



An
Bord
Pleanála

Inspector's Report PL06D.246607

Development	Widening of existing vehicular entrance and roadway from Greenfield Park including provision of pedestrian footpath and public lighting.
Location	Greenfield, Land off Greenfield Park, Donnybrook, Dublin 4.
Planning Authority	Dun-Laoghaire – Rathdown County Council.
Planning Authority Reg. Ref.	D15A/0860
Applicant(s)	Purleigh Holdings Limited
Type of Application	Permission
Planning Authority Decision	Permission
Type of Appeal	Third Party
Appellants	1. Nathalie Desbiens 2. Nutley Square Management Company
Observers	None
Date of Site Inspection	13 th of October 2016
Inspector	Angela Brereton

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1.0 Site Location and Description

- 1.1.1. The site is located within an established residential area accessed from Greenfield Park, Donnybrook, Dublin 4. Greenfield Park is a cul-de-sac road accessed via the Stillorgan Road (R138) to the north. This is the residential accommodation road and it has two junctions, the south western one to serve residential development at Donnybrook Manor, Nutley Square and Greenfield Manor, and the north eastern one to serve Greenfield Crescent.
- 1.1.2. The stated area of the application site is 0.1818ha and the subject site consists of a linear section of land which consists of an existing surfaced narrow vehicular laneway in the ownership of UCD with a right of way agreement in place with the land owner. It provides restricted gated access to the pumping station and to the UCD playing fields to the south west. There is a pedestrian access on the southern side of the proposed entrance to the UCD playing fields. The access to the site is also opposite a gated vehicular and pedestrian access to UCD campus and another gated access to University Lodge is at the end of the Greenfield Road cul-de-sac.
- 1.1.3. There is residential development on the northern side of the laneway. The side elevation of no.34 Greenfield Park and the rear elevation of the 2/3 storey Donnybrook Park development are proximate to the access laneway. There are hedgerows and a wall on either side of this laneway which provide some screening. Currently the laneway is narrow with a grass verge on its northern side. It is of note that the access lane is within the jurisdiction of Dun-Laoghaire Rathdown County Council.
- 1.1.4. This proposed access road to be widened is to serve a site proposal for residential development (separate appeal Ref. PL29S. 247012 refers) which is within the jurisdiction of Dublin City Council. The road leads to the southern end of this rectangular shaped development site which is generally flat, with a gradual fall in level of approx.2m from the entrance to Greenfield Park to the residential development 'Thornfield' to the north east. There is a 15m wide way leave restricting development existing along the south eastern boundary of that site for the Siphonic Truck Sewer.
- 1.1.5. The Greenfield development site is bounded to the North West by residential units on Airfield Park and Airfield Terrace; to the North East by residential units on

Thornfield; to the South East by residential units on Greenfield Park (Nutley Square, Greenfield Manor, Donnybrook Green); to the South West by UCD playing fields.

2.0 Proposed Development

- 2.1.1. This is to consist of the widening of the existing vehicular entrance and roadway from Greenfield Park including the provision of a pedestrian footpath and public lighting at the site, Greenfield, Lands off Greenfield Park, Donnybrook, Dublin 4.
- 2.1.2. A letter has been submitted with the application from UCD to confirm that the entrance road to this site, as outlined in the drawings is in their ownership. They give consent to Purleigh Holdings Limited to lodge this application.
- 2.1.3. The proposed widened access road, which is the subject of this application is to serve lands previously the site of the Department of Horticulture, UCD. These lands are now proposed for residential development comprising 71no. apartments in 5no. 4 storey blocks over basement parking, that site located within the Dublin City Council boundaries and the subject of a concurrent appeal Ref. PL29S.247012 refers.
- 2.1.4. A Transport Assessment relative to the access road and the Greenfield Residential Development has been submitted with this application.

3.0 Planning Authority Decision

3.1. Decision

- 3.1.1. Dun Laoghaire Rathdown County Council granted permission on the 20th of April 2016 for the proposed development subject to 9 no. conditions. These are generally relatively standard infrastructural roads related conditions, also relevant to construction and public safety issues. The following are of note:
 - Condition no.5 – *The Applicant/Contractor shall comply with all the proposed details as per ‘Section 8, Potential Constraints/Safety Issues & Mitigations – Impact during Construction Stage’ within the submitted Transport Assessment by RPS (dated: September 2015) for securing the health and safety of everyone carrying out construction work (at lands off Greenfield Park, Donnybrook site) and all others affected by it.*

Reason: In the interest of public safety and the proper planning and sustainable development of the area.

- Condition no.6 - Provides for the provision of public lighting.

3.2. Planning Authority Reports

3.2.1. Planner's Report

This has regard to the locational and planning context of the site, planning policy and history and to the submissions made, including internal reports. The proposed development relates to the formation of an upgraded vehicular access within DLR Co.Co. which is to serve the proposed residential development within the jurisdiction of DCC. They noted in particular the request for Further Information from the Transportation Planning Section. They considered that the applicants should be requested to submit further details including regard to boundary treatment and revised drawings showing accurate dimensions. Their Further Information request included the following:

- Clarification that the measurements on the drawings correspond and that the dimensions are correct.
- Details of the proposed boundary treatment along the length of the north eastern boundary of the access lane, and along the south west which is shared with the grounds of UCD campus.
- Detailed drawings showing all development works (i.e. access road, footpaths, street lighting etc).
- Regard to 'Taking in Charge' Policy Document (Sept 2011- updated April 2013) and the relevant standards to meet a 40 year design life with a minimum 200mm depth of flexible road surfacing for carriageway construction within all shared private and public space.
- Revised drawings showing concrete kerbs at either side of the access road carriageway, undergrounding of services, and impermeable pavement types.
- To submit detailed plan and elevation drawings of the proposed 'New Vehicular Entrance Roadway' on Greenfield Park.

- Details showing a STOP line road markings and pedestrian crossings.
- Details of permeability linkage for pedestrians and cyclists from the proposed access road to the Clonskeagh Road, UCD and nearby Business Park.
- Details of street lighting to standards.

3.2.2. *Further Information response*

De Blacam and Meagher have submitted a response on behalf of the applicants which includes the following:

- Revised drawings have now been submitted showing that the dimensions on the plan and section drawings have now been co-ordinated.
- Drawings have been submitted to include elevations of the proposed north eastern boundary and the south western boundary, together with further detail on the proposed construction and landscaping of each boundary.
- A Report has been prepared relative to the 'Taking in Charge' Standards by O'Connor Sutton Cronin Consulting Engineers and a drawing is included in Appendix A of this Report.
- This Report and attached drawings in Appendix A also have regard to footpaths, paving and traffic markings and signage.
- Pedestrian and cyclist access to the development will be provided via the proposed access road on Greenfield Park.
- They provide a drawings prepared by RPS showing pedestrian and cyclist permeability through UCD.
- An External Lighting Report has been prepared by O'Connor Sutton Cronin.

3.2.3. Planner's response

The Planner had regard to the F.I submitted and to the responses made including that of the Transportation Department. They considered that the applicant has addressed the F.I issues to the satisfaction of the Planning Authority. They noted the issue concerning lighting and recommended a relevant condition. They also noted reference that the concurrent application for the development site within DCC

jurisdiction was then at F.I stage. They recommended that permission be granted subject to conditions.

3.3. **Other Technical Reports**

Transportation Planning

They had regard to the proposed development and recommend that further information be submitted to include detailed drawings of all development works (i.e access road, footpaths, street lighting etc).

They had regard to the F.I submitted and generally considered it to be acceptable. They recommended a number of conditions should permission be granted.

Municipal Services Section –Drainage Section

They provide that they have no objection subject to a recommended drainage condition regarding pipework.

3.4. **Third Party Observations**

A number of submissions have been received from local residents including the subsequent Third Party Appellants, Natalie Desbiens and Nutley Square Management Co.clg. These concerns include the following:

- The application for the new road widening with increased traffic implications, will transform a gated laneway and is completely out of character with the surrounding environment.
- Details of the proposed residential development scheme have not been given in this application, which is misleading. Both applications, which are in two different Local Authorities should have been considered together.
- Concerns about the validity of the application.
- Concerns about the accuracy of the findings on traffic as described in the Traffic Impact Assessment and about the accuracy of dimensions shown on the drawings.
- Greenfield Park is a narrow cul-de-sac, proximate to UCD and this proposal will add to existing traffic congestion in the area.

- The existing road is already in poor condition and this will be worsened by the impact of additional traffic.
- Health and safety issues and increased risk of accidents.
- Concerns about impact on public right of way to walks in UCD grounds etc.
- There is no cycle path on Greenfield Park and there is concern about the impact of increased traffic on safety for cyclists.
- There appears to be no consideration of alternative access from Airfield Court.
- There are implications for on-street parking, emergency and refuse vehicles on the narrow road.
- Noise levels will increase for local residents due to increased traffic on the lane and Greenfield Park.
- This proposal will be detrimental to the residential character and amenities of the area. It will lead to devaluation of property.
- The owner of the corner site No.34 Greenfield Park is particularly concerned that there will be a detrimental impact on their property and include photographs and a diagram for demonstration purposes.
- Concerns about impact on security and privacy and impact of lighting on adjacent residential properties.
- Concerns about construction and safety issues and the impact on the old stone boundary wall of Donnybrook Green.
- The proposal will visually alter the character of adjoining lands and destroy hedgerows and mature planting along the laneway.

4.0 Planning History

The following was noted in the vicinity of the proposed access road:

- Reg.Ref.2886/11 – Permission granted subject to conditions to Purleigh Holdings Ltd for the demolition of an existing boiler houses and an existing Dodder Valley siphon control house.

- Reg.Ref.D11A/0288 – Permission granted for the construction of a new siphon control house and all associated works.

Concurrent Application

This is of significance as it refers to the development site relative to the access road which is within adjoining lands and is within the administrative boundaries of Dublin County Council:

- Reg.Ref.2210/16 – Permission granted subject to conditions for the Demolition of sheds, construction of 5no. buildings accommodating 71no. apartments and all associated and ancillary site development works. Ref. PL29S.247012 is now the subject of a concurrent appeal to the Board.

5.0 Policy Context

5.1. National Spatial Strategy 2002-2020

The NSS sets out a national planning framework to co-ordinate future development and planning throughout the country in a sustainable manner and to consolidate the physical growth of Dublin while recognising its national and international importance.

It is of note that having regard to an update relative to policy and objectives for strategic planning that a National Planning Framework document is now being prepared.

5.2. Regional Planning Guidelines for the Greater Dublin Area 2010-2022.

The Guidelines, which provide a long term planning framework for the development of the Greater Dublin Area, seek to consolidate development, increase overall densities and facilitate the provision of improved public transport.

5.3. Sustainable Residential Development in Urban Areas, Guidelines for Planning Authorities, 2009

These seek to encourage high quality sustainable residential development, urban form and design. They are concerned to promote a sequential approach to development and to create an overall design framework with linkages to the existing developed area. They support Local Area Plans and the phasing of development, also having regard to the availability of infrastructure. Regard is had to the availability of community facilities, public transport and the quality of open space. Chapter 3 concerns the role of design and has regard to the context and quality of the development proposal. Chapter 4 provides for planning for sustainable neighbourhoods and has regard to public open space, traffic safety, drainage issues etc. Chapter 5 refers to Cities and Larger Towns (i.e towns with 5,000 or more people) and provides the criteria for appropriate locations for higher density developments. Section 5.9 refers to Inner suburban/infill sites and has regard to residential infill. Chapter 7 concerns the home and its setting and discusses issues such as daylight, sunlight, privacy, open space and communal facilities.

Regard is had to the accompanying DOEHLG 'Urban Design Manual-A best practice guide 2009' and to the 12 criteria to promote quality sustainable urban design discussed in this document. Regard is also had to the application of these criteria, which are divided into three sections: Neighbourhood/ Site and Home reflecting the sequence of spatial scales and order of priorities that is followed in a good design process.

5.4. Sustainable Urban Housing Design Standards for New Apartments 2007

This provides guidelines on the design and layout of new apartments to ensure that they provide satisfactory living accommodation. This also includes guidance on daylight and sunlight, communal and private open space and recreational needs. The Appendix includes recommended minimum floor areas and standards.

5.5. Updated Apartment Guidelines 2015

The purpose of these guidelines includes; to enhance the viability of new apartment construction, ensure consistency, as regards the minimum planning requirements and expand the provisions of the 2007 guidelines on qualitative aspects concerning areas such as amenities, provision of play facilities, cycle parking and related matters. The focus of this guidance is on the apartment building itself and on the individual units within it.

5.6. Design Manual for Urban Roads and Streets 2013

The DMURS document must be taken into consideration in examining planning applications. Within the DMURS document the application of the principles to existing streets must require a flexible approach. The document calls for a safer more attractive and vibrant street and the creation of a permeable network from a multi-layered process. The process should begin with a site analysis that identifies any constraints the proposal may have on the existing network, including points of access, major destinations and strategic connection (existing and proposed). The street hierarchy in terms of trips generated, access etc.

All new residential development must be designed in accordance with the requirements set out in DMURS. This Manual sets out design guidance and standards for constructing new, and reconfiguring existing, urban roads and streets in Ireland by incorporating good planning and design practice to create low speed environments in urban areas.

5.7. Dun Laoghaire Rathdown Development Plan 2016-2022

The Land Use Zoning Map shows that the subject site, relative to the access roadway, is within two separate zonings i.e relative to educational and residential.

Chapter 2 has regard to Sustainable Communities and includes regard to residential developments.

Section 2.2 has regard to Sustainable Transport and Travel. Section 2.2.5 has regard to Current Public Transport Networks and includes regard to the needs of pedestrians and cyclists. Policy ST2 refers to the Integration of Land-Use and Transportation policies. Policy ST4 refers to Accessibility. Policy ST5 supports integrated Walking and Cycling networks. Policy ST6 seeks to maintain and expand Footways and Pedestrian routes. Policy ST10 refers to Street Lighting.

Policy ST11 supports Public Transport Improvements. Policy ST12 refers to the Quality Bus Network. Policy ST13 refers to the Bus Rapid Transport initiative and provides that the Stillorgan Road (N11) QBC is listed as a Priority 1 Quality Bus Corridor with the potential to upgrade to a BRT route.

Section 2.2.10 refers to Roads and Policy ST25 provides: *It is Council policy, in conjunction and co-operation with other transport bodies and authorities such as the TII and the NTA, to secure improvements to the County road network – including improved pedestrian and cycle facilities.*

It is noted that: *Smaller-scale schemes, such as minor junction improvements, traffic management improvements and the provision of footpaths, are not shown on the Development Plan Maps nor are they included in the Written Statement.*

Policy ST27 has regard to the requirement for Traffic and Transport Assessments and Safety Audits for major developments. *It is Council policy to require Traffic and Transportation Assessments and/or Road Safety Audits for major developments – in accordance with the TII Traffic and Transport Assessment Guidelines 2014 - 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.*

Policy ST29 refers to Road Safety i.e: *It is Council policy to implement the Road Safety Authority's 'Road Safety Strategy 2013 - 2020' in conjunction with relevant stakeholders and agencies.* Section 2.2.10.5 includes: *Road Safety is a key consideration in the engineering design and/or improvement of roads, junctions and traffic schemes.*

Policy ST30 provides: *It is Council policy to introduce traffic management schemes on particular roads and in appropriate areas throughout the County to reduce vehicle speeds to an acceptable level and to reduce the potential for traffic congestion and associated vehicular emissions in urban areas.*

Chapter 5 provides the Physical Infrastructural Strategy and has regard to issues of Environmental Infrastructural Management including Drainage and Waste Management.

5.8. **Dublin City Development Plan (2016-2022) – Interim Publication**

This Plan was adopted by Dublin City Council at a Special Council meeting on 23rd September 2016. The Plan came into effect on 21st October 2016. It replaces the 2011-2017 City Development Plan. It sets out policies and objectives to guide how and where development will take place in the city over the lifetime of the Plan. It aims to provide an integrated, coherent spatial framework to ensure the city is developed in an inclusive way which improves the quality of life for its citizens, whilst also being a more attractive place to visit and work.

Throughout the city, an integrated approach is to be taken towards land use and transport planning, with more intensive uses promoted at locations with higher public accessibility. The creation and nurturing of sustainable neighbourhoods, which are designed to facilitate walking and cycling, close to public transport insofar as possible, and a range of community infrastructure, in quality, more intensive mixed-use environments.

6.0 **The Appeal**

6.1. **Grounds of Appeal**

Two separate Third Party Appeals have been submitted and these are summarised as follows:

6.1.1. Natalie Desbiens

She is a local resident who residing in Greenfield Park. Her grounds of appeal include the following:

- It is not possible for Dun Laoghaire Rathdown County Council (DLR) to assess the merits of the application to widen this road without taking into account the proposed plans for the lands to which this road provides access. The plans submitted to DLR should be examined in conjunction with the plans

submitted to Dublin County Council. Only ABP is in a position to look at the proposed road widening of the road in conjunction with the plans for a new apartment development in DCC's jurisdiction.

- She believes that 'Sustainable Development' cannot be the only basis for the grant of permission to widen this particular road. The Protection of existing residential amenity is not addressed in the DLR grant of permission.
- She considers that ABP has the ability to objectively consider all of the relevant planning guidelines in this case, including the needs and rights of the existing residents of this quiet and mature cul-de-sac.

6.1.2. Nutley Square Management Company clg

Downey Planning, Chartered Town Planners have submitted a Third Party Appeal on their behalf. They are the management company for 30 property owners in the Nutley Square development on Greenfield Park. Nutley Square is adjacent to the development site. They have regard to the site location and to the description of development. They note that while the proposed road is in the DLR jurisdiction, that it is the intension that this will ultimately serve a large residential apartment complex which will be in DCC jurisdiction. Their grounds of appeal include the following:

- They have regard to the land use zoning and note that the general objective for primarily residential areas is to provide a measure of protection from unsuitable new development or 'bad neighbour' developments that would be incompatible with the overall residential function of the area.
- It is submitted that the proposed roadway development which is intended to serve a large residential development of 5no. four storey apartment blocks has not had regard to the surrounding residential area.
- They note that this road is proposed to serve a large residential development within the DCC jurisdiction, and whilst there are two separate applications the road proposal must be assessed in the context of its proposed function.
- The cumulative impact of both applications is a key consideration in the context of this appeal made on behalf of Nutley Square Management Company clg.

- They are concerned that sufficient on-site parking has not been provided for the scale of residential development proposed and that further parking on Greenfield Park would be detrimental to the amenities of the area and lead to traffic hazard.
- They note that Greenfield Park experiences a number of congestion related problems, and consider that it is at capacity.
- There are numerous occasions where refuse vehicles could not gain access to Nutley Square, Donnybrook Green or Greenfield Manor as a result of traffic congestion.
- It is considered that the increased number of vehicles using Greenfield Park Road upon completion of the roadway proposal and the proposed apartment development, together with the high number of cyclists and the narrow width of the road, will increase traffic congestion and the risk of accidents in Greenfield Park.
- With the increased traffic flow envisaged for the proposed road, Greenfield Park Road is likely to become obstructed when the parking bays are occupied. There are concerns about queuing and congestion at the junction with the Stillorgan Road.
- It will lead to difficulties in accessing homes and will have adverse impacts on the viability and vitality of the character of the surrounding area.
- The proposed development will result in an increase in traffic and traffic movements both to and from the application site and intensify activity within the surrounding residential area not only during construction stage but also during operational stage.
- They are of the opinion that the proposed development will generate serious traffic congestion on an already congested narrow road; will have an adverse impact on traffic safety for cyclists on Greenfield Park road; and will potentially lead to obstruction of this road to the entire residential area.
- The proposed street lighting will further affect the properties in Nutley Square.
- They have regard to the drawings and note that part of Block no.1 is clearly within the DLR jurisdiction and they are of the opinion that the residential

development should have been included as part of this roadway application. Both applications should have been cumulatively assessed.

- They are greatly concerned about the impact of the proposed development which is at variance with the surrounding area, will lead to traffic congestion and conflict with cyclists going to UCD and be detrimental to their residential amenities.
- The cumulative impact of the roads proposal and the residential development would represent an overdevelopment of the site and seriously injure the residential amenities of these properties by reasons of overlooking, overshadowing and overbearing effect of such a large scale development on the established residential area.
- As such as the long term cumulative impacts on the residential area will clearly be severely compromised they request that planning permission be refused.

6.2. First Party Response

De Blacam and Meagher response to the Third Party appeals includes the following:

- They have regard to the figures for traffic and cycle counts included in the Transport Assessment and note that it is concluded that the existing environment in Greenfield Park would be conducive to the shared street concept for bicycle and vehicle movement.
- The TA has assessed the existing traffic volumes and the additional arising from the development and concludes that there is sufficient capacity to cater for the predicted traffic.
- They have regard to the issue of vehicles turning onto Greenfield Park to access Nutley Lane and provide that the volumes are low and note that illegal turns would be a matter for enforcement by the Gardai.
- They refer to the TA and do not consider there will be issues with access for refuse vehicles to Nutley Square, Donnybrook Green or Greenfield Manor.

- They consider that the queue lengths are not untypical for relatively small residential areas and would not be indicative of a congested road.
- As outlined by the TA the predicted total number of vehicle -trips generated by the proposed development equates to an increase of 18%.
- They provide that the proposed on-site parking complies with DCDP 2011-2017 standards. There is ample pay and display on-street parking available in the area.
- As outlined in the TA it is assessed that even with full occupation of on-street parking the road could adequately cater for the predicted traffic volumes.
- They consider that as on-street parking is not in high demand that the potential additional conflict with cyclists will be minimal.
- As on-street parking is undersubscribed the removal of spaces close to the junction with the R138 if necessary relative to queuing should be feasible.
- Proposed lighting will be in accordance with standards and the street lights are positioned on the Nutley Square side of the road so that they are facing away from the residential houses and gardens.
- They had pre-planning consultations with both planning authorities (i.e. DCC and DLR) who agreed with the basis on which the applications have been submitted.

6.3. Planning Authority Response

- 6.3.1. Dun Laoghaire Rathdown County Council provide that the proposed entrance was assessed by the Planning Authority based on the drawings submitted and the information supplied relating to the projected traffic numbers using the entrance as outlined in the traffic assessment submitted as part of the planning application. They provide that the junctions and roads with the Dublin City Council's jurisdiction could not be assessed by Dun Laoghaire Rathdown.
- 6.3.2. With regard to part of Block 1 being located within the jurisdiction of DLR, they note the development description refers only to the widening of the existing vehicular entrance and roadway from Greenfield Park including the provision of a pedestrian

footpath and public lighting. They provide that this is what was required to be assessed under this planning application. The proposed apartment development is outside the remit of this planning authority and was lodged to DCC under D15A/0860.

6.4. **Observations**

There are no Observations on record to the Grounds of Appeal.

7.0 **Assessment**

7.1. The main issues in this appeal are those raised in the grounds of appeal and I am satisfied that no other substantive issues arise. The issue of appropriate assessment also needs to be addressed. The issues can be dealt with under the following headings:

7.2. **Principle of Development and Planning Policy**

- 7.2.1. As shown on the Land Use Zoning Map the proposed access road is located just within the jurisdiction of Dun-Laoghaire Rathdown and is within two separate zonings i.e. educational and residential. The northern portion is within land zoned Objective A, which seeks: *To protect and or improve residential amenity*. The remaining portion which is in Objective 'TLI', where the objective seeks: *To facilitate, support and enhance the development of third level education institutions*. This is relative to its proximity to UCD lands.
- 7.2.2. There is concern from local residents about the concept/principle of the proposed development which is to provide access to Greenfield Park and the N11 Stillorgan Road for the associated development site (PL29S.247012 refers), located at the end of the existing laneway. The concurrent application which is primarily within the jurisdiction of Dublin City Council is to provide a residential development of 71 units in 5no. 4 storey blocks over basement parking. It also includes surface parking and other ancillary works on the site. Local residents note that the laneway is currently narrow and gated with restricted access to the pumping station. They are concerned that Greenfield Park is a mature low density residential area and the application for a

new road with increased traffic implications, is completely out of character with the surrounding environment and will lead to increased traffic congestion in the area.

- 7.2.3. The First Party provide that the Transport Assessment submitted demonstrates that the proposed development will not cause congestion, impact adversely on the road network or the established residential character of the area. Regard is had to these issues, in the Assessment below. It must however be noted that while this application is relative only to the access road and regard is had to road related issues and traffic, other issues such as design and layout relative to the scheme on the Greenfield development site are assessed relative to the concurrent appeal Ref.PL29S.247012.

7.3. Regard to Validity issues

- 7.3.1. The Third Parties have raised concerns about the validity of the application and regard is had to the Planning and Development Regulations 2001-2015. This includes the requirements of Article 22(1)(b)(iii) of these Regulations. They have raised a number of issues in this regard, relative to inadequate or ambiguous information being submitted regarding the identity of the applicants and relative to the description of the development including confusion having regard to the location of the site in two separate administrative areas. They contend that it is necessary to submit applications to both planning authorities for the entire scheme. Also that the details submitted relative to the description of the development are flawed and question the validity of the application.
- 7.3.2. There is concern that the public notices do not indicate the real purpose of the proposed works, which is to develop a new improved access intended to serve an apartment development and so is misleading and incomplete. In the interest of a comprehensive assessment of the overall project they believe that the planning applications for the apartments and the access road access should have been made together so that they could be assessed together by the two authorities concerned. They consider that the cumulative effect of the applications is a key consideration.
- 7.3.3. These concerns have been noted and I am of the opinion that procedural matters are for the P.A. to address, a determination on whether the P.A application/ decision is

valid or not, would not be appropriate to make here. However, it must be noted that this application is now being considered on its merits de novo by the Board.

- 7.3.4. In this respect it is of note that a current appeal for Ref. PL29S. 247012 which provides the construction of 71no. apartments in 5no. 4 storey blocks over basement parking area and all associated and ancillary works is now also being assessed by the Board. The subject application provides for access to the proposed development site and is located with the Dun Laoghaire Rathdown jurisdiction. Both applications have been subject to Third Party appeals and are being considered by the Board simultaneously.

7.4. Regard to the Transport Assessment

- 7.4.1. This has been prepared by RPS and is dated September 2015. The objective is to quantify and assess the likely impact of future traffic generated by the proposed residential development (PL29S.247012 relates) on the local road network and to assess the impact of pedestrian and cycling requirements on the surrounding infrastructure. It provides a reference to current standards and guidelines including DMURS. It has regard to the locational context and maps and photographs showing the general area are included. Regard is had to Greenfield Park and it is noted that it joins the R138 Stillorgan Road directly opposite Nutley Lane. The crossroads junction is controlled by traffic signals with a green traffic signal provided simultaneously for traffic from Nutley Lane and Greenfield Park. Vehicles turning right into Greenfield Park have a dedicated right turn filter from the Stillorgan Road. It is provided that to assess the potential impact a new development could have on the adjacent residential road network, a survey of the vehicle and cyclist movements at entrances to Greenfield Park from the R138 Stillorgan Road was undertaken. This was undertaken for a 12 hour period (07.00 – 19.00) on Wednesday 15th of October 2014, which was considered to provide sufficient information to generate a profile of vehicle traffic flow in Greenfield Park during a typical weekday. It also includes a profile of traffic flows and queue lengths on the R138 Stillorgan Road to be used as baseline information in the junction capacity assessments. These show the recorded traffic flows going in and out of Greenfield Park (including the traffic associated with Donnybrook Green, Nutley Square and Greenfield Manor) taking during the survey. It is noted that there is an access to UCD at the end of Greenfield Park which is

utilised by pedestrians and cyclists throughout the day and details are given of a significant volume of bicycle trips for a residential area.

- 7.4.2. It was noted that the proposed development is located adjacent to the R138 Stillorgan Road, which is one of the busiest Quality Bus Corridors in the Greater Dublin Area, with a number of services operating at regular frequency. There are inbound and outbound bus stops approx. 730m (9mins walk) from the development site, Fig.2.3 and Table 2.1 relates. It is provided that these services will be further enhanced with the introduction of the Bus Rapid Transit (BRT) service from Blanchardstown to UCD, which includes a stop at Nutley Lane. The nearest railway station to the development site is Sydney Parade and is approx.1.9km away. This is served by regular DART and Commuter Services. The nearest Luas stop is Milltown, on the Green Line and is approx. 2.7km away (Fig.2.4 relates). Therefore while the area is well served by Dublin Bus and QBC it is not proximate to the Luas or DART services.
- 7.4.3. Section 4.0 of the Transport Assessment has regard to Traffic Generation and notes that the rates were determined using TRICS; a database system that allows users to establish potential levels of trip generation for a wide range of new developments. The two characteristics that are considered most critical in determining potential traffic generation levels were site location and public transport provision. Table 4.1 has regard to Greenfield/Thornfield Key Development Site Characteristics. It is noted that the TRICS database provides trip generation rates for a range of different development types and for this assessment, traffic generation figures were sought for the category 'Apartment, Privately Owned' (Table 4.2 refers).
- 7.4.4. Section 5.0 provides the Traffic Impact Assessment and has regard to the Percentage Increase in Traffic Volumes generated by 75 apartments between 07.00 and 19.00 on a typical day. It is provided that the proposed development would increase the traffic volumes departing Greenfield Park by 19%. The rationale for this scale of percentage impact is due to the low levels of base year traffic flow departing Greenfield Park within a 12 hour period. Details are also given of the percentage impact on the Traffic Volumes arriving at Greenfield Park and a comparison is given of Base Year/Proposed Traffic Flow arriving at Greenfield Park. It is shown that over the 12 hour period (07.00 – 19.00) on a typical day the proposed development would increase the traffic volumes arriving at Greenfield Park by 18%.

Typical traffic numbers are given for a residential street like Greenfield Park, with a 5.5m carriageway width and it is noted that on-street parking (along one side only) can reduce the carriageway width to 3.5m in places. This leads to a reduction in traffic capacity for the road. Details are given of capacity for two-way traffic and it is provided that the maximum predicted hourly traffic flow on Greenfield Park, with the proposed development in place, is considered to be within the expected capacity of the road.

7.5. Junction Capacity Analysis

- 7.5.1. Junction Capacity Analysis was undertaken at the R138 Stillorgan Road/Greenfield Park/Nutley Lane junction, in order to determine the potential impact each of the proposed development on the operation of the junction, due to the expected increase in traffic flows. It was undertaken using LinSig, a computer software package used to model signal – controlled junctions. Regard was had to Base Year Traffic Conditions and the junctions were assessed during peak traffic hours of (08.00 – 09.00) and (17.00 – 18.00).
- 7.5.2. The results of the base year 2014 analysis for the R138 Stillorgan Road/Greenfield Park/Nutley Lane junction are outlined in Table 5.5. These indicate that currently there are capacity issues on the R138 Stillorgan Road mainline and on Nutley Lane during peak periods, with significant queuing occurring during both peak hours. It is provided that this may be due to an area wide traffic management issue, which is not directly associated with this individual junction. They provide that as the Greenfield Park arm of the junction flows in parallel with Nutley Lane it currently operates below practical capacity during both peak hours, with no significant queuing occurring during each traffic cycle. In this context they consider that it is feasible that additional traffic volumes can be accommodated to/from Greenfield Park without detrimental effect on the overall operation of the junction.
- 7.5.3. They provide future assessments relative to the opening year 2017 (assumed) and 2032. Figures illustrate the estimated 2017 and 2032 AM and PM peak hour traffic flows with and without the development in place. The results of the future year junction capacity analysis for the Greenfield Park arm only are outlined in Table 5.7. They note that currently there is a pre-existing capacity issue at the junction and predictably these problems persist into the future year scenarios without the

development in place. However, they conclude that the Greenfield Park arm can accommodate additional traffic volumes without increasing the peak hour capacity problems at the junction as there is currently space green time due to the traffic signal phasing being linked with Nutley Lane. The results are presented in terms of the impact on the Greenfield Park arm only with the rationale that it is the internal road in Greenfield Park that would be directly impacted by any new development. They provide that the results of the Linsig analysis indicate that the Greenfield Park arm of the junction can accommodate the predicted additional traffic generated by the proposed development, while still operating below practical capacity, with minimal queuing occurring during both peak hours in 2017 and 2032.

- 7.5.4. The issue in this case is can this internal road and this arm of the junction with the R138 Stillorgan Road be seen in isolation or as separate to the traffic capacity at the 4 arm junction. It is concluded in the TA that the green time allocated in the traffic signal cycle for traffic movements from Greenfield Park onto the R138 Stillorgan Road will be adequate for accommodating the additional development traffic flow, owing to it sharing a green phase with the heavily-trafficked Nutley Lane. As such, it is provided that it will not have a detrimental impact on the 'green time' allocation to straight ahead movement on the R138 Stillorgan Road.

7.6. Site Access and Internal Layout

- 7.6.1. The TA provides that the proposed site access and internal layout arrangements (including AutoTrack analysis) are included in the Drawing shown in their Appendix A. Vehicular access to the proposed development will be from Greenfield Park, via a 5m access road. The internal road layout for the apartment development is a combination of overground and underground route and is illustrated in Fig. 6.1. A description is given of Sections 1-5 of the route and relative to internal road linkages to Blocks 1-5 proposed in the apartment development.
- 7.6.2. It is noted that pedestrian access to the proposed development will be from Greenfield Park via a 1.9m footpath that will run along the length of the eastern side of the proposed access road. Internally there will be a dedicated footpath along the eastern boundary of the site that will provide access to Blocks 3,4 and 5. There will also be footpaths along Sections 1-3 of the internal road, with dedicated pedestrian crossing points at a number of appropriate locations as illustrated on Fig.6.1.

7.7. Parking

- 7.7.1. Section 7.0 of the TA provides details of on-site parking relative to the DCC application for the residential development site – PL29S.247012 refers. It is proposed to provide one space per dwelling at basement level in each of the five blocks and a further 36 spaces at surface level for visitor/additional parking i.e. 106 residential spaces and 5no. accessible spaces. It is provided that the proposed parking provision is in line with the requirements of the DCDP 2011-2017, which provides for 1.5 spaces per dwelling unit for residential car parking for apartments.
- 7.7.2. Also in accordance with DCDP standards a total of 8 dedicated motor cycle spaces are to be provided, 4no. each in two locations, either side of Block 3. 100 dedicated bicycle parking spaces, are to be provided, consisting of 75 residential spaces at semi-basement level (15 spaces in each block) and a further 25 visitor spaces at ground level.
- 7.7.3. The Third Party is concerned that adequate on-site parking has not been provided for the proposed development and that additional parking on Greenfield Park would be detrimental to the amenities of the area and lead to further congestion and have safety implications. In response the First Party provide that there is ample on-street parking currently available. However, while this is outside the remit and jurisdiction of the subject application it is of relevance and it is an issue that sufficient on-site parking spaces be provided in accordance with relevant standards, to avoid overspill parking or congestion onto the surrounding road network. It is therefore recommended if the Board decide to permit that it be conditioned that no parking be permitted for the development along the proposed widened access road.

7.8. Cycling

- 7.8.1. There are a higher than usual number of cyclists using Greenfield Park to access UCD Campus. It is provided that there are no special arrangements for cyclists i.e in view of on-street parking and the narrow width of the road a dedicated cycle lane along Greenfield Park would not be accommodated. It is intended that cyclists will share the use of the access road to the proposed development. This is in keeping with the National Cycle Manual which outlines that mixed/shared street layouts are appropriate for access roads/streets and residential areas. It is provided that the low

demand for on-street parking along Greenfield Park would mitigate any road safety risk associated with the reduced effective width of the carriageway.

7.9. Potential Constraints/Safety issues and Mitigation

- 7.9.1. Regard is had to issues relative to potential impact on cyclists and pedestrians in Section 8.0 of the TA. It is considered that the existing environment in Greenfield Park would be conducive to the shared street concept for cyclists and it is noted that pedestrian footpaths and crossings will be provided. Greenfield Park Residents Group have included a Report from Trafficwise with their original submission to the current application. However, they have not submitted a Third Party appeal or Observation to the subject application but have relevant to PL29S.247012. Regard is had to this Report and the First Party response which is discussed in the context of the DCC application in the concurrent appeal.
- 7.9.2. Note is made of Potential Impact of Parked Vehicles and Queuing at Greenfield Park/Stillorgan Road/Nutley Lane Junction. It is considered, that if the parking spaces marked out at the top of the road near the junction were all to be occupied that as per Section 8.0 of the TIA: *It may be necessary to curtail the parking area by at least one vehicle length to mitigate any risk of vehicles queuing at the lights will obstruct through flow due to parked vehicles.* It was observed that as the on-street parking on Greenfield Park appears to be undersubscribed, that the removal of a limited number of parking spaces should be feasible. The Third Party has concerns about this and considers that the proposed roadway and its intended purpose will further add to congestion and that the this and the use by construction vehicles will put a further strain onto what is already a limited road capacity. The First Party response provides that from site observations that the on-street parking on Greenfield Park appears to be undersubscribed and, as such the removal of a limited number of parking spaces proximate to the junction if necessary should be feasible.
- 7.9.3. The TA has regard to the impact during construction stage, this relates also to the impact of the construction of the blocks on the residential development site. As the site is surrounded by residential developments or sports fields, the only access for construction vehicles will be via the access road to be widened, Greenfield Park and the R138 Stillorgan Road. There is concern that during construction phase of the development all construction vehicles will also be using Greenfield Park road as it is

the only access road to the subject site. It is provided in the TA that the existing Greenfield Park would be sufficient for accommodating light goods vehicle traffic flow relative to construction related trips. However due to the characteristics of this road network within a mature residential area, the safe management of truck movements will be a key aspect of the Construction Management Plan. This will need to be agreed with Dublin City Council (overall residential development) and Dun Laoghaire Rathdown Co.Co.(access road). It is advised that this should include the establishment and maintenance of a truck holding area within the site and timetable for delivery and removal of waste materials. It is recommended that if the Board decide to permit that there be conditions regarding the inclusion of a Construction Management Plan and Waste Management Plan.

7.10. Concerns regarding Traffic implications

- 7.10.1. There is concern that this proposal will increase traffic generation and therefore congestion in this busy area. Greenfield Park provides the only access to the Stillorgan Road (N11) for traffic from Greenfield Park, Greenfield Crescent, Donnybrook Green, Nutley Square and Greenfield Manor. The junction with the N11 is opposite the junction with Nutley Lane which is adjacent to the RTE studios and provides a link road to St. Vincent's hospital.
- 7.10.2. Greenfield Park is a narrow tree lined road c.5.5m wide with a footpath, grass verge and pay parking on the western side, which effectively reduces the road to c.3.5m wide. There are yellow lines on the eastern side of the road. There are concerns about the implications of additional traffic for on-street parking. It is provided that there have been occasions when refuse vehicles could not gain entrance to Nutley Square, Donnybrook Green or Greenfield Manor. There are concerns about the accuracy of the projections given in the Traffic Impact Assessment and in particular the implications for queuing and congestion at the junction with the Stillorgan Road (N11). It is noted that an assessment was only carried out from 7am – 7pm on the 15th of October 2014 and no assessment was made between 7pm – 7am which Third Parties consider appears to be inadequate. It was also only carried out over a 12 hour period.
- 7.10.3. In response the First Party refer to the TA and provide that queue lengths are not untypical for relatively small residential areas and would not be indicative of a

congested road. It is of note however that this response and the TA figures refer to the junction of Greenfield Park with the R138 Stillorgan Road, rather than specifically to the junctions further to the south from these residential developments to Greenfield Park.

7.10.4. Greenfield Park road is of concrete construction and there is concern that it is in a poor state of repair and that substantial damage has been done by existing levels of traffic. As all traffic will be using Greenfield Park as an access road it is considered that additional traffic including construction traffic will further worsen this infrastructure. Also it is a consideration that there may be damage to roadside trees that line the road and add to the attractiveness of the mature residential area.

7.10.5. Local residents provide that at present it is very difficult for traffic to access the N11, Stillorgan Road from Greenfield Park at rush hour, increasing traffic will further add to this congestion. They consider that there will be an increase in traffic turning into Greenfield Park from the N11 and that the proposal will further delays particularly at rush hours and have implications for traffic safety. Several local residents refer to illegal turns being made into Greenfield Park from the Stillorgan Road in order to access Nutley Lane on the opposite side of the N11 adding to congestion. The First Party response has regard to the issue of vehicles turning onto Greenfield Park to access Nutley Lane and provide that the volumes are low and note that illegal turns would be a matter for enforcement by the Gardai.

7.11. Regard to Permeability

7.11.1. It is noted that Greenfield Park is a popular access and exit route for many UCD students going to and from the campus every day. Whereas there is a cycle path along this area of the Stillorgan Road (R138) there is none proposed along the narrow Greenfield Park. In view of the access to UCD campus large numbers of cyclists, motorcyclists and pedestrians use this road. It is provided that existing road users have to pull in or stop to allow cyclists to pass safely, particularly when cars are parked on the opposite side of the road. There is concern that increasing the traffic on the road will present a substantially greater risk to cyclists.

7.11.2. The Further Information submitted provides that pedestrian and cyclist access to the development will be provided via the proposed access road on Greenfield Park. It is

noted that currently permeability linkage to UCD for pedestrians and cyclists exists via two accesses at the cul-de-sac end of Greenfield Park. From here, permeability to Clonskeagh Road and nearby business parks is achieved through internal paths within UCD grounds. There is no proposal to provide additional pedestrian and cyclist permeability from Clonskeagh Road, UCD and the nearby Business Parks.

- 7.11.3. There is concern that this proposed access route will lead to issues of traffic congestion and safety on what is a very tight corner from the proposed access from the lane to Greenfield Park. The drawings submitted as part of the F.I show that the existing gated entrance and overgrown vegetation/grass verge along the north eastern boundary is to be removed to facilitate the new two-way vehicular traffic entrance and pedestrian footpath. The widened access road is shown 5m in width plus a 1.9m footpath for pedestrians to be provided along the north eastern boundary as a linkage from the development site to Greenfield Park. As shown on the Proposed Road Markings and Traffic Signs plan a Stop line and signage is to be provided at the junction with Greenfield Park. Details of dropped kerbs and tactile surfaces for a Pedestrian Crossing are also shown in this location.
- 7.11.4. There is concern that there may be impacts on public right of way to use pedestrian walks etc. and as a means of accessing the UCD grounds for recreational purposes. In this respect it is noted that UCD have given their consent for the application to be made on these lands. The drawings submitted as part of the F.I show that the existing pedestrian gate to the College grounds to the south of the proposed widened access road will not be impacted. It is also considered important that the pedestrian access to the walkway around the College playing fields to the south of the development site be retained. This walkway is proximate to the entrance to the development site and to Block no.1 at the southern end of the site.
- 7.11.5. It is noted that alternatives to the use of the narrow Greenfield Park have not been looked into and that there appears to be no consideration of having an access via Airfield Court.

7.12. **Impact on Residential Amenities of the area**

- 7.12.1. Greenfield Park is a residential cul-de-sac in a mature residential area and there is concern that the application to turn a little used gated laneway into an active new

roadway to serve the proposed residential development will lead to a major increase in traffic. Also, that the impact of a new roadway through these lands would significantly alter and be out of character with the surrounding environment. Mature trees and hedgerows along the existing laneway, which provides screening and a habitat for birds and other wildlife, would be removed. Also that it would have a detrimental impact on the proximate UCD parklands/sports fields which are currently a green area used by pedestrians and runners.

- 7.12.2. It is noted that as shown in the photographs included with the submission from no.34 Greenfield Park there is an entrance to UCD campus opposite the site, this is a gated vehicular entrance but is open for pedestrians and cyclists. This submission also includes a diagram showing the number of accesses to Greenfield Park. There is also gated entrance to UCD Lodge in close proximity at the end of the cul-de-sac to Greenfield Park. There is a pedestrian entrance to the UCD parklands and playing fields which continues to the south of the site. It is provided that sporting fixtures associated with the 'Bowl', which is in the UCD campus proximate to the site, has the capacity to accommodate 3,000 people and can hugely increase traffic and parking in the area, which has not been considered.
- 7.12.3. Noting the application site's close proximity to existing residential areas, it is submitted that careful consideration needs to be given to the use, scale, density and design of development proposals submitted for these lands within the DCC jurisdiction and the Third Party consider that the scale, height, density and design of the proposed residential development is excessive and will lead to traffic generation which is not compatible with that of the established residential area.
- 7.12.4. These concerns that the proposed residential development will have detrimental impacts on the amenities of the residential area as a result of increased traffic congestion, noise pollution, ad-hoc parking as a result of inadequate on-site provision, have been noted. While the TA does not consider that the granting of planning permission for the proposed development would be detrimental to the amenities enjoyed by local residents, regard is also had in particular to the need to ensure safe access, parking, valuable green space, privacy and the right to enjoy a quiet and safe environment.

7.13. Boundary Treatment

- 7.13.1. There are concerns about construction issues and the impact on the old stone boundary wall between the apartment complex at Donnybrook Green and the new roadway and footpath that is the subject of the current application being in danger of being undermined by the scale of the residential development which could have safety issues for local residents.
- 7.13.2. Details including drawings showing boundary treatment have been submitted in response to the Council's F.I request. This shows that the existing overgrown vegetation is to be removed along the north eastern boundary (with existing residential) and the existing random rubble granite wall is to be repaired and extended to a height of 1.8m. along the entire length of the access road. The drawings show that a new copper beech hedge is to be erected in front of this and new pin oak trees will be planted to the inside of the hedge. On the opposite side of the road a new random rubble granite wall of 1.8m in height along its entire length is to be erected along the south western boundary with UCD campus grounds. The existing hedge behind this is to be retained for visual and screening purposes.
- 7.13.3. It is noted that no.34 Greenfield Park has concerns that about impact on privacy, security and loss of light. This detached corner property is at a lower level than the lane and they are concerned that the proposed erection of a 1.8m wall in close proximity to the side elevation of the property would impact on the amenity of their dwelling due to loss of sunlight, especially to the ground floor rooms. However, it is considered that if the Board decide to grant permission that the proposed boundary treatment is necessary for security and privacy purposes and that it will not impact adversely on the amenities of this property or of the residential which is further set back in Donnybrook Green.

7.14. Regard to Public Lighting and other issues

- 7.14.1. There is concern that the increase in traffic on the laneway and on Greenfield Park will lead to an increase in noise and disturbance for local residents. This is particularly the case relative to local residents whose properties are proximate to the laneway, including the corner site no.34 Greenfield, and the rear elevation of the 2/3 storey residential development at Donnybrook Green. They are also concerned

about the impact on the security of their property. A pedestrian path and lighting will be proximate to their property and this will change their existing situation, where this area is not lit. The residents of the proximate Nutley Square development, the rear of which, while further setback also faces the proposed access road have similar concerns about overspill of lighting on what is now a relatively dark area. In response the First Party provide that the proposed street lights will conform with standards and that they are positioned on the Nutley Square side of the road so that they are facing away from the residential houses and gardens.

7.14.2. An External Lighting Report and accompanying drawings have been submitted as part of the F.I response. It is provided that lighting will be in accordance with standards and aims to provide adequate illumination to contribute towards the safe use of the road and footpath by both vehicles and pedestrians; provide adequate illumination to contribute towards the safe use of the site; minimise light pollution and visual glare for pedestrians and neighbouring areas; enhance security and provide a visually interesting environment. The Council's Transportation Section recommend that 6.0m high lamp standards with warm 4000k LED lamp modules rather than 4.0m standards with 3000k LED lamp modules be erected. Condition no. 6 of the Council's permission refers. It is recommended that if the Board decide to permit that a condition be included regarding deflection of glare away from existing residential properties and that details of the location of the lighting etc be agreed with DCC prior to the commencement of development.

7.15. Infrastructural issues

7.15.1. Regard is had to the drainage plans submitted relative to the access road and to the development site. This application concerns the drainage relative to the access lane and relative to proposed surfacing materials. It is noted that an Engineering Services Report has been submitted with PL29S.247012, which refers to the proposed development site. This notes that all proposed developments must ensure that a comprehensive sustainable urban drainage system, SUDS, is incorporated into the design and is discussed in the context of the DCC application. The Drainage Section of DLR Co.Co does not object to the proposed application. They note that the access lane is within their jurisdiction and the site is within DCC. The applicant has proposed treating the surface water run-off from the access road via a private attenuation tank.

They provide that Municipal Services will not 'Take in Charge' any pipework that is upstream of the private attenuation system. They provide that this section of pipework will remain in the ownership of the applicant. It is recommended that if the Board decide to permit that a drainage condition be included.

7.16. Appropriate Assessment

- 7.16.1. Regard has been had to the issue of AA in the concurrent application PL29S.247012. The Stage 1 Screening Report concludes that measures will ensure that there will be no impacts on water quality, and therefore no impacts on the qualifying interest of any of the designated sites of Dublin Bay and elsewhere as a result of the proposed development. It is therefore concluded that having regard to the nature and scale of the development proposed and to the nature of the receiving environment, namely a suburban and fully serviced location, no significant effects or appropriate assessment issues arise.

8.0 Recommendation

- 8.1. It is recommended that permission be granted for the proposed development subject to the conditions below.

9.0 Reasons and Considerations

- 9.1.1. Having regard to the provisions of the Dún Laoghaire-Rathdown County Development Plan 2016 - 2022, to the design, nature and extent of the proposed development and to the pattern of development in the area, it is considered that, subject to compliance with the conditions set out below, the proposed development would be acceptable in terms of traffic safety and convenience, would not be prejudicial to public health, and would not seriously injure the visual or residential amenities of the area. It is, therefore, considered that the proposed development would be in accordance with the proper planning and sustainable development of the area.

10.0 Conditions

1. The development shall be carried out and completed in accordance with the plans and particulars lodged with the application as amended by the further plans and particulars submitted on the 24th day of March 2016 and by the further plans and particulars received by An Bord Pleanála on the 13th day of June, 2016, except as may otherwise be required in order to comply with the following conditions. Where such conditions require details to be agreed with the planning authority, the developer shall agree such details in writing with the planning authority prior to commencement of development and the development shall be carried out and completed in accordance with the agreed particulars.

Reason: In the interests of clarity

2. The design of the access road serving the proposed development including junctions, footpaths and kerbs (including dishing and tactile paving) shall comply with the detailed standards of the planning authority for such road works.

Reason: In the interests of amenity and of traffic and pedestrian safety.

3. The design, layout and materials of construction of the junction of the proposed access road with Greenfield Park shall comply with the detailed requirements of the planning authority. Prior to commencement of development, detailed plans and particulars showing compliance with this condition shall be submitted to and agreed in writing with the planning authority.

Reason: In the interest of amenity and of traffic and pedestrian safety.

4. There shall be no parking or outward opening gates on the access road hereby permitted. The access road and the access to the proposed development site shall not be gated. The separate pedestrian access route to the UCD lands to the south of the site

shall be retained.

Reason: In the interests of safety and residential amenity.

5. A comprehensive boundary treatment and landscaping scheme shall be submitted to and agreed in writing with the planning authority, prior to the commencement of development. This scheme shall include the following:-

- (a) details of all proposed hard surface finishes, including samples of proposed paving slabs/materials for footpaths, kerbing and road surfaces within the development;
- (b) proposed locations of trees and other landscape planting in the development, including details of proposed species and settings;
- (c) details of proposed street furniture, including bollards, lighting, any fixtures or seating;
- (d) details of proposed boundary treatments along the access road, including heights, materials and finishes.

The boundary treatment and landscaping shall be carried out in accordance with the agreed scheme.

Reason: In the interest of visual amenity.

6. Public lighting shall be provided in accordance with a scheme, details of which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. Light spillage into the adjoining residential neighbourhood shall not be permitted and details submitted shall include how night time intrusion is to be prevented.

The agreed lighting system shall be fully implemented and operational, before the proposed development is made available for occupation.

Reason: In the interest of public safety and residential amenity.

7. Water supply and drainage arrangements, including the attenuation and disposal of surface water, shall comply with the requirements of the planning authority for such works and services.

Reason: In the interest of public health.

8. Site development and building works shall be carried out only between the hours of 0800 to 1900 Mondays to Fridays inclusive, between 0800 to 1400 hours on Saturdays and not at all on Sundays and public holidays. Deviation from these times will only be allowed in exceptional circumstances where prior written approval has been received from the planning authority.

Reason: In order to safeguard the residential amenities of property in the vicinity.

9. The construction of the development shall be managed in accordance with a Construction Management Plan, which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. This plan shall provide details of intended construction practice for the development, including noise management measures and off-site disposal of construction/demolition waste.

Reason: In the interests of public safety and residential amenity.

Angela Brereton
Planning Inspector

4th of November 2016