, Dublin 2.

Proposed Development:

A strategic housing development at lands at Palmerstown Retail Park, Kennelsfort Road Lower, Palmerstown, Dublin 20.

The development will consist of the demolition of all existing structures on site and the construction of a residential and mixed-use development of 303 number apartments (26 number studios, 125 number one-beds, 133 number two-beds, and 19 number three-beds) with a creche facility, a gym, a community/sports hall, a concierge office, and a community room, in two number blocks, to be provided as follows:

- Block A containing a total of 191 number apartments comprising of 19 number studios, 102 number one-beds, 61 number two-beds, and nine number three-beds, in a building ranging from six-eight storeys over basement, with two number communal roof gardens (one number at sixth floor level and one number at seventh floor level), and all apartments provided with private balconies/terraces;

- Block B containing a total of 112 number apartments comprising of seven number studios, 23 number one-beds, 72 number two-beds, and 10 number three-beds, in a building ranging from four-eight storeys over basement, with two number communal roof gardens (one number at sixth floor level and one number at seventh floor level), and all apartments provided with private balconies/terraces;
- Block B also provides a creche facility, a gym, a concierge office, and a community room at ground floor level (with mezzanine level within the gym and community room) and a community/sports hall at basement level.

The development also includes the construction of a basement providing 269 number car parking spaces, 22 number motorcycle spaces, 262 number bicycle spaces, and a plant room and bin stores.

The proposal also incorporates five number car parking spaces and 44 number bicycle spaces at surface level, upgrades and modifications to the vehicular access onto Kennelsfort Road Lower, one number Electricity Supply Board sub-station, landscaping including upgrades to public realm, public lighting, boundary treatments, and all associated engineering and site works necessary to facilitate the development.

Decision

Refuse permission for the above proposed development based on the reasons and considerations set out below.

Matters Considered

In making its decision, the Board had regard to those matters to which, by virtue of the Planning and Development Acts and Regulations made thereunder, it was required to have regard. Such matters included any submissions and observations received by it in accordance with statutory provisions.

Reasons and Considerations

1. It is considered that the proposed design strategy as it relates to scale, mass and orientation of structures on the site does not provide an appropriate design solution having regard to the site's locational context along the R-148 regional road and to the established character and pattern of residential development along the northern boundary which is located within an existing traditional village setting. It is considered that the arrangement and overall design of the scheme is monolithic and repetitive with unsympathetic proportions relative to the character of the properties located to the north, and would represent over-development of this site. Furthermore, the proposed development would have an overbearing and overshadowing impact on the existing residential amenities of the properties to the northern boundary, particularly numbers 4 and 5 Roseview. The proposed development would be contrary to the National Planning Framework and Ministerial Guidelines, which promote innovative and qualitative design solutions, and would seriously injure the amenities of property in the vicinity. The proposed development would, therefore, be contrary to the proper planning and sustainable development of the area.
2. The proposed development would be self-contained with a single access and egress point onto Kennelsfort Road Lower. It is considered that the layout of the proposed development provides limited opportunities to facilitate potential future access to the rear gardens of the houses to the north, or for future connectivity (pedestrian, cyclist and vehicular) to the lands to the west of the application site. The proposed development is therefore premature pending the preparation of a master plan for the subject site and adjoining industrial sites that addresses connectivity and permeability for all road users, and to permit the development of this site, as proposed, would prejudice the future redevelopment of adjoining lands in a comprehensive fashion.

3. It is considered that the traffic generated by the proposed development of 303 residential units and the provision of a single vehicular access/egress point at the junction of Kennelsfort Road Lower and the R-148 regional road, would endanger public safety by reason of traffic hazard from increased traffic movements and would lead to conflict between road users, that is, pedestrians, cyclists and vehicular traffic. Furthermore, the proposal for a pedestrian and cycle route through an existing industrial/commercial area, which appears to be in private ownership, is inappropriate and would militate against the creation of an attractive pedestrian environment. The proposed development would, therefore, be contrary to the proper planning and sustainable development of the area.

4. The location of the public and semi-private open space along the frontage of the R-148 regional road, which is heavily trafficked, would compromise the use and enjoyment of this area by future residents. It is also considered that, by reason of the design, bulk and massing of Block A, a number of the single aspect one-bed units within this block would have a poor aspect, with limited penetration of daylight and sunlight. The proposed development would, therefore, seriously injure the residential amenities of future occupants and would be contrary to the proper planning and sustainable development of the area.

