



An
Bord
Pleanála

S. 4(1) of Planning and Development (Housing) and Residential Tenancies Act 2016

Inspector's Report ABP-301428-18

Strategic Housing Development

Demolition of all buildings and structures on the site and the construction of 460 no. apartments in 6 no. 5 to 14 storey blocks above podium. Ancillary on-site facilities including gym, yoga / spin studio, crèche, lounge / café and communal meeting room. Basement with 454 no. car parking spaces and 516 no. bicycle parking spaces. Vehicular access to Carmanall Road.

Location

Former Aldi Site, Carmanhall Road, Sandyford Business District, Dublin 18.

Planning Authority

Dun Laoghaire Rathdown County Council

Applicant

Pearse Farrell, Statutory Receiver to

Certain Assets of Tivway Ltd (in receivership) and Picerno Ltd (in receivership)

Prescribed Bodies

Transport Infrastructure Ireland
Irish Aviation Authority
Irish Water
National Transport Authority

Observers

26 submissions – see Appendix I

Date of Site Inspection

28th June 2018

Inspector

Sarah Moran

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1.0 Introduction

- 1.1. This is an assessment of a proposed strategic housing development submitted to the Board under section 4(1) of the Planning and Development (Housing) and Residential Tenancies Act 2016.

2.0 Site Location and Description

- 2.1. The site has a central location in Sandyford, opposite the Stillorgan Luas stop and Park and Ride facilities. It has frontages to Carmanhall Road and Blackthorn Drive. There are several unfinished developments to the immediate west of the development site, in an area now known as 'Rockbrook', see planning history in section 4.0 below. The development as completed to date comprises 2 no. 6 storey high blocks on Blackthorn Drive facing the Luas stop, to the immediate west of the development site. These contain an Aldi supermarket and other commercial units at ground floor level and residential on the upper floors, with a public open space to the rear that has pedestrian connections to Blackthorn Drive and Carmanhall Road. The unfinished 'Sentinel' building further to the west, at the junction of Carmanhall Road and Blackthorn drive, is a 14 storey residential tower. Permission was recently granted to complete the Sentinel building under D16A/0991. There are further undeveloped lands (Rockbrook Phase 2) behind the Sentinel building at Carmanhall Road to the immediate west of the development site, which were also part of the Allegro site, permission to complete these was recently refused under PL06D.248397. There are 4 no. older office / commercial buildings to the east of the site, fronting onto Ballymoss Road:

- Vacant former Siemens building (1 storey)
- BJ Fitzpatrick building (2 storey)
- Silverstone House office building (4 storey)
- Ballymoss House at the corner of Carmanhall Road and Ballymoss Road (4 storey), currently being redeveloped.

The 'Beacon South Quarter', a mixed development of residential, commercial and retail land uses is located to the south east on the opposite (southern) side of Carmanhall Road.

- 2.1.1. The site has a stated area of 1.542 ha and is currently vacant lands. There is a difference in levels across the site with the Carmanhall Road frontage c. 5 m higher than the Blackthorn Drive frontage.

3.0 Proposed Strategic Housing Development

- 3.1. The development involves 460 no. apartments as follows:

UNIT TYPE	NO. OF UNITS	%
Studio	1	< 1%
1 bed	92	20%
2 bed	303	66%
3 bed	64	14%
Total	460	

- 3.2. The apartments are provided in 6 no. blocks A, B, C, D, E, and F as follows:

Block	Height	Apartments	Ancillary Uses
A	11 storey	22 no. 1 bed 98 no. 2 bed (10 no. duplex) 19 no. 3 bed (2 no. duplex) Total: 139 no. apts	Communal meeting room (59.4 sq.m.) on 2 nd floor
B	8 storey	22 no. 1 bed 23 no. 2 bed (12 no. duplex) 13 no. 3 bed Total: 58 no. apts	None
C	5 storey	12 no. 1 bed 19 no. 2 bed (14 no. duplex) 4 no. 3 bed (2 no. duplex) Total: 35 no. apts	Gym (149.6 sq.m., yoga / spin studio (69 sq.m.) and movie room (64.1 sq.m.) all on Blackthorn Drive level. Crèche (231.9 sq.m.) on boulevard level
D	14 storey	1 no. studio apt 47 no. 2 bed	Administration office (36.9 sq.m.), meeting / events room (33.4 sq.m.) and reception area / entrance lounge (75.8 sq.m.) all on

		16 no. 3 bed Total: 64 no. apts	Blackthorn Drive level. Lounge / café (153.1 sq.m.) bar / kitchen (18 sq.m.) and games room (40.8 sq.m.) on boulevard level.
E	10 storey	16 no. 1 bed 52 no. 2 bed (7 no. duplex) 6 no. 3 bed (1 no. duplex) Total: 74 no. apts	None
F	12 storey	20 no. 1 bed 64 no. 2 bed (7 duplex) 6 no. 3 bed (1 duplex) Total: 90 no. apts	None

3.3. Blocks A and B are standalone with Block A facing the Carmanhall Road frontage and Block B to the rear of Block C. Blocks C and D are interconnected at the Blackthorn Drive frontage. Blocks E and F are also interconnected at the eastern side of the site. The highest part of Block D (14 storey) is at the north eastern corner of the site, facing Stillorgan Luas stop. The blocks are arranged around landscaped courtyards with an internal pedestrian boulevard connecting to the existing boulevard in the Rockbrook development to the west and to Blackthorn Drive and Carmanhall Road. A total of 454 no. car parking spaces are provided in 2 basement levels with access from Carmanhall Road, as well as a separate car park with 45 no. spaces under the Block A podium with a separate access from Carmanhall Road.

3.4. The development is to connect to the public water supply and sewer.

3.5. The development is to be phased as follows:

- Phase 1. Demolition of existing structures. Site and infrastructure works.
- Phase 2. Basement car park and access ramp. Central plant room for Block C. Structural work for vertical circulation cores. Attenuation tank.
- Phase 3. Complete Blocks C and D at Blackthorn Drive frontage. Partial landscaping over basement level. Pedestrian connection to Blackthorn Drive. Temporary access to Carmanhall Road (emergency vehicles).

- Phase 4. Complete Block B behind Blocks C and D. Temporary link road (emergency access). Landscaping between Blocks B and C. Link with Rockbrook Boulevard.
- Phase 5. Complete Block A. Complete link road. Landscaping around Carmanhall Road.
- Phase 6. Complete Blocks E and F. Complete landscaping.

4.0 Planning History

4.1. D07A/0619 Development Site

- 4.1.1. Permission granted for a mixed use scheme in 6 no. blocks (ranging in height from 6-14 storeys all over a 3 level basement) around a new pedestrian boulevard and plaza, comprising: A) 471 no. apartment units (84 no. 1 bed, 317 no. 2 bed, 54 no. 3 bed, 8 no. 2 bed duplex and 8 no. 3 bed duplex); B) 15,704sqm GFA of commercial floorspace (6,020 sq.m. office floorspace, 9,015 sq.m. retail floorspace and a 669 sq.m. crèche); C) total GFA of c. 61,712 sq.m.; D) 1,005 no. basement car parking spaces, vehicular access from Carmanhall Road; E) separate access to the retail delivery service yard off Carmanhall Road; F) new boulevard linking Blackthorn Drive with the permitted development at the former Allegro site under D05A/1159; G) associated site development, landscaping works and boundary treatments including the provision of residential courtyards and roof terraces; H) Block G to tie in to permitted Block D within D05A/1159; Block L to tie in to Block E within D05A/1159.

4.2. Former Allegro Site / Rockbrook Development to Immediate West

4.2.1. D05A/1159 PL06D.215205 Parent Permission

Relating to the lands to the west of the development site, bound by Blackthorn Drive to the north and east and by Carmanhall Road to the south (3.117 ha). Permission granted for a mixed use development comprising 847 apartments; neighbourhood retail shops and services / café restaurants with a GFA of 11,794 sq.m. (including a convenience store with a GFA of 1,768 sq.m. and a retail showroom / warehouse with a GFA of 2,039 sq.m.); offices with a GFA of 10,761 sq. m.; crèche with a GFA of 374 sq. m.; community building with a GFA of 185 sq.m. and 39 no. live work units; 1,716 car parking spaces and 1,140 cycle spaces at basement and lower

ground floor level. The development comprised 6 no. blocks A, B, C, D, E and F ranging in height from 6 to 14 stories. Vehicular access from Blackthorn Drive and from Carmanhall Road. A third party appeal was withdrawn.

4.2.2. D06A/1704 PL06D.222779 Block A

Relating to the permitted Block A at the corner of Blackthorn Drive. Permission granted for modifications to the development permitted under D05A/1159 including elimination of the 10th and 11th floors and of parts of the 5th to 9th floors (total reduction of GFA of c. 971 sq.m.); reduction in the overall floor to ceiling heights resulting in a total reduction in height of c. 6.08m; various internal modifications; reduction in the total no. of residential units from 208 to 195 no. units; reduction in the total area of retail floor space from c. 2,687 sq.m to c. 2,654 sq.m; total GFA of Block A (excluding basement) to increase marginally from c. 21,111 sq.m to c. 21,196 sq.m. A third party appeal was withdrawn.

4.2.3. D07A/0069 PL06D.223245 Block D Residential Units

Relating to the permitted Block D fronting onto Blackthorn Drive. Permission granted for modifications to the development permitted under D05A/1159 including a reduction in the overall floor to ceiling heights resulting in a total reduction in height of c. 1.5m; slight modifications to the footprint of Block D; internal modifications to all permitted residential and live work units; total no. of residential units to increase from 211 to 224 no. units; change of the permitted use of commercial unit 6 from retail use to crèche; other internal modifications; total area of residential floor space (excluding circulation areas) to increase from c. 15,586 sq.m. (permitted) to c. 16,544 sq.m.; total increase in commercial floor space from 3,316 sq.m (permitted) to 3,412 sq.m.; total GFA of Block D to increase from c. 22,242 sq.m. (as permitted) to c. 24,688 sq.m. A third party appeal was withdrawn.

4.2.4. D07A/0975 Basement Car Parks and Retail Units Blocks A and D

Permission granted for modifications to D05A/1159 including the provision of a new 3rd basement level; modifications to the permitted basement levels and access arrangements from Carmanhall Road and Blackthorn Drive North; modification to permitted retail floorspace comprising Retail Warehousing Unit A1, Convenience Store Unit D1 and Neighbourhood Retail / Retail Services Units A2, A3, D2, D3, D4 to now comprise of Retail Warehousing Unit A1, Convenience Store Unit D1 and

Neighbourhood Retail/Retail Service Units A2, A3, D2, D3, D4, D4A. Total GFA of Retail Floorspace to increase from 5,051 sq.m. (permitted) to 5,891 sq.m. Total no. of car parking spaces to increase from 1,716 (permitted) to 1,791.

4.2.5. D08A/0256 Retail Units Blocks A and D

Permission granted for modifications to the retail units at the lower ground floor level of Blocks A and D.

4.2.6. D09A/0117 Block C Sentinel Building

Permission granted for retention and completion of modifications to the permitted Block C at the junction of Blackthorn Drive and Carmanhall Road including modifications to the layout and position of the permitted core; the provision of a new 13 storey high glazed corner atrium to accommodate a new entrance reception at upper ground floor level and retention and modifications to increase floor to ceiling heights, to result in a total increase of Block C height by 1.2m; total GFA of Block C to increase from 12,965 sq.m. to 13,213 sq.m.

4.2.7. D09A/0130 and D10A/0469 Block D Retail Units and Discount Foodstore

Permission granted under D09A/0130 for modifications to the lower ground floor level of Block D to consist of the amalgamation of 4 No. permitted and constructed 'Neighbourhood Retail/Retail Service' units D1, D2, D3 and D4 to 2 no. retail units. Unit D1 to accommodate a discount foodstore (net retail floor area 1, 279sq.m) and Unit D2 to accommodate Neighbourhood Retail / Retail services. Total area of retail floorspace within Block D to increase by 85 sq.m. Permission granted under D10A/0469 for retention and completion of modifications to the lower ground floor of Block D including change of use of unit D1 from 'Discount Foodstore' to 'Discount Foodstore to include off-licence' to allow for the sale of intoxicating liquor for consumption off the premises; total area of retail floorspace to reduce from 2,454 sq.m (permitted) to 2,287 sq.m.

4.2.8. D11A/0031 PL06D.238756 Completion of D05A/1704 Blocks A and D

Permission granted for retention and completion of the development originally permitted under D05A/1704 including modifications to Block A Neighbourhood Retail

/ Retail Services Units A1 and A2, now forming 3 No. units A1a, A1b and A2 and change of use of Unit A1a from Neighbourhood Retail / Retail Services use to Marketing Suite use; modifications to Block D Restaurant Unit D5 including its subdivision to form 2 no. units Unit D5a - Community Facility and D5b - Shop Neighbourhood use; modifications to the permitted vehicular access off Blackthorn Drive (North); modifications to existing and permitted landscaping treatments including the provision of an area of active open space, revised material / surface treatments and 6 No. surface level bicycle parking racks.

4.2.9. D13A/0457 Sentinel Building

Permission granted for modifications to the Sentinel building including revised internal configuration of permitted office floorspace to comprise 294 no. office suites and 28 no. meeting rooms; 2 additional floors (1,490sqm) to the existing 6 storey part of the building adjoining Block A; ground floor café/restaurant use (198 sqm); new entrance to Blackthorn Drive; elevational amendments; ancillary areas and all site development works.

4.2.10. D16A/0697 PL06D.248397 Completion of D05A/1159 'Rockbrook Phase 2'

Permission sought for completion of the development permitted under D05A/1159 including 3 no. 14 storey residential blocks with 492 no. apartments, 1 no. retail unit, café and crèche with outdoor play area at Block 1. Modifications to and completion of basement now providing a total of 1,551 car spaces, 849 no. bicycle spaces, apartment storage, bin storage and plant / service areas. New basement ramp access from Carmanhall Road and modifications to existing access from Blackthorn Drive. Landscape works including completion of boulevard / civic space and provision of 3 no. communal courtyards, 108 short term bicycle parking spaces at ground level. Total GFA c.57,256 sqm.

The Board refused permission for the following reasons:

1. Having regard to the existing pattern of development on the site, including Blocks A, C, and D and their accompanying pedestrian boulevards, and by reason of the location in particular of Block 1, which would encroach upon both the existing north/south boulevard and the site of a proposed urban plaza identified in Drawing No. 10 of Appendix 15 of the Dun Laoghaire-Rathdown County Development Plan 2016 – 2022, it is considered that the proposed development

would compromise the legibility and associated permeability of this boulevard and negate the opportunity to have a centrally placed urban plaza as a focal point to the overall development, as envisaged in the Sandyford Urban Framework Plan. The proposed development would, therefore, be contrary to the provisions of the statutory Development Plan for the area and would be contrary to the proper planning and sustainable development of the area.

2. By reason of the monolithic nature of the design of the proposed apartment blocks, and their massing, scale and bulk, and by reason of the lack of an appropriate level of supporting community facilities and the limited range of apartment sizes and types to be provided, it is considered that the proposed development would fail to comply with the principles and requirements set out in the “Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities”, issued by the Department of the Environment, Heritage and Local Government in May 2009, and the accompanying Best Practice Design Manual, and would fail to provide a high quality living environment for future residents of the scheme. The proposed development would, therefore, be contrary to these Ministerial Guidelines and be contrary to the proper planning and sustainable development of the area.
3. It is considered, by reason of their design, siting, location and layout, that the proposed apartment blocks would result in an undue diminution in the availability of light to the existing apartments to the north, Blocks A and D, as compared to the previously approved development on this site, and would, therefore, seriously injure the residential amenities of neighbouring property and be contrary to the proper planning and sustainable development of the area.

4.2.11. D16A/0991 Sentinel Building

Permission granted to complete the partially constructed 14 storey ‘Sentinel Building’ including 294 office suites and 28 meeting rooms; 2 additional floors (1,490 sq.m.) to the existing 6 storey part of the building adjoining Block A; ground floor cafe/restaurant use; new entrance to Blackthorn Drive.

4.3. **D17A/0435 Ballymoss House to Immediate East of Development Site**

- 4.3.1. Relating to the existing office building at the corner of Carmanhall Road and Ballymoss Road, to the southeast of the development site. Permission granted for

alterations including construction of a roof over the existing landscaped lightwell to create an enclosed four storey atrium; upgrading of façades and a glazed canopy over the main building entrance fronting Carmanhall Road; removal of 21 no. existing car parking spaces from the ground level areas fronting onto Ballymoss Road and the repaving and landscaping of the area fronting onto Carmanhall Road and Ballymoss Road to include the provision of 10 no. car parking spaces and 14 no. cycle parking spaces; removal of 25 no. existing basement car parking spaces and the provision of 67 no. cycle parking spaces, shower and changing room facilities and 3 no. disabled parking spaces; modifications to the existing vehicular access from Carmanhall Road.

5.0 Section 5 Pre Application Consultation

5.1. Pre-Application Consultation

- 5.1.1. The pre-application consultation related to a proposal to construct 482 no. apartments, 520 car parking spaces, 517 cycle parking spaces and 2 new vehicular entrances at the development site. The scheme also included a gym, yoga studio, movie room, sauna, crèche, administration office, meeting rooms and other ancillary facilities including a children's play area. It was laid out in 6 blocks ranging in height from 5 to 14 stories. The proposed residential density was 309 units / ha.
- 5.1.2. A section 5 consultation meeting took place at the offices of An Bord Pleanála on 15th September 2017. Representatives of the prospective applicant, the planning authority and ABP were in attendance. The issues raised were as follows:
1. Proposed development and existing residential amenity, including issues relating to overshadowing and separation distances.
 2. Building height and the residential amenity of future occupants.
 3. Micro-climate at ground level, the influence of wind and site level changes.
 4. Clarity on Circular PL 11/2016 'Build to Rent' development, suitable mix of unit types, car parking and overall management.
 5. Sandyford Urban Framework Plan Objective – 'building of notable design'.
 6. Flood Risk Assessment

7. School demand analysis

8. Part V

5.1.3. Following consideration of the issues raised during the consultation process, and having regard to the opinion of the planning authority, ABP was of the opinion that the documentation submitted constituted a reasonable basis for an application for strategic housing development. The applicant was advised to submit the following specific information with any application for permission:

1. Flood Risk Assessment. Additional documentation relating to appropriate flood risk assessment that demonstrates the development proposed will not increase flood risk elsewhere and, if practicable, will reduce overall flood risk. A Flood Risk Assessment should be prepared in accordance with 'The Planning System and Flood Risk Management' (including the associated 'Technical Appendices').
2. A Planning Report which addresses the issue of compliance with DMURS. In respect of the drawings relating to the design of the interface between the development and public roads to the north and south of the site. Specific attention is drawn to junction design in accordance with DMURS standards and ensuring that pedestrian priority is maintained across vehicular entrances to the site and cycle connections to the adjoining residential development to the south.
3. Proposals outlining compliance with Part V of the Planning & Development Act 2000 (as amended), to have regard to the requirements of the Housing Section of Dún Laoghaire-Rathdown County Council in relation to this matter.
4. Full and complete drawings, including levels and cross sections showing the connections and continuity between the proposed development and existing Rockbrook development to the west.
5. Appropriately scaled landscape drawings that clearly detail the relationship between wind impact mitigation measures proposed and the design of the public realm at ground level.
6. School demand analysis and the likely demand for school places resulting from the proposed development.
7. Full and complete analysis and drawings that detail the impact of the proposed development on the residential amenity of existing and future residents in relation

to daylighting, overshadowing and overlooking. Specific attention should be paid to proposed accommodation and interactions with existing development on the adjacent site to the west.

8. A phasing plan for the proposed development.

5.2. Applicant's Response to Pre-Application Opinion

5.2.1. The application includes a statement of response to the pre-application consultation, as provided for under section 8(1)(iv) of the Act of 2016, which may be summarised as follows:

- The applicant has submitted a Site Specific Flood Risk Assessment (SSFRA). Flood attenuation measures are to be incorporated into the development.
- Section 6 of the submitted Transport and Traffic Impact Assessment (TTIA) deals with compliance with DMURS. Surface regularity and level are maintained across the vehicular entrances to the site from Carmanhall Road to promote pedestrian priority.
- Part V proposals are submitted comprising the transfer of 10% of all units within the development, i.e. 46 no. units.
- The design strategy includes connections to the Rockbrook development.
- Comprehensive wind impact studies have been undertaken. Strategic placement of vegetation, screens and canopies will help to mitigate against potentially uncomfortable high wind speeds.
- A school demand analysis is submitted, which examines current demographics of the area, the likely school age population resulting from the development, current school place provision in the area and the known projected school place availability from the Dept. of Education and Science and the County Development Plan.
- The development has been designed with regard to detailed study of daylight and sun path analysis and to maximise the no. of dual aspect units. The performance of the development with regard to daylight and sunlight availability has been assessed, also its lighting impact on the surrounding environment. The window apertures are designed in response to the availability of daylight and sunlight

such that each apartment can meet recommended levels of diffuse daylight (ADF). A Daylight and Sunlight Availability Report is submitted.

- Details of phasing are provided.

6.0 Relevant Planning Policy

6.1. National Policy

6.1.1. The following is a list of relevant section 28 Ministerial Guidelines:

- ‘Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas’ including the associated Urban Design Manual.
- ‘Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities’ as updated March 2018.
- ‘Design Manual for Urban Roads and Streets’ (DMURS)
- ‘The Planning System and Flood Risk Management’ including the associated ‘Technical Appendices’
- ‘Childcare Facilities – Guidelines for Planning Authorities’

6.2. Dun Laoghaire Rathdown County Development Plan 2016-2022

6.2.1. Sandyford is a ‘Secondary Centre’ in the development plan Core Strategy. The settlement strategy encourages the consolidation and densification of the existing urban built form. Sandyford Business District is identified as a primary growth node from which a significant portion of the supply of residential units will derive up to 2022 and beyond. The sustainable communities strategy as per section 2.1.3.3 encourages residential densities > 50 units / ha within c. 1km of public transport nodes, in line with national policy. Policy RES14: Planning for Communities is to ensure that proper community and neighbourhood facilities are provided in conjunction with, and as an integral component of, major new residential developments. Section 2.1.3.14 states:

“It is considered reasonable that the developers or promoters of major residential or mixed-use schemes will be required to make provision for new sports, recreational, community and other support infrastructure - including active recreational space for

children - commensurate with the needs of the new community as an integral part of their proposal.”

Policy ST11: Public Transport Improvements aims to optimise existing / proposed public transport corridors including increased densification and consolidation along strategic corridors to encourage greater usage of public transport.

6.2.2. The following development plan policies and objectives are also noted:

- Housing policies set out in section 2.1.3
- Transportation policies including Policy ST3: Development on Sustainable Travel and Transportation Policies; Policy ST4: Accessibility; Policy ST14: Public Transport Interchanges; Policy ST16: Rail Stations / Luas Stops
- Section 4.2 Open Space and Recreation including Policy OSR5: Public Open Space Standards; Policy OSR14: Play Facilities
- Section 7.1.3 Community Facilities including Policy SIC7: New Development Areas; Policy SIC11: Childcare Facilities
- Section 8.1 Urban Design
- Development management standards set out in section 8.2 including section 8.2.4 Sustainable Travel and Transport; section 8.2.8 Open Space and Recreation and section 8.2.12 Community Support Facilities.

6.2.3. As per development plan Map 6, there are no Specific Local Objectives applying to the development site. The following SLOs apply in the vicinity:

- SLO 109 to the immediate east of the development site ‘To seek the provision of a use that animates the street corners e.g. Hotel / Apart Hotel at north western end of Ballymoss Road at the junction with Blackthorn Drive’.
- SLO 114 ‘To provide a Public Transport Interchange adjacent to the Stillorgan Luas Stop’.
- SLO 119 to the south at Carmanhall Road ‘To develop a Sandyford Business District Civic park at the corner of Corrig Road and Carmanhall Road’.

- SLO 121 to the east at Ballymoss Road ‘To ensure the provision of pocket parks and civic spaces in accordance with locations specified on Map I and Drawing no. 10 of the Sandyford Urban Framework Plan’.

6.2.4. Appendix 2: Interim Housing Strategy provides analysis of housing demand and supply including social housing. Section 7 of same deals with housing mix and housing type.

6.2.5. Development plan policy UD6:

“It is Council policy to adhere to the recommendations and guidance set out within the Building Height Strategy for the county.”

Appendix 9 Building Height Strategy. Section 3.1 Sandyford Business District, building height limits are set by the SUFP:

“The stated building height limits in the SUFP do not represent a ‘target’ height for each site – it is essential that any building makes a positive contribution to the built form of the area. It is intended that building height shall therefore be determined by how it responds to its surrounding environment and be informed by: location; the function of the building in informing the streetscape; impact on open space and public realm (in particular shadow impact), impact on adjoining properties; views into the area and long distance vistas.”

6.3. **Sandyford Urban Framework Plan 2016-2022**

6.3.1. The SUFP is incorporated as Appendix 15 of the County Development Plan. It envisages the ongoing development of Sandyford primarily as an employment area but with complementary mixed uses including residential development. SUFP section 1.6 describes the Sandyford Business Estate, where the subject site is located, as follows:

“Sandyford Business Estate is at a pivotal stage of development in terms of type of business. Parts of Sandyford Business Estate are in the process of transforming from an area of low-density freestanding buildings formed around a road network, to higher density development within a tighter urban grain. This transition in form and land use has been driven primarily by landownership rather than by a master plan for the overall area. Recent high density developments have little spatial relationship

with their neighbours and as a consequence the area has become fragmented. The current mix of uses lack co-ordination and rationale.”

Building heights within Sandyford Business Estate range between 1 and 2 storey developments in the established part of the estate to permitted development up to 14 storeys.

- 6.3.2. The development site, along the with former Allegro site and the Beacon South quarter, has the zoning ‘Zone 1: Mixed Core Area Inner Core’, with the following stated objective:

“It is an objective of the Council to consolidate and complete the development of the Mixed Use Inner Core to enhance and reinforce its sustainable development. (Map 1)”

Residential use is permitted in principle under this zoning objective, subject to SUFP policy on residential development in core areas. SUFP maps identify the following specific standards for the development site:

- Map 2 Plot Ratios / Residential Densities. Plot ratio 1:4
- Map 3 Building Height. Permitted / developed height of 3-5 storeys.

- 6.3.3. The site is identified as a suitable location for retail development close to the Luas stop and the existing Beacon Shopping Centre. Section 2.3.2.1 states:

“Retail and retail services should be used to enliven street frontages, particularly on main pedestrian corridors leading to Luas stops, and in particular along Ballymoss Road.”

Section 2.3.2.2 states in relation to residential development in the Mixed Use Core Areas:

“It is considered that the number of apartments permitted to date in the Mixed Use Core Areas is sufficient to provide vitality to these areas. Future residential development should primarily be focused within the residential zoned land (Map 1, Zone 5). This will enable the creation of sustainable residential neighbourhoods with environments more conducive to protecting residential amenity and able to provide a mix of home types.”

Objective MC4 applies:

“It is an objective of the Council to limit the number of additional residential units within Zone 1 (MIC) and Zone 2 (MOC) to circa 1,300 residential units. Of these 1,300 residential units, 835 have planning permission as of October 2014. This scale of residential development accords with the SUFP 2011.”

Also Objective MC5:

“It is an objective of the Council to require all residential development within the Plan boundary to benefit from the public open space requirements set down in the Dún Laoghaire-Rathdown County Development Plan. The applicant shall set out clearly in any proposed development, how this requirement is being addressed. Where the Planning Authority agrees it is not possible to provide meaningful and useable public open space or where a specific local objective requires, the applicant shall provide indoor community facilities (e.g. community rooms, indoor active recreational uses for residents) or a financial contribution in lieu of open space, the nature of which should be agreed with the Planning Authority at pre planning stage.”

Objective MC6:

“It is an objective of the Council to require all residential developments to provide private open space in accordance with the requirements set down in the Dún Laoghaire-Rathdown County Development Plan.”

Objective MC9:

“It is an objective of the Council to locate uses that enliven, and attract customers fronting the routes leading to the Luas, particularly along Ballymoss Road.”

6.3.4. The density and scale objective DS3 applies to the development site:

“It is an objective of the Council to ensure where the plot ratio proposed is greater than 1:2, the layout should take the form of streets in order to contribute to the vibrancy of these core areas.”

Objective BH2 requires applicants to submit an analysis of the impact of height and positioning of buildings on the surrounding environment, adjoining structures, open spaces, the public realm, views and vistas and micro climates.

6.3.5. SUFP objective TAM1 is to require all future development in the Sandyford Business District to achieve a peak hour transport mode split of 45% trips by car drivers (maximum) and 55% trips by walking, cycling and public transport and other

sustainable modes (minimum targets) as per Government policy stated in the document published by the Department of Transport entitled, 'Smarter Travel, A Sustainable Transport Future 2009-2020'.

6.3.6. SUFP objective TAM2 provides for the creation of a new Luas / Bus interchange at the Stillorgan Luas stop, located across from the junction of Blackthorn Drive and Ballymoss Road, nearby to the east of the development site. Objective TAM3 is to implement complementary Bus Priority Schemes including a QBC along Blackthorn Drive at the northern end of the development site. SUFP objective PR8 is to provide an urban plaza at the Ballymoss Road / Blackthorn Drive junction in front of the public transport interchange and objective PR7 is to create a pedestrian / cycle Green Route from the interchange, along Ballymoss Road, towards the centre of Sandyford Business Estate. There is also a Green Route along Carmanhall Road at the site's southern road frontage, towards the pedestrian access to the Beacon shopping centre. SUFP objective PR6 is to implement a programme for enhanced planting along Green Routes. In addition, Map no. 3 Building Height identifies the site to the immediate east at the northern end of Ballymoss Road to be developed as a 'Building of Notable Design', to serve as a visual reference marker, part of the overall aim to develop this location as a gateway to the Sandyford estate.

6.3.7. SUFP section 3.5 Design Principles and Character Areas states in relation to Zones 1 and 2:

"Zone 1 & 2, the L-shaped area between Blackthorn Drive and Blackthorn Avenue, contains developments including Beacon South Quarter and Rockbrook. These developments which provide high density and high quality architectural finishes, sit uncomfortably against neighbouring underdeveloped and underutilised sites which reinforces the transitional nature of the area. It is the intention of the Plan to promote development of these sites, to consolidate the area by repairing edges and promoting a coherent street pattern and skyline."

Section 3.5.1 refers to the subject site and states:

"On the site adjacent to Rockbrook site – provide a building form, which would serve as a visual reference or orientation marker within the estate."

This is to take place in the context of the development of the civic plaza at the Ballymoss Road junction to the immediate east.

6.3.8. The following objectives relating to community facilities are noted:

- Drawing no. 10 Amenity Open Space and SLO 119. Civic park at the corner of Corrig Road and Carmanhall Road to the immediate south of the development site.
- SLO113 to facilitate the provision of a community facility at ground floor level along the eastern outer edge of the Carmanhall Residential Neighbourhood to the south east of the development site.
- Objective E1 regarding the provision of childcare facilities. Objective E2 to retain 2 no. core sites for the provision of 2 no. primary schools and 1 no. post primary school on lands at Stillorgan Industrial Estate to the west of the proposed development, ref. SLO 112.

7.0 Applicant's Statement of Consistency

7.1.1. The applicant has submitted a Statement of Consistency as per Section 8(1)(iv) of the Act of 2016, which indicates how the proposal is consistent with the policies and objectives of section 28 guidelines, the County Development Plan, the SUFP and other regional and national planning policies. The following points are noted:

- The development will support key elements of the NPF including compact urban development and the accommodation of 40% of urban growth within existing built up areas on brownfield lands, also the provision of homes at locations accessible to a range of local services, to encourage the use of public transport, walking and cycling. Also refers to NPF objectives 3b and 13.
- The development facilitates key objectives of the Regional Planning Guidelines for the Greater Dublin Area 2010-2022 including consolidation of urban centres, development of brownfield sites, delivery of well designed urban environments and greater use of sustainable transport modes.
- The site is adjacent to a public transport corridor and is therefore suitable for high density development > 50 units / ha as per the 'Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas'. The development provides a residential density of 309 units / ha, which is reflective of

the policies and objectives of the County Development Plan and the SUFP and is commensurate with the density granted on the site in 2007. Site coverage is 34.7% and all 65.3% of the horizontal surface plane of the site is unbuilt.

- The development omits the retail and office land uses proposed under the scheme previously permitted at this site. Existing retail units at the boulevard within the Rockbrook site are still vacant. The proposed design instead provides pedestrian public routes to connect the transport interchange with the established retail facilities at The Beacon. There are 'own door' residential units at street level to provide active frontages and surveillance. The omission of 15,000 sq.m. of office and retail space and the reconfiguration of vertical circulation cores and apartment types allows the building footprint to be reduced significantly and a substantial increase in open space provision. The layout is also designed to maximise sunlight permeability and with landscape wind mitigation measures.
- The development has been designed with regard to the design principles provided in the Urban Design Manual including promotion of walking, cycling and public transport; responding to the site context; connections with the surrounding area, accessibility and wayfinding; efficient use of land and energy; mix of land uses and the creation of a place of high quality and distinct identity. The design, layout and landscaping of the scheme include different 'character areas' with pedestrian connections to Rockbrook, Blackthorn Avenue and Carmanhall Road. There is a dramatic, distinctive urban space to the Blackthorn Road frontage, with the proposed tower, as per the SUFP, as the focal point. The ground floor of the scheme has a 2 storey undercroft independent of apartment floors overhead, which allows for flexibility of uses / layout at street level. There is a high proportion of dual aspect apartment units (67%). Private open space is provided in the form of terraces and a variety of balcony types. The parking area will be secure and attractive.
- The proposed apartments meet or exceed the standards of the 'Sustainable Urban Housing: Design Standards for New Apartments' (2018) with regard to

floor areas, communal and private open space standards, communal amenity space and play facilities.

- The development has been designed in compliance with DMURS.
- The 'Childcare Facilities Guidelines for Planning Authorities' include a standard provision of one childcare facility (equivalent to a minimum of 20 childcare places) per 75 dwellings. Refers to provisions of section 4.7 of the 2018 apartment guidelines in relation to same.
- The development requires the flood risk justification test as per County Development Plan guidance. The site passed the test. A SSFRA is submitted. The development includes SUDS measures.
- The development has been screened for Appropriate Assessment. The screening concludes that it is possible to rule out likely significant effects on all European sites.
- The development is in keeping with the strategy for the Sandyford Business District outlined in the County Development Plan. It accords with residential policies RES3 and RES4, also the development management criteria of the plan including land use zoning.
- The development complies with policies of the SUFP regarding the relevant zoning objective, public open space and amenity space requirements, plot ratio, public realm, building height, surface water drainage, transport and phasing.

8.0 Third Party Submissions

8.1. The submissions were primarily made by or on behalf of local residents, particularly residents of Lakelands, Stillorgan Wood and Beacon South Quarter. There is also a submission by Cllr. Deirdre Donnelly. The main points made relate to the following issues:

- Objections to fast track SHD process and lack of consultation with local residents.
- Proximity to 2 storey residential development in Stillorgan, resultant overlooking and overshadowing. Impacts on Beacon South Quarter due to overshadowing. Impacts on residential amenities as a result of noise pollution.

- Excessive density and overdevelopment of the site. Inadequate provision of green spaces and play areas for residents of the development. Lack of parks and green spaces in the wider area.
- Development is out of character with surrounding area due to its height, resultant visual impact. A 6 storey height has been established at this location under previous applications and the SUFP. Cumulative visual impacts in conjunction with other existing / permitted development in the area including the unfinished Sentinel building. Development will block views of the Dublin Mountains.
- Undesirable precedent.
- Concern about tenancy / occupancy of the residential units and possible transient occupancy with resultant impacts on the community.
- Public transport services in the area are already operating at peak capacity and there is traffic congestion. Development will create additional traffic congestion.
- Lack of capacity in local schools and medical services for residents of the development.

8.2. I have considered all of the documentation included with the above third party submissions.

9.0 Planning Authority Submission

9.1. DLRC has made a submission in accordance with the requirements of section 8(5)(a) of the Act of 2016. It summarises observer comments as per section 8(5)(a)(i) and the views of the relevant elected members of the Dundrum Area Committee, as expressed at their meeting of the 28th May 2018. The planning and technical analysis in accordance with the requirements of section 8(5)(a)(ii) and 8(5)(b)(i) may be summarised as follows. The submission includes several technical reports from relevant departments of DLRC, which are incorporated into the following summary.

9.1.1. PA Comment on Principle of Development

- The delivery of housing on this zoned prime site is consistent with the wider strategic outcomes of the NPF for compact urban growth, the need to focus on

underutilised lands within the M50 and National Policy Objective 3b for the delivery of at least half of all new homes in cities and suburbs within the existing built up footprints of cities.

- Residential development is permitted in principle under the SUFP zoning objective Mixed Use Inner Core Area (MIC). The development is solely residential while the MIC zoning objective is for mixed use. However, given the quantum of existing and permitted commercial uses in this zone, residential use is welcomed. The PA notes that the café is ancillary and would serve the future residents only. However, given its location and street frontage it lends itself to possible future use as a commercial café, subject to a separate planning application and assessment of residential amenity. The building is designed with a transferable floor level above ground floor, which would facilitate future changes of use.
- Residential development is subject to SUFP objective MC, i.e. residential units within MIC Zones 1 and 2 are limited to an additional 1,300 units. The revised SUFP adopted in March 2016 as part of the County Development Plan states that 835 units have already been permitted, leaving a shortfall of 465 no. units. A further permission withered in July 2016, thus releasing an additional 491 units into future capacity. A proposed development of 492 units at the adjoining Rockbrook site was refused under D16A/0697 PL06D.248397 in 2017. The proposed development of 460 residential units could therefore be accommodated in line with the limitations on residential units set out in the SUFP.

9.1.2. PA Comment on Density

- SUFP section 2.5.1 states that, based on an analysis of the future sustainable growth potential of the area, Dun Laoghaire Rathdown county does not have the infrastructure capacity to sustain future development across all of the lands in the Sandyford Business District at densities permitted to date.
- The SUFP identifies a plot ratio of 1:4 for the wider area of the development site with the Rockbrook and Sentinel sites. The proposed development has a plot ratio of 1:2.93 for the development site alone. The planner's report of D16A/0991 relating to the addition of 2 floors to the Sentinel building noted that the additional floor area increased the plot ratio to that element of the scheme to above 1:4. However, it was not considered an issue as the overall plot ratio can be achieved

on the larger plot to which this ratio applies. The planning authority considers that the proposed plot ratio is also acceptable, however the final and overall plot ratio of the entire block when developed will need to accord with the 1:4.

- The proposed density is considered to be in accordance with SUFP policy RES3: Residential Density which promotes higher densities subject to the reasonable protection of existing residential amenities and the established character of the area. This particular plot in Sandyford is considered to be one that can accommodate high densities due to its location adjacent to the Luas and the existing densities of surrounding developments.

9.1.3. PA Comment on Design and Height

- Development plan building height strategy notes that the SUFP sets building heights across Sandyford Business District and allows for the design of buildings or elements of buildings to exceed the generally permitted building height by 1 or 2 storeys, subject to the building making a positive contribution to the built form of the area. The planning authority considers the overall heights of 5 to 14 storeys to be acceptable in accordance with the building height parameters of the SUFP and the County Development Plan. The overall design approach is contemporary and considered to be appropriate in this location and would complement the design approach in the area.
- The development will result in a cluster of taller buildings at this location. The 14 storey Block D acts as a focal point for the development. It will play an important role and function in informing the streetscape adjacent to the Luas stop effectively bookending the overall larger block at the north east with the Sentinel building to the south east. It will contribute to identifying the scheme and creating a sense of place.
- The height of Blocks C and D replicates the adjoining block within Rockbrook fronting Blackthorn Drive. The planning authority considers that there should be a clear visual demarcation between the buildings.
- The development frontage to Carmanhall Road provides interaction with the street and views through the site.

- The development will not restrict the development of a 'Building of Notable Design' as identified in the SUFP for the site at the western side of the Blackthorn Drive / Ballymoss Road junction.
- The development will consolidate long distance views of the overall SUFP lands and, with regard to the submitted VIA, will not have any long term negative impact on short or long distance vistas.
- The planning authority has some concern about the proposed external finishes. A more muted palette is considered to be more appropriate and would be more harmonious with the adjacent Rockbrook scheme at the Blackthorn Drive frontage. A variety of colours on the inward facing elevations would be acceptable.
- The submitted 'Daylight and Sunlight Availability Report' finds that, of a sample of 81 rooms, 95% met or exceeded the Average Daylight Factor (ADF) recommendations of BS 8206. This is considered an acceptable result, however it is not possible from the quality of the information submitted to establish the floors on which the sample rooms are located, as would normally be indicated in such documents. A larger sample and clarity as to whether the sample rooms are at higher or lower floors would be welcome. The Board may wish to give further consideration to this issue given the scale, density and height of the development. With regard to overshadowing of amenity spaces, it is clear that the analysis of daylight and sunlight has positively influenced the design process and resultant block plan and the PA is satisfied that the results are acceptable.
- The shadow analysis submitted does not clearly indicate where the shadow from Block D will fall on the 21st September. The Board may wish to examine this issue in greater detail given the concerns stated by residents of Lakelands to the south, c. 70m away. The daylight and sunlight analysis clearly indicates that the development will have a negligible impact on Vertical Sky Component (VSC) and Probable Annual Hours of Sunshine (PASH) in Lakelands, this indicates that overshadowing is unlikely to be an issue. The development will result in some overshadowing at the south western façade of Rockbrook, however this would be

case for any development higher than 2 – 3 floors at this location and must be balanced against the need to achieve the sustainable development of the overall site. In addition, the development will significantly improve the overall outlook from Rockbrook.

9.1.4. PA Comment on Layout, Roads, Traffic, Parking

- The planning authority welcomes the overall layout, landscaping and connections and considers that the development provides positive relationships with Blackthorn Drive and Carmanhall Road at street level. The layout provides variety in the public realm and responds well to the topography of the site and level changes. It is imperative that pedestrian links are achieved with Rockbrook and there are concerns that this is not clearly demonstrated on the proposed plans. There are also concerns regarding wayfinding, i.e. whether the lift to podium level will be only available to residents or open to the public. These issues may be addressed by condition.
- Concerns that the pedestrian entrance to Block D is accessed by steps from Blackthorn Drive, there needs to be provision for vulnerable and mobility impaired persons. Also proposals to address the requirement for a legible continuous footpath.
- The proposed cycle parking provision is slightly less than that required by the new apartment guidelines. The provision is acceptable given the site's location directly adjacent to the Luas.
- There is a shortfall of up to 150 car parking spaces based on the standards provided in development plan table 8.2.3 residential car parking standards. Section 4 of the apartment standards require planning authorities to consider reduced overall car parking standards. Development plan section 8.2.4.5 allows for reduced parking based on proximity to public transport. The proposed provision is in accordance with Development Plan standards given the location adjacent to the Luas.

9.1.5. PA Comment on Residential Amenity, Quality, Housing Mix

- There are no concerns regarding overlooking of neighbouring properties within Rockbrook and direct overlooking of houses within Lakelands is not considered to be an issue.
- Apartment sizes comply with the standards set out in the 'Sustainable Urban Housing Design Standards for New Apartments'. Minimum overall apartment floor areas comply with SPPR 3. It is noted that the plans submitted do not refer to the no. of persons per dwelling, as set out within SPPR 3, however the proposed units meet the requirements in terms of floor areas. 54% of the units exceed the standards by 10%, meeting the requirement of section 3.8 of the apartment guidelines. 62.7% of apartments are dual aspect, well in excess of the 50% specified by SPPR 4. Ground floor units meet the floor to ceiling heights required by SPPR 5. The requirements of SPPR 6 regarding lift and stair cores are met. The apartments comply with the apartment guidelines regarding minimum storage requirements and private amenity space.
- The proposed housing mix complies with SPPR 1 and 2 of the apartment guidelines.
- The proposed communal facilities are welcomed and may be taken into consideration when calculating open space provision. The overall area of the site is 15,600 sq.m. The development plan requires an area of 1,560 sq.m. of public / communal space. The development exceeds this requirement. There is concern about the lack of play spaces, however a large play space would be an inefficient use of zoned land at this location. The site is adjacent to an area zoned as a Civic Park, this objective is being pursued by the Local Authority and is the subject of the Section 48 Development Contribution Scheme. The Council are also actively pursuing the upgrading of Council owned recreation land at St. Benildus. There are several other significant community infrastructure projects currently underway at County level including the opening of a new regional park at Fernhill and the securing of funding for a new swimming pool at Ballyogan, which will be directly accessible by LUAS from the SUFP area.
- The development includes features to mitigate wind impacts at ground floor level. It is considered that the impact of wind has been adequately addressed and the

planning authority is satisfied that the proposed mitigation measures will ensure no negative impact on future residents.

9.1.6. PA Comment on Site Services and Flood Risk

- DLRCC Municipal Services Drainage Planning raise concerns regarding possible errors in the calculation methodology in respect of surface water, this could be addressed by condition.
- A SSFRA and a flood modelling report are submitted. DLRCC Municipal Services Drainage Planning considers that the analysis contained in these is appropriately detailed and provides sufficient evidence to pass the Development Management Justification Test and that the proposals, subject to conditions, are in accordance with development plan Appendix 13 (Strategic Flood Risk Assessment) and the relevant section 28 guidelines.

9.1.7. PA Comment on Childcare Facilities, Schools Demand Analysis

- The development requires a provision for 97.8 childcare places, based on the omission of 1 bed and studio units as per the apartment guidelines. The proposed crèche would cater for 47-77 childcare spaces, this shortfall is noted.
- The schools analysis details submitted are considered to be acceptable.

9.1.8. PA Comment on Part V

- The report of the Housing Section raises no objection and recommends conditions.
- The PA consider that Block B should be prioritised as it contains the Part V units. Proposed phasing should be revised by condition to address this.

9.1.9. PA Comments Conclusion

- The PA welcomes the development of this highly visible vacant site within Sandyford. It is considered to be broadly consistent with the relevant objectives of the SUFP and the County Development Plan. It is considered to be an efficient use of this site in close proximity to the Luas stop and will deliver a new residential community in this part of the Sandyford Business District. The planning authority recommends permission subject to conditions.

10.0 Prescribed Bodies

10.1. Transport Infrastructure Ireland

10.1.1. The main points made may be summarised as follows:

- The development is close to the Luas line. The applicant should ensure that there is no adverse impact on Luas operation or safety. The development shall comply with TII's 'Code of engineering practice for works on, near or adjacent to the Luas light rail system'.
- Recommend a condition requiring a construction management plan to be submitted prior to commencement of development, to be agreed with TII.
- Tram signal priority at the Luas junction with St. Raphaela's Road shall be maintained.
- Traffic generated by the development shall be managed through the local road network so as not to cause traffic queuing on Blackthorn Drive or Blackthorn Avenue to ensure access to and from the Luas Park and Ride facilities.
- The development falls within the area of an adopted Section 49 levy scheme for Luas.

10.2. Irish Aviation Authority

10.2.1. Requires a condition that the applicant contact IAA in relation to all crane operations, etc.

10.3. Irish Water

10.3.1. Based upon the details submitted and the Confirmation of Feasibility issued by IW, IW confirms that subject to a valid connection agreement being put in place between Irish Water and the developer, the proposed connection to the IW network can be facilitated.

10.4. National Transport Authority

10.4.1. The NTA is supportive in principle of the proposed quantum and type of development with regard to the location of the site close to public transport, employment and local services. The following points are noted:

- The proposed layout enhances permeability and the accessibility of public transport for residents of the area.
- Refers to SUFP objectives TAM2 and TAM3 and development plan SLO 114. The NTA recently announced its intention to develop MetroLink between Swords and Sandyford, along the existing Luas Green line between the Sandyford and Charlemont Luas stops. These projects would considerably enhance the public transport offer for the Sandyford Business District.

10.4.2. In order to meet the SUFP mode split targets, a high quality walking and cycling environment is required for trips by these modes and to support public transport. The submission recommends that the following issues be addressed:

- The internal cycle connections between the two basement Level 0 entrances and between these entrances and the various cycle parking clusters are not clear and legible in all cases.
- Blackthorn Drive, Blackthorn Avenue and Benildus Avenue are included in the NTA 'Greater Dublin Area Cycle Network Plan' (2013) as Secondary Route SO6, connecting the subject site and the wider Sandyford business district to Primary Route 11C (Sandyford to Dublin City Centre) and Primary Route SO5 (Dun Laoghaire to Tallaght). This route is a key element of the local and strategic cycle network and should be well connected to the development. It is not clear how eastbound cyclists access / egress the site from Blackthorn Drive. A direct connection between this entrance and the eastbound cycle lane is required, either by a Toucan crossing adjacent to the entrance or by the upgrade of the existing crossing and the construction of a short / contra-flow cycle track on the south side of Blackthorn Drive between the crossing and the entrance.
- The development should provide continuous frontage across all 3 building entrances to communicate clear pedestrian priority, also a high quality pedestrian route between the site and the Stillorgan Luas stop.

11.0 Assessment

11.1. The following are the principal issues to be considered in this case:

- Residential Density and Quantum of Development
- Building Height and Visual Impacts
- Quality of Residential Development
- Schools Demand and Childcare Facilities
- Impacts on Residential Amenities
- Traffic and Transport
- Drainage, Flood Risk and Site Services
- Part V
- Appropriate Assessment Screening

These matters may be considered separately as follows.

11.2. Residential Density and Quantum of Development

11.2.1. The site has the zoning objective 'Zone 1: Mixed Core Area Inner Core' under the Sandyford Urban Framework Plan 2016-2022 (SUFP). Residential development is acceptable in principle under this zoning objective. The SUFP also identifies the subject site as suitable for retail development close to the Luas stop and SUFP section 2.3.2.1 states that retail land uses should be used at street frontages on main pedestrian corridors leading to Luas stops. SUFP section 2.3.2.2. states that the amount of apartment development permitted to date in Mixed Use Core Areas is considered sufficient to provide vitality to those areas and that future residential development should primarily be focused within residentially zoned land. In addition, SUFP Objective MC4 is to limit the number of additional residential units within the Mixed Use Core Zones 1 and 2 to c. 1,300 residential units, of which 835 had planning permission in 2016.

11.2.2. While the development permitted at the subject site under D07A/0619 included 471 no. apartments and 15,000 sq.m. of retail and office floorspace, the current scheme is entirely residential. The planning authority comment includes an analysis of the

existing / permitted quantum of residential development in the area with regard to SUFP Objective MC4. It notes that the permission of 835 units of the 1,300 unit allowance for MIC zoned lands leaves a shortfall of 465 no. units. A further permission withered in July 2016, releasing an additional 461 no. units into future capacity. In addition, permission was refused for 492 no. units at the adjoining 'Rockbrook Phase 2' site under D16A/0697 PL06D.248397 in 2017. The PA considers that the proposed development of 471 no. apartments therefore could be accommodated in accordance with the SUFP limits for Mixed Use Core zoned lands.

11.2.3. The applicant submits that the permitted retail units within the adjoining Rockbrook development remain unoccupied, this point is accepted. The proposed development has been designed to provide active frontages at street level with own door residential units and communal amenities at the Blackthorn Road frontage facing the Luas. As noted by the PA, the café at the Blackthorn Road frontage could lend itself to future use as a commercial café and the ground floor units of Blocks C and D have been designed to provide flexibility at ground floor and upper ground floor level, such that they could be converted to other uses if the demand arises. This is the element of the development closest to the Luas stop and it is possible that demand would arise for retail or other commercial land uses in this location as Sandyford develops further.

11.2.4. The proposed residential development is considered to be acceptable in principle with regard to the above.

11.2.5. The site is at a location suitable for higher residential densities in accordance with the 'Guidelines on Sustainable Residential Development in Urban Areas' due to its proximity to the existing Luas stop and proposed public transport interchange. The proposed residential density is 295 units / ha, as compared to a density of 302 units / ha already permitted at the site under D07A/0619. This is acceptable given the location and the established pattern of development in the immediate vicinity at Rockbrook and the Beacon South Quarter. Policy SUFP 2 Density and Scale states that Dun Laoghaire Rathdown County does not have the infrastructural capacity to sustain future development across all of the lands in Sandyford Business District at densities permitted to date. SUFP Map 3 identifies a plot ratio of 1:4 for the application site and the adjoining Rockbrook site. The proposed development has a plot ratio of 1:2.93. I note that the PA considers the proposed plot ratio to be

acceptable as long as the final and overall plot ratio for the entire plot is 1:4. This is reasonable and I am in accordance.

11.3. **Building Height and Visual Impacts**

11.3.1. SUFP Map 3 indicates that the development site is suitable for a height of 5-14 storeys. The development is in accordance with this. SUFP objective BH2 also sets out the following criteria for the consideration of building height:

- Immediate and surrounding environment
- Adjoining structures
- Open space
- Public realm (including impact on streets, spaces, pedestrian and cycle routes, identified green routes and with particular emphasis on shadow impact)
- Views and Vistas and
- Impacts on micro climates (such as wind funnels and overshadowing)

These matters may be considered in the context of visual impacts, interaction with the public realm, open space and micro climate impacts as follows.

11.3.2. Visual Impacts

The following assessment is based on the VIA submitted by the applicant, on the photomontages submitted, on the site inspection and on viewing the site from various locations in the wider area.

The site immediately adjoins the 6 storey blocks of Rockbrook Phase I. The wider context is informed by the 14 storey Sentinel building, by the 1- 4 storey buildings on Ballymoss Road and by the SLO 109 objective the develop a 'Building of Notable Design' as a marker at the junction of Ballymoss Road and Blackthorn Drive to the immediate east. This proposed 5 – 14 storey height is generally in keeping with this context. The photomontages submitted show that the development will be viewed as part of a composition of higher buildings including the existing Sentinel building. I note that the submitted VIA finds that visual impacts from most locations are imperceptible, or slight / moderate and neutral / positive. No significant potential cumulative impacts are identified. Having inspected the site and viewed it from a variety of locations in the area and with regard to the submitted photomontages, I

consider that while the development will undoubtedly change the outlook from adjoining areas, this impact is acceptable in the context of the ongoing evolving, mixed character of the Sandyford Business District. The potential visual impacts on the wider area are considered acceptable on this basis.

I note the PA recommendations that the façades of Blocks C and D achieve a clearer demarcation where they meet the Rockbrook scheme, also that they should have a more muted palette of finishes to achieve a more harmonious interaction with Rockbrook. I agree with this recommendation. These matters may be addressed by condition.

11.3.3. Public Realm

At a local level, the Block C frontage to Blackthorn Drive will read as a continuation of the adjoining block within Rockbrook, with the 14 storey Block D as a bookend fronting onto the pedestrian access from Blackthorn Drive. The pedestrian access is laid out as a ramp and steps leading to a plaza at the upper level with a games and play area and a public art installation. This intervening space provides a setback to the adjoining site at the corner of Blackthorn Drive and Ballymoss Road. It is considered that Block D will therefore provide a reasonable context to the 'building of notable design' at this location. In addition, Block D will have a strong visual presence that will help to create legibility at this gateway to the Sandyford Business District. The ramp and steps address the change in level between Blackthorn Drive and the centre of the development and lead to the 'boulevard' or north / south axis connecting Blackthorn Drive to Carmanhall Road. A lift is also provided for accessibility from street level. This approach has been used successfully in the pedestrian connection from Blackthorn Drive to the adjoining Rockbrook development, leading on to Carmanhall Road and the Beacon South Quarter. The matter of lift accessibility to the public may be addressed by condition. The layout indicates a footpath along the remainder of the Blackthorn Road frontage with street trees, a cycle / pedestrian access to the basement car park, this is considered further below with regard to traffic and transport impacts. As noted above, there are active frontages at the ground floors of Blocks C and D facing Blackthorn Avenue.

The internal layout of the development is entirely pedestrianised and accessible to the public aside from the private areas associated with individual residential units.

The definition between public, semi private and private spaces are achieved through delineation through level change and planting beds, hierarchy of footpaths and enclosure. The layout provides a north / south axis between Blackthorn Drive and Carmanhall Road and an ancillary east / west connection to the 'boulevard' within Rockbrook. There is a landscaped courtyard between Blocks B and C, which also fronts onto the side of the adjacent Rockbrook block. Block A is set back from the western boundary shared with Rockbrook, with a landscaped area over the ramp from Carmanhall Road serving the basement car park. This area is indicated as a 'future connection zone' in cross sections and car park layouts. The development thus improves pedestrian permeability and connections to the Luas stop in the wider area and generally provides a satisfactory 'tie in' with the completed elements of the Rockbrook scheme. The courtyard for Block A is at 'podium' level, above the remainder of the site and accessed via steps from the main pedestrian route. It is laid out as a play area with a glass canopy as a residential amenity. The podium level undercroft provides space for additional car parking, accessed at grade from Carmanhall Road.

Blocks A and F at the southern end of the site present 11 and 12 storey elevations respectively to Carmanhall Road, this is reasonable in the context of the adjoining Beacon development. They will in turn form the context for any future development at the remaining Rockbrook lands to the west. There is a pedestrian plaza connecting to the north / south axis at the eastern end of the Carmanhall Road, which includes a play area and provides a setback to the frontage of Block F. There is a good degree of visibility into the scheme from Carmanhall Road. The remainder of the Carmanhall Road frontage is laid out as a footpath between the vehicular accesses, with street trees and lay by parking spaces. There are own door residential units at the ground floor of Block A, which provide an active frontage to the street. The 10 / 12 storey Blocks E and F at the eastern side of the site will form a backdrop to the existing 4 storey and 2 storey commercial buildings along Ballymoss Road and are well set back from the SLO 109 site. The open space to the rear (east) of Blocks E and F is at a higher level than the adjacent sites at Ballymoss Road. It is laid out with planted areas to provide a buffer to the ground floor residential units and connects to the plaza in front of Block D. There are no concerns regarding overlooking given the commercial nature of the adjoining usages.

The blocks within the scheme are laid out such that there are distances >22m between facades except for Blocks E and B. However Block E looks onto secondary windows in the east facing elevation of Block B. There are therefore no concerns regarding overlooking between blocks.

The internal open spaces are provided as part of an open space and landscaping strategy to create different character areas within the complex including circulation spaces, tree planting, soft landscaping, semi-private spaces, play areas, public art installations and street furniture. This strategy is of a high standard overall and will achieve a good quality of public spaces and private spaces for the ground floor units. All spaces are well overlooked. I am satisfied that the development achieves a high quality public realm with a high degree of pedestrian and cycle permeability and accessibility.

11.3.4. Micro Climate Impacts

A Daylight and Sunlight Availability Report is submitted. The layout is designed to achieve maximum sunlight penetration to the internal courtyards with regard to BRE guidance. The analysis demonstrates that the courtyards will all achieve the recommended BRE 209 target of 2 hours' sunlight on March 21st. An optimisation algorithm was used to determine maximum window dimensions on building facades to ensure that individual apartment rooms receive recommended levels of diffuse daylight Average Daylight Factor (ADF). The facades have been designed such that window dimensions vary to mitigate lesser availability of sunlight at lower levels and to ensure that individual apartment rooms receive adequate and appropriate levels of diffuse daylight. The report concludes that the 'overriding majority' (95%) of apartments within the scheme will experience levels of diffuse daylight in excess of that recommend with BS 8206. This can be considered in conjunction with the results of the testing for Vertical Sky Component (VSC) as measured for every window, where 57% of the points tested for VSC meet the BRE 209 recommended target of 27%. The report concludes that the daylight and sunlight available would generally be considered as better than typical for a mid rise suburban development of this nature. In addition, 83% of south facing apartments will experience in excess of the recommended BRE target of 25% of Probable Annual Sunlight Hours (PASH). Windows facing north are not expected to meet a sunlight availability target. This is

acceptable. The following statement in section 6.7 of the apartment guidelines is also noted:

“The provision of reasonable levels of natural light in new apartment developments is an important planning consideration as it contributes to the liveability and amenity enjoyed by residents. In assessing development proposals, planning authorities must however weigh up the overall quality of the design and layout of the scheme and the measures proposed to maximise daylight provision with the location of the site and the need to ensure an appropriate scale of urban residential development.”

The daylight and sunlight analysis also considers impacts on properties outside the development. I note that the shadow analysis considered impacts for 21st June, 21st September and 21st December but not the vernal equinox of 21st March. The analysis concludes that the development will have negligible impacts on PASH in the majority of surrounding existing buildings except for the south east facing façade of the existing Rockbrook development. This is to be adjoined by Blocks B and C within the proposed development. The applicant submits that any development of the subject site > 2-3 storeys would result in overshadowing at this location. This point is accepted. In addition, the development will significantly improve the outlook from the Rockbrook scheme, which will now look onto a landscaped courtyard.

The wind microclimate study assesses wind impacts on the public realm using Computational Fluid Dynamics (CFD) modelling. The wind microclimate study evaluates pedestrian comfort and safety at ground level using the Lawson Comfort Criteria. The report concludes that the results of this analysis suggest that levels of windiness likely to be experienced across the site are suitable for the activities likely to take place at these locations. Wind conditions would be acceptable for pedestrians walking around or through the development except at the following locations:

- At the top of the stairs / ramp between the northern plaza and Blackthorn Drive due to a combination of funnelling between Blocks D and E and the downdraught effect of Block D.
- At the stairs leading to the Block A podium due to southerly winds passing between Blocks A and F.

- Significant wind flows are anticipated near the eastern corner of Block B and the western corner of Block E, due to winds passing along the boulevard and pedestrian link and accelerating around block corners.

The CFD modelling has been used to inform an iterative design process for the scheme with mitigation measures to address the above issues including:

- the recessing of the upper floors of Block D.
- Design of apartment balconies to minimise wind impacts with winter gardens at locations likely to be exposed to strong prevailing winds.
- Provision of a covered walkway at the podium level of Block A.

In addition, the proposed landscaping scheme has been designed to provide protection from wind impacts at ground level by way of screening. There are tall trees with large canopies at either end of the pedestrian link to help break approaching winds. The walkways are routed to guide pedestrians away from building corners where higher wind speeds are more prevalent. Smaller trees and bushes have been placed elsewhere to provide more localised shelter.

I am satisfied overall that the development will achieve a satisfactory standard of daylight and sunlight and that the proposed building height will not result in undue adverse microclimate impacts.

11.3.5. Height and Visual Impacts Conclusion

Having regard to the above assessment, it is considered that the development will be satisfactory in terms of visual impacts, interaction with the public realm and the quality of amenity spaces provided as balconies and at ground floor level. The height and design of the scheme are therefore acceptable.

11.4. **Quality of Residential Development**

- 11.4.1. The following assessment considers the quality of the proposed residential development with regard to the 'Sustainable Urban Housing Design Standards for New Apartments Guidelines for Planning Authorities' as updated in 2018; the 'Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas' and the associated Urban Design Manual; the Dun Laoghaire

Rathdown County Development Plan 2016-2022 and the Sandyford Urban Framework Plan 2016-2022.

11.4.2. Housing Mix

The development provides the following housing mix:

Unit Type	No.	%
Studio	1	< 1%
1 bed units	92	20%
2 bed units	303	65.9%
3 bed units	64	13.9%
Total	460	

The apartments are provided in the following mix of formats:

Apartment Type	No.	%
Own door 'flat' (accessible)	16	3.5%
Own door duplex	36	7.8%
Apartment	392	85.2%
Duplex Apartment	16	3.5%
Total	460	

This mix is considered satisfactory with regard to development plan housing policy and SPPRs 1 and 2 of the apartment guidelines. While there is a high proportion of apartment units in Sandyford Business District, the surrounding south Dublin suburbs are overwhelming characterised by single family houses. The proposed provision of smaller 1 and 2 bed units is therefore to be welcomed.

11.4.5. Apartment Design and Layout

The submitted Schedule of Floor Areas and Housing Quality Assessment indicate that floor areas for all apartment units meet or exceed the minima specified in SPPR3 of the apartment guidelines. The individual apartment types also meet the requirements for internal floor areas and storage space provision as per Appendix 1

of the guidelines. Section 3.7 of the guidelines states the following in relation to 3 person 2 bed apartments:

“While providing necessary variation in dwelling size, it would not be desirable that, if more generally permissible, this type of two-bedroom unit would displace the current two-bedroom four person apartment. Therefore no more than 10% of the total number of units in any private residential development may comprise this category of two-bedroom three-person apartment. This is to allow for potential social housing provision further to Part V of the Planning and Development Act 2000 (as amended), or, if this type of unit is not required to meet social housing requirements, that it would allow for an acceptable level of variation in housing type.”

The submitted documentation does not provide information regarding the number of persons per unit. Section 3.8 of the guidelines ‘Safeguarding Higher Standards’ requires that the majority of all apartments in any scheme > 10 units shall exceed the minimum floor area standard for any combination of the relevant 1, 2 or 3 bedroom unit types by a minimum of 10% (any studio apartments must be included in the total, but are not calculable as units that exceed the minimum by at least 10%). Build to Rent developments are exempted from this requirement. The development provides communal amenities but is not explicitly proposed as a Build to Rent scheme. In any case, a total of 54.6% of the apartments are larger than 10% over the minimum and the development therefore complies with this requirement.

SPPR 4 requires a minimum of 33% of dual aspect units in more central and accessible urban locations. A total of 67% of the proposed apartments are dual aspect, well in excess of this requirement. There are no single aspect north facing units.

SPPR 5 requires a minimum of 2.7m ground level apartment floor to ceiling heights. This requirement is complied with.

SPPR 6 specifies a maximum of 12 apartments per core. The proposed layout provides 8 no. apartment units per core.

Private open space is provided in the form of terraces at ground floor level and balconies at upper levels. As discussed above, the design of the balconies has been informed by a wind micro-climate study and balconies at locations where wind effects are strong, such as higher levels, are provided with sliding glazed screens to

become ‘winter gardens’. The submitted schedule of floor areas indicates that balcony sizes meet or exceed the quantitative standards provided in Appendix I of the apartment guidelines.

11.4.6. Communal Facilities and Services

The circulation spaces within the individual blocks are accessible have satisfactory layouts. The proposed communal facilities include the following at ground floor / boulevard level of Blocks C and D: meeting / events room; movie room; games room; gym and yoga / spin studio; café and bar / kitchen. The development also includes a communal meeting room / party room on the 2nd floor of Block A. These are desirable aspects of the scheme and are well located such as to be accessible to all residents. Details of opening hours may be required by condition. The proposed crèche facility is discussed in section 11.5 below. Waste storage is provided at basement level. The proposed waste management plan states that waste is to be collected in the basement area and compacted in dedicated rooms prior to its collection off the street. This is acceptable subject to agreement of an operational Waste Management Plan.

11.4.7. Landscaping and Open Space Provision

In terms of quantitative provision, the development has a site coverage of 34.7% of the site and a total of 12,458 sq.m. of open space (public, semi-public and private) is provided as follows:

Open Space Provision	Area
Public Open Space (circulation areas)	2,460 sq.m.
Communal Open Space (publicly accessible)	6,328 sq.m.
Private Open Space	3,670 sq.m.
Total	12,458 sq.m.

This may be considered with regard to the standards set out in Appendix I of the apartment guidelines for communal open space provision as follows:

Unit	No. of Apts	Space per Apt (sq.m.)	Total Requirement (sq.m.)
Studio	1	4	4
1 bed	92	5	460
2 bed	303	7 (4 person)	2,121
3 bed	64	9	576
Total	460		3,161 sq.m.

Development plan section 8.2.8.2 requires a minimum provision of 10% of the overall site area for all residential developments to be reserved as public open space and / or communal space. This entails a requirement 1,560 sq.m. for the development site.

The proposed public open space therefore exceeds quantitative standards. The following communal amenity spaces are provided:

- Plaza at the Blackthorn Drive frontage next to Block D and in front of Block E with games and play area;
- Courtyard to the between Blocks C and B including sculptural play items and crèche open space, overlooked by the adjoining block within Rockbrook;
- Landscaped podium at the centre of Block A;
- Buffer zone between the eastern façade of Blocks E and F and the rear of the commercial properties on Ballymoss Road, leading to the plaza area in front of Block D;
- Landscaped area to the west of Block A, adjoining undeveloped lands within Rockbrook;
- Pedestrian access and sculptural play area at the Carmanhall Road frontage.

I note that third parties raise concerns about a lack of usable play spaces. However, the development site includes several smaller play areas and is immediately adjacent to the planned civic park at Carmanhall Road as provided for under SLO 119. As discussed above, it is considered that the development provides a satisfactory standard of public realm, amenity and landscaping.

11.4.8. Quality of Residential Development Conclusion

To conclude, I consider that the design and layout of the development are generally satisfactory with regard to national and development plan guidance for residential development and that there is a reasonable standard of residential accommodation for future residents of the scheme.

11.5. **Schools Demand and Childcare Facilities**

- 11.5.1. The development includes a crèche (231.9 sq.m.). The applicant submits that, based on an average requirement of 3-5 sq.m. per child, the proposed crèche can provide c. 47-77 no. childcare places and that, given the high number of childcare facilities in the Sandyford Business District and the surrounding area, this will adequately meet demand from the development. The 'Childcare Facilities Guidelines for Planning Authorities' recommend a minimum provision of 20 childcare places per 75 no. dwellings. Section 4.7 of the apartment guidelines states that the threshold for the provision of childcare facilities in apartment schemes should be established having regard to the scale and unit mix of the scheme, the existing geographical distribution of childcare facilities and the emerging demographic profile of the area. 1 bed or studio units should generally not be considered to contribute to a requirement for any childcare provision and, subject to location, this may also apply in part or whole to units with 2 or more bedrooms. Based on the omission of the 1 bed and studio units, the development would require c. 98 childcare places, i.e. there is a significant shortfall. The applicant has not provided a list of childcare facilities in the area.
- 11.5.2. While I accept that a childcare facility is included in the adjoining Rockbrook scheme and that the site is adjacent to several well established suburbs of South Dublin where many such facilities would be available, I consider that the scale of the proposed development at 367 no. 2 and 3 bed units requires an adequate childcare facility. In addition, there can be issues around the viability of smaller childcare facilities and a risk that such facilities are eventually changed to other commercial uses. The demand for a crèche facility at this location is likely to be very strong given proximity to the Luas and the large number of employment generating land uses in the vicinity. Based on the applicant's estimate of 3-5 sq.m. per child, the childcare facility should have a GFA of 294 - 490 sq.m. to accommodate 98 childcare places. The proposed crèche is located at upper ground floor level of Block D. A larger

facility may be achieved by including the adjoining 3 bed apartment within Block C (stated area 104.7 sq.m.) with a reconfiguration of the associated private open space, which would achieve a combined total floor area of 336.6 sq.m. This issue may be dealt with by condition.

11.5.3. The application includes a School Demand Analysis which assesses the likely demand for school places resulting from the development based on figures from the 2016 census for the existing Sandyford population. This assesses that the development would have a maximum of 798 no. potential child occupants, based on the no. of bedspaces in 2 and 3 bed units. If the average child population of Sandyford (10.4%) is applied to the total population of the 2 and 3 bed units would equate to c. 159 no. school age children. There are currently 9 no. primary schools and 3 no. post primary schools in the Dept. of Education Goatstown Stillorgan School Planning Area. In addition, new Gaelscoil and Educate Together primary schools and an Educate Together post primary school are planned. Details of existing and projected enrolments are provided. The Dept. of Education is projecting that primary school enrolments will increase during the period 2017-2019 and decrease from 2019 onwards, based on demographic data. Post primary school enrolments will increase until 2025 and then decrease. In addition, there are 2 development plan SLOs in the Sandyford Business District for the provision of 2 no. primary schools and 1 no. post primary school. On this basis, the applicant submits that likely demand for school places generated by the development can be adequately accommodated in the area. This is acceptable.

11.6. Impacts on Residential Amenities

11.6.1. Potential for impacts on residential amenities arises in relation to the Rockbrook development to the immediate west of the site, to the Beacon South Quarter to the south west and to the Lakelands / Stillorgan Wood area to the north. The issue of visual impact is considered above, as are localised overlooking and overshadowing impacts. Block D is located at the furthest point from the Lakelands area to prevent overlooking and I consider that it achieves this objective. Given the intervening distance, overlooking of properties at Lakelands is not considered to be an issue. The shadow analysis included in the submitted Daylight and Sunlight analysis provides limited information regarding potential overshadowing from Block D to Lakelands to the north. However, given the intervening distance and the relatively

slim profile of Block D, I do not consider that it is likely to result in significant overshadowing of residential properties to the north such as would warrant a refusal of permission.

11.7. Traffic and Transport

11.7.1. Existing and Proposed Roads, Pedestrian and Cycle Infrastructure

The site is accessed via Blackthorn Drive and Carmanhall Road, both main distributor roads within the Sandyford Business District. Both roads have footpaths on both sides. There is a staggered pedestrian crossing at the signalised junction of Blackthorn Drive / St. Raphaela's Road, adjacent to the Stillorgan Luas stop and car park. There is a cycle track along Carmanhall Road for 170m from the junction with Blackthorn Drive. The site is immediately adjacent to the Stillorgan Luas stop and proposed public transport interchange as per SUFP objective TAM2. SUFP objective TAM3 includes a Bus Priority Scheme along Blackthorn Drive as part of Sandyford Internal circular QBC from the Stillorgan Luas stop via Blackthorn Avenue, Blackthorn Road and Blackthorn Drive. Objective TAM 4 includes the provision of an internal bus shuttle from Stillorgan Luas stop to various locations within Sandyford Business District, also shuttle bus from Blackrock DART station to Stillorgan Luas stop and Sandyford. Objective TAM6 includes a cycling and walking route along Blackthorn Drive, to be developed along with traffic calming measures as part of the QBC works. The wider area is well served by bus routes including the N11 QBC.

The proposed layout for Blackthorn Drive indicates a cycle / pedestrian access to basement level. A footpath is retained along the site frontage, connecting to the access ramp to podium level. There is a lay by with 5 no parking spaces. The landscaping plan indicates tree planting. The existing staggered toucan crossing is to be retained. This arrangement is acceptable subject to satisfactory tie in with the proposed pedestrian / cycle works and QBC and connection to the public transport interchange, as provided for under the SUFP and recommended in the NTA submission. There are 2 no. vehicular accesses at the Carmanhall Road frontage, i.e. a vehicle / cycle access to the basement car park at the eastern side of the site and a vehicular access to the car parking under the Block A podium at the western side of the site. Both have tight junction radii and sight lines in accordance with

DMURS. A foot path is provided across the remainder of the frontage and 3 no. lay by parking spaces are provided.

I note the report of DLRC Transport Planning Section, which states that the details supplied are unsatisfactory as they do not include works outside the red line site boundary and do not clearly indicate how the existing width of available footpath is maintained and enhanced to provide for high levels of pedestrian activity. Blackthorn Drive is a busy cycle route and continuation of the existing cycle track from the east of the site along the Blackthorn Drive development frontage is required to replace the existing cycle lane. In addition, the proposed parking bays are not favoured due to potential conflict with traffic on Blackthorn Drive and obstruction of pedestrians and cyclists on Blackthorn Drive and Carmanhall Road. The submission of the NTA also notes that the internal cycle connections at basement level require clarification, also connections to the cycle lane on Blackthorn Drive and Toucan crossing.

The proposed roads, pedestrian and cycle layout is considered acceptable overall, subject to the issues raised by DLRC Transport Planning Section and the NTA, which may be addressed by condition.

11.7.2. Parking Provision

A total of 499 car parking spaces are to be provided, comprising 454 no. spaces in the basement and 45 no. spaces under the Block A podium. There are also 8 no. lay by spaces at the road frontages. Visitor car parking is provided in the car park below the Block A podium and can be directly accessed from Carmanhall Road. This provision may be compared to development plan standards for residential development as per table 8.2.3:

Land Use	Development Plan Standard	Required Provision
1 no. studio unit 92 no. 1 bed units	1 space per 1 bed unit	93 spaces
303 no. 2 bed units	1.5 spaces per 2 bed unit	454.5 spaces
64 no. 3 bed units	2 spaces per 3 bed unit	128 spaces
Total 460 apts		Total 675.5 spaces

The proposed car parking provision is therefore deficient with regard to residential parking standards, not to mention the other proposed land uses likely to generate parking demand including the crèche, the gym, yoga / spin studio. The other communal facilities are to be used by residents of the scheme only and therefore would not generate parking demand. DLRCC Transport Planning Section estimates that the provision of 499 no. car parking spaces represents a shortfall of up to 190 spaces. However, I note that section 4.19 of the ‘Sustainable Urban Housing: Design Standards for New Apartments’ states the following in central and / or accessible urban locations:

“In larger scale and higher density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances.”

The development site has a highly accessible location adjacent to the Stillorgan Luas stop and planned public transport interchange and the planned Blackthorn Drive QBC. It is also within walking distance of a wide range of retail and community facility facilities at the beacon shopping centre and as provided for within the proposed scheme. The proposed car parking provision is considered acceptable on this basis.

A total of 662 no. cycle parking spaces are provided at basement and undercroft levels. Section 4.17 of the apartment guidelines specifies a general minimum cycle parking standard of 1 cycle storage space per bedroom and visitor parking at a rate of 1 space per 2 residential units. This entails a provision of 891 cycle storage spaces and 230 visitor spaces for the scheme. However, the proposed parking provision is considered acceptable given the location of the site adjacent to the Luas.

11.7.3. Traffic and Transport Impact Assessment

The TTIA is based on traffic counts carried out on the 17th September 2017 (a Sunday). The assessment includes the permitted Rockbrook development D16A/0697, also permitted developments at the Avid site (Carmanhall Road) D16A/0158 and the Spirit Volvo site at Birch Avenue D16A/0189. It assesses traffic impacts for a base year of 2016 and an assessment year of 2034. Traffic generation rates are estimated using the TRICS database. Traffic modelling is carried out for the

junctions of Carmanhall Road / Blackthorn Drive / Birch Avenue and Carmanhall Road / Corrig Road for 2034. The assessment indicates slight to moderate differences in DOS capacity for both junctions. A Mobility Management Plan is submitted. I consider that the development will have a limited impact on the established traffic conditions at this suburban location, given its proximity to public transport services. In addition, the development provides satisfactory cycle and pedestrian facilities and will improve pedestrian / cycle permeability in the area and thus encourage sustainable forms of transport.

11.7.4. Construction Traffic

Construction deliveries and access to the site will be via Carmanhall Road and Blackthorn Drive. There will be a construction compound for storage and parking of construction vehicles. The volume of traffic generated during construction will be lower than that generated by the completed development. A Mobility Management Plan for construction traffic is submitted, which includes control of on-site parking. A detailed construction traffic management plan may be required by condition.

11.7.5. Traffic and Transportation Impacts Conclusion

Having regard to the above assessment, I am satisfied that the development will not result in undue adverse traffic impacts such as would warrant a refusal of permission and that any outstanding issues may be dealt with by condition.

11.8. **Drainage, Flood Risk and Site Services**

11.8.1. Surface Water Drainage and Flood Risk

There is a surface water sewer on Carmanhall Drive that serves the Beacon development to the south and discharges to Ballymoss Road and on to Blackthorn Drive. The site is drained to the north by a surface water sewer on Blackthorn Drive. SUDS measures are proposed including green roofs, rainwater re-use and tree pits. An attenuation tank is provided in the north east corner of the site. An outflow of 2 l/s/ha has been agreed with DLRCC, to be controlled by a hydrobrake located at the outfall from the attenuation tank. A small area at the eastern and northern boundary (c. 340 sq.m.) cannot drain to the attenuation tank due to levels, these are to be managed by bio-retention. I note that the report of DLRCC Municipal Services identifies possible errors in the drainage calculations provided in sections 3.6 and 3.9 of the submitted Engineering Report. Municipal Services is satisfied that the required

level of interception and treatment can be achieved but will require clarity by way of revised calculations, this can be dealt with by condition.

There are no open watercourses in the vicinity but the Carysfort Maretimo stream is culverted at a distance to the south of the site. The storm water drainage network in the vicinity is also connected to the Carysfort Maretimo culvert. The SUFP states that the Carysfort Maretimo Stream Improvement Scheme, designed to alleviate flooding downstream of the N11, has been completed. The site includes areas within Flood Zone B on CFRAM maps. Given the highly vulnerable nature of residential development, a Justification Test is required, as per the 'Planning System and Flood Risk Management Guidelines for Planning Authorities'. In addition, development plan Appendix 13, the Strategic Flood Risk Assessment, sets out specific policy for the Carysfort Maretimo catchment. It notes that the CFRAM shows flood risk along the majority of the Carysfort Maretimo River, being a combination of Flood Zones A and B and covering a range of existing land uses, including open space, residential, office and enterprise. Section 5.3.7 states:

“Where there is existing residential housing and supporting infrastructure, Part 1 and 2 of the Justification Test have been applied and passed and flood risk can be managed through non-structural responses. Future development within Flood Zones A and B should be limited to extensions, changes of use and small scale infill and flood risks can be managed through a site specific FRA, which should include consideration of culvert blockage (where appropriate) and the impact this could have on flood risk at lower return periods.”

A Site Specific Flood Risk Assessment (SSFRA) is submitted. This notes that the flooding in this area of the city is very integrated and a combined assessment of the storm water drainage network and culverted watercourse is required to fully quantify the existing flood risk and establish the impact of the proposed development.

Potential for fluvial flooding arises in relation to the exceedance of the Carysfort Maretimo channel capacity at higher flows. The CFRAM indicates that the site is not at risk of fluvial flooding from a 10% or an 1% AEP return period storm event but is at risk for the 0.1% AEP flood event. The SSFRA includes a flood modelling report by RPS, which provides an integrated analysis of the interaction between the storm water network and the main Carysfort Maretimo culvert. It also includes additional modelling of the proposed development plus the undeveloped Rockbrook site being

completed. The report identifies an additional flooding mechanism through manholes on Carmanhall Road. The fluvial event surcharges the existing drainage network as culvert capacity is exceeded at a location on Blackthorn Road to the south west of the development site. The SSFRA identifies a pathway from that location along Bracken Road, towards Carmanhall Road where the development site is located. The applicant proposes to provide gullies and open grated manhole covers at the low point of Carmanhall Road to reduce flood risk at this location. The SSFRA concludes that the proposed attenuation measures within the development will improve local drainage overall as existing run off from the site is not attenuated. The development therefore will not increase flood risk elsewhere. SSFRA Table 3 sets out the Justification Test, the development passes on this basis.

The report of DLRCC Municipal Services notes that the ECFRAMS maps have now been finalised. The changes in the extents of flooding in the final map are minimal to the extent that no changes or updates to either the SSFRA or the flood modelling report are required. This is noted.

11.8.2. Foul Drainage

There are two existing public foul sewers on Carmanhall Road and Blackthorn Drive. These are within the West Pier Catchment of Dun Laoghaire and are pumped to Ringsend treatment facility from the pumping station at the West Pier of Dun Laoghaire Harbour. The applicant proposes to drain to the foul sewer on Blackthorn Drive, including pumped surface water run off from the basement car park. Details of foul water discharge volumes are provided. I note that the submission of Irish Water states no objection.

11.8.3. Water Supply

The site is currently supplied by a 150 mm watermain on the Carmanhall Road. The SUFP states that the Sandyford High Level water supply scheme provides sufficient reservoir capacity to supply the future needs of Sandyford Business District. The Irish Water response to the pre-connection enquiry indicated that the development can be accommodated without any upgrade to existing infrastructure. A new water supply meter is to be provided. An existing asbestos watermain at the site is to be removed and replaced. These proposals are satisfactory.

11.8.4. Drainage, Flood Risk and Site Services Conclusion

I am satisfied with the proposed foul and surface water drainage and water supply arrangements, subject to conditions.

11.9. **Part V**

11.9.1. The applicant has submitted Part V proposals comprising the transfer of 10% or 46 no. units at the site to the planning authority. A schedule of estimated costs has been submitted. I note the report on file of DLRCC Housing Dept., which states that the proposal is capable of complying with the requirements of Part V of the Planning and Development Act 2000, as amended, the County Development Plan and the Housing Strategy 2016-2022, subject to agreement being reached on land values and development costs and funding being available. I recommend that a condition requiring a Part V agreement is imposed in the event of permission being granted. I note that the planning authority recommends that the proposed phasing be amended by condition to ensure timely delivery of the Part V units, this may be required by condition.

11.10. **Appropriate Assessment Screening**

11.10.1. Designated Sites Within 15 km

An AA screening report is submitted. Table 1 of the report lists the following designed sites within 15 km of the development site:

Site Name (Site Code)	Distance to Development Site	Qualifying Interests
South Dublin Bay SAC (000210)	3.5 km	Mudflats and sandflats not covered by seawater at low tide [1140].
Wicklow Mountains SAC (002122)	6.6 km	Oligotrophic waters containing very few minerals of sandy plains (<i>Littorelletalia uniflorae</i>) [3110] Natural dystrophic lakes and ponds [3160] Northern Atlantic wet heaths with <i>Erica tetralix</i> [4010] European dry heaths [4030] Alpine and Boreal heaths [4060] Calaminarian grasslands of the <i>Violetalia calaminariae</i>

		<p>[6130]</p> <p>Species-rich <i>Nardus</i> grasslands, on siliceous substrates in mountain areas (and submountain areas, in Continental Europe) [6230]</p> <p>Blanket bogs (* if active bog) [7130]</p> <p>Siliceous scree of the montane to snow levels (<i>Androsacetalia alpinae</i> and <i>Galeopsietalia ladani</i>) [8110]</p> <p>Calcareous rocky slopes with chasmophytic vegetation [8210]</p> <p>Siliceous rocky slopes with chasmophytic vegetation [8220]</p> <p>Old sessile oak woods with <i>Ilex</i> and <i>Blechnum</i> in the British Isles [91A0]</p> <p><i>Lutra lutra</i> (Otter) [1355]</p>
Knocksink Wood SAC (000725)	7.2 km	<p>Petrifying springs with tufa formation (<i>Cratoneurion</i>) [7220]</p> <p>Alluvial forests with <i>Alnus glutinosa</i> and <i>Fraxinus excelsior</i> (<i>Alno-Padion</i>, <i>Alnion incanae</i>, <i>Salicion albae</i>) [91E0]</p>
Ballyman Glen SAC (000713)	8.4 km	<p>Petrifying springs with tufa formation (<i>Cratoneurion</i>) [7220]</p> <p>Alkaline fens [7230]</p>
Rockabill to Dalkey Island SAC (003000)	8.4 km	<p>Reefs [1170]</p> <p><i>Phocoena phocoena</i> (Harbour Porpoise) [1351]</p>
North Dublin Bay SAC (000206)	8.6 km	<p>Mudflats and sandflats not covered by seawater at low tide [1140]</p> <p>Annual vegetation of drift lines [1210]</p> <p><i>Salicornia</i> and other annuals colonising mud and sand [1310]</p> <p>Atlantic salt meadows (<i>Glauco-Puccinellietalia maritima</i>) [1330]</p> <p>Mediterranean salt meadows (<i>Juncetalia maritimi</i>) [1410]</p> <p>Embryonic shifting dunes [2110]</p>

		<p>Shifting dunes along the shoreline with <i>Ammophila arenaria</i> (white dunes) [2120]</p> <p>Fixed coastal dunes with herbaceous vegetation (grey dunes) [2130]</p> <p>Humid dune slacks [2190]</p> <p><i>Petalophyllum ralfsii</i> (Petalwort) [1395]</p>
Glenasmole Valley SAC (001209)	10.4 km	<p>Semi-natural dry grasslands and scrubland facies on calcareous substrates (<i>Festuco-Brometalia</i>) (* important orchid sites) [6210]</p> <p>Molinia meadows on calcareous, peaty or clayey-silt-laden soils (<i>Molinion caeruleae</i>) [6410]</p> <p>Petrifying springs with tufa formation (<i>Cratoneurion</i>) [7220]</p>
Bray Head SAC (000714)	12.4 km	<p>Vegetated sea cliffs of the Atlantic and Baltic coasts [1230]</p> <p>European dry heaths [4030]</p>
Howth Head SAC (000202)	12.8 km	<p>Vegetated sea cliffs of the Atlantic and Baltic coasts [1230]</p> <p>European dry heaths [4030]</p>
Baldoyle Bay SAC (000199)	14.2 km	<p>Mudflats and sandflats not covered by seawater at low tide [1140]</p> <p><i>Salicornia</i> and other annuals colonising mud and sand [1310]</p> <p>Atlantic salt meadows (<i>Glauco-Puccinellietalia maritima</i>) [1330]</p> <p>Mediterranean salt meadows (<i>Juncetalia maritimi</i>) [1410]</p>
South Dublin Bay and River Tolka Estuary SPA (004024)	3.5 km	<p>Light-bellied Brent Goose (<i>Branta bernicla hrota</i>) [A046]</p> <p>Oystercatcher (<i>Haematopus ostralegus</i>) [A130]</p> <p>Ringed Plover (<i>Charadrius hiaticula</i>) [A137]</p> <p>Grey Plover (<i>Pluvialis squatarola</i>) [A141]</p> <p>Knot (<i>Calidris canutus</i>) [A143]</p> <p>Sanderling (<i>Calidris alba</i>) [A144]</p>

		Dunlin (<i>Calidris alpina</i>) [A149] Bar-tailed Godwit (<i>Limosa lapponica</i>) [A157] Redshank (<i>Tringa totanus</i>) [A162] Black-headed Gull (<i>Chroicocephalus ridibundus</i>) [A179] Roseate Tern (<i>Sterna dougallii</i>) [A192] Common Tern (<i>Sterna hirundo</i>) [A193] Arctic Tern (<i>Sterna paradisaea</i>) [A194] Wetland and Waterbirds [A999]
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There are no linkages to the Wicklow Mountains SAC (002122), Knocksink Wood SAC (000725), Ballyman Glen SAC (000713), Glenasmole Valley SAC (001209), Bray Head SAC (000714) and Howth Head SAC (000202). The following sites are hydrologically linked to the development site:

- South Dublin Bay SAC (000210)
- Rockabill to Dalkey Island SAC (003000)
- North Dublin Bay SAC (000206)
- Baldoyle Bay SAC (000199)
- South Dublin Bay and River Tolka Estuary SPA (004024)

11.10.10. Potential Effects on Designated Sites

The development is connected to European Sites within Dublin Bay via the surface water and foul water networks. Surface water from the development will discharge to the Carysfort Maretime stream, which outfalls to the Brewery Stream and ultimately discharges to the Irish Sea at Blackrock. Foul discharge from the development will drain to an existing foul sewer on Blackthorn Drive and ultimately to Ringsend WWTP prior to discharge to Dublin Bay at Poolbeg. The existence of a potential pathway does not necessarily mean that potential significant impacts will arise. The development incorporates SUDS measures and a Class 1 light liquid interceptor prior to discharge to the surface water drainage network. There is potential for surface water contamination during construction works. However, there is no

possibility of significant impacts on European sites within Dublin Bay from surface water pressures from the development for the following reasons:

- Any pollution event is likely to be short in duration (i.e. confined to storm events during the construction phase);
- There would be dilution within the existing drainage network and receiving water environment;
- There is known potential for waters in Dublin Bay to rapidly mix and assimilate pollutants; and
- The incorporation of attenuation and filtration measures within the design of the development prior to discharge to the surface water network, which will reduce the effects of storm flows on downstream European Sites during operation.

The development will result in an increased P.E. loading of 1,333 P.E. to the Ringsend WWTP. Although Ringsend WWTP currently operates above its capacity of 1.64 million P.E., there is no possibility that the additional foul water loading resulting from the development will result in significant effects on European sites within Dublin Bay for the following reasons:

- The coastal waters in Dublin Bay are classed as 'unpolluted' by the EPA;
- The Ringsend WWTP extension is likely to be completed in the short – medium term to ensure statutory compliance with the WFD. This is likely to maintain the 'Unpolluted' water quality status of coastal waters despite potential pressures from future development;
- There remained at the time of writing no proven link between Ringsend WWTP discharges and nutrient enrichment of sediments in Dublin Bay based on previous analyses of dissolved and particulate Nitrogen signatures; and
- Enriched water entering Dublin Bay has been shown to rapidly mix and become diluted such that the plume is often indistinguishable from the rest of bay water.

No other European sites are connected to the development. No Qualifying Interest (QI) fauna or habitats were noted within the subject site during inspection. There is therefore no potential for significant effects on a European Site resulting from loss of habitats or direct loss of *ex situ* QI species during the proposed development.

11.10.11. In Combination or Cumulative Effects

There is no possibility of significant effects on any European site arising from surface and foul water discharges during the construction and / or operation of the proposed development in combination with other plans or projects. This judgement was reached on the basis that:

- The coastal waters in Dublin Bay are classed as 'Unpolluted' by the EPA;
- Sustainable development including SUDS for all new development is inherent in objectives of all development plans within the catchment of Ringsend WWTP;
- The Ringsend WWTP extension is likely to be completed in the short – medium term to ensure statutory compliance with the WFD. This is likely to maintain the 'Unpolluted' water quality status of coastal waters despite potential pressures from future development;
- There remained at the time of writing was no proven link between WWTP discharges and nutrient enrichment of sediments in Dublin Bay based on previous analyses of dissolved and particulate Nitrogen signatures; and
- Enriched water entering Dublin Bay has been shown to rapidly mix and become diluted such that the plume is often indistinguishable from the rest of bay water.

11.10.12. AA Screening Conclusion

It is reasonable to conclude that on the basis of the information on file, which I consider adequate in order to issue a screening determination, that the proposed development, individually or in combination with other plans or projects would not be likely to have a significant effect on any European site in view of the relevant Conservation Objectives as set out above. Therefore, a Stage 2 Appropriate Assessment is not required in this instance.

11.11. **Planning Assessment Conclusion**

- 11.11.1. Having regard to the above assessment, I conclude that permission should be granted for the proposed development subject to the conditions set out below.

12.0 Conclusion

The development is acceptable in principle with regard to the zoning of the site under the Sandyford Urban Framework Plan 2016-2022. The housing density and mix are acceptable with regard to the zoning objective and to the location of the site in an established area adjacent to the Stillorgan Luas stop and close to a wide range of services and facilities. The proposed residential design and layout are in accordance with relevant national and local policies on residential development and will provide a satisfactory standard of residential accommodation, while achieving a residential density reflecting the strategic nature of the site and the importance of sustainable development of zoned and serviced lands. I am satisfied that the development would not have any significant adverse impacts on visual or residential amenities. It is considered that the development will enhance pedestrian and cycle connectivity in the area and would not result in undue adverse traffic impacts. I am also satisfied that the development does not result in a significant flood risk at the development site or upstream or downstream.

12.1. I therefore recommend that the Board grant permission

13.0 Recommendation

13.1. Having regard to the above assessment, I recommend that section 9(4)(c) of the Act of 2016 be applied and that permission is GRANTED for the development as proposed for the reasons and considerations and subject to the conditions set out below.

14.0 Reasons and Considerations

Having regard to the following:

1. The site's location in the established area of Sandyford and adjacent to the Stillorgan Luas stop;
2. The policies and objectives in the Dun Laoghaire Rathdown County Development Plan 2016-2022 and the Sandyford Urban Framework Plan 2016-2022;
3. The Rebuilding Ireland Action Plan for Housing and Homelessness;

4. The Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas and the accompanying Urban Design Manual;
5. The Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2018;
6. The Design Manual for Urban Roads and Streets (DMURS);
7. The nature, scale and design of the proposed development and the availability in the area of a wide range of social and transport infrastructure;
8. The pattern of existing and permitted development in the area;
9. The planning history within the area,
10. The submissions and observations received and
11. The Inspector's report.

It is considered that, subject to compliance with the conditions set out below that the proposed development would constitute an acceptable residential density in this accessible urban location, would not seriously injure the residential or visual of the area, would be acceptable in terms of urban design, height and quantum of development and would be acceptable in terms of pedestrian and traffic safety. The proposed development would, therefore, be in accordance with the proper planning and sustainable development of the area.

15.0 Conditions

1. The development shall be carried out and completed in accordance with the plans and particulars lodged with the application, 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.

In default of agreement, the matter(s) in dispute shall be referred to An Bord Pleanála for determination.

Reason: In the interest of clarity.

2. The development shall be carried out on a phased basis, in accordance with a phasing scheme which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of any development. The proposed phasing shall be revised such that Block B is provided in Phase 1 of the scheme, along with Blocks C and D.

Reason: To ensure the timely provision of Part V units.

3. The period during which the development hereby permitted may be carried out shall be 5 years from the date of this Order.

Reason: In the interests of proper planning and sustainable development

4. The proposed development shall be amended as follows:

- (a) The crèche layout shall be revised such that it incorporates the adjoining apartment unit C105 within Block C. The associated private open space shall be incorporated into the crèche open space.

- (b) The external finishes shall be amended so as to provide a more muted and subdued palette in keeping with the surrounding area. The applicant shall

provide, for the written agreement of the planning authority, full details of the proposed external design / finishes in the form of samples and on site mock ups. These details shall include photomontages, colours, textures, specifications which shall be submitted prior to the commencement of development, for the written agreement of the planning authority. Details of the longevity of the materials proposed and the overall long term maintenance of same shall also be submitted and agreed in writing.

- (c) The lay by parking spaces at the Blackthorn Drive and Carhamhall Road frontages shall be omitted.

Revised drawings showing compliance with these requirements shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. In default of agreement, the matter(s) in dispute shall be referred to An Bord Pleanala for determination.

Reason: In order to comply with the recommendations of the Childcare Facilities Guidelines for Planning Authorities and the Sustainable Urban Housing Design Standards for New Apartments Guidelines for Planning Authorities with regard to childcare provision and in the interests of visual amenities and traffic safety.

5. The applicant shall submit the following to the Planning Authority for agreement prior to the commencement of development:
- a) Proposals and drawings for addressing the level change adjoining Block A between the site and the adjoining site to the west.
 - b) Detailed landscaping and architectural proposals for addressing the tie in with the pedestrian boulevard on the adjoining site to the west.
 - c) Revised drawings for the juncture between Block C and the existing Rockbrook development to the west, showing a clear transitional design feature / façade treatment that demarcates between the two buildings.
 - d) Full details of wayfinding through the site including details of access to the Block D public lift which should include hours of operation.

e) Full details of all works to be carried out at the applicant's expense along the development frontage at Blackthorn Drive and Carmanhall Road for the public realm within and outside the site boundary. Details shall include tree planting and any conflicts between provision of services and or transport infrastructure and provision of tree planting will be identified and agreed. The works shall include the provision of an accessible continuous legible unobstructed minimum pedestrian footway along each development frontage and an unobstructed westbound cycle track along Blackthorn Drive as a continuation of the cycle track to the east.

Reason: In the interests of visual amenities, permeability, connectivity and good urban design.

6. The following requirements in terms of traffic, transportation and mobility shall be incorporated and where required, revised drawings / reports showing compliance with these requirements shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development:
- (a) The roads and traffic arrangements serving the site (including signage) shall be in accordance with the detailed requirements of the planning authority for such works and shall be carried out at the developer's expense.
 - (b) Cycle tracks within the development shall be in accordance with the guidance provided in the National Cycle Manual.
 - (c) The materials used in any roads/footpaths provided by the developer shall comply with the detailed standards of the planning authority for such road works.
 - (d) The developer shall carry out a Stage 3 Road Safety Audit of the constructed development on completion of the works and submit to the planning authority for approval and shall carry out and cover all costs of all agreed recommendations contained in the audit.

- (e) A Mobility Management Plan for the development, to include parking management, shall be prepared and submitted to the planning authority for approval prior to the commencement of development.
- (f) At least one car parking space shall be allocated to each residential unit within the scheme. Car parking spaces shall be sold off in conjunction with the units and shall not be sold or let separately, or let, to avoid non-take-up by residents. Prior to the commencement of development, the applicant shall submit a layout plan for the written agreement of the planning authority showing which parking spaces are allocated to individual numbered units and to visitor parking.
- (g) One car parking space per ten residential units shall have a functional electric vehicle charging point.
- (h) Clearly designated spaces for car share and crèche drop off use shall be provided.
- (i) Full details of cycle parking facilities to be submitted the planning authority for written agreement. Details of the internal basement layouts are to be provided such that internal cycle connections between basement levels and between basement cycle parking and cycle entrances are clear and legible.
- (j) A detailed Construction Traffic Management Plan shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. The plan shall include details of arrangements for routes for construction traffic, parking during the construction phase, the location of the compound for storage of plant and machinery, and the location for storage of deliveries to the site.

In default of agreement, the matter(s) in dispute shall be referred to An Board Pleanala for determination.

Reason: In the interests of traffic, cyclist and pedestrian safety.

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. The applicant shall submit the following to the planning authority for its written agreement prior to the commencement of construction:

- a) A revised summary calculation of the interception and treatment volume requirements.
- b) Details of the proposed attenuation tank that demonstrates that, in order to provide the required treatment, adequate retention time is being provided. The proposed 225 mm diameter emergency overflow pipe shall be removed.
- c) Details of the proposed bioretention area.
- d) The locations and details of the proposed bio-retention tree pits to be located at the Blackthorn Road frontage.
- e) A detail of the proposed entrance opposite GC Technologies (RPS Drawing no. IBW1274_011 Rev B) on Waterman Moylan Drawing Ni. 15-147 P101 that shows the extent of the predicted flood levels.
- f) Full details of proposed green roofs to include dimensioned drawings of the roof area and of the proposed green roof extents for each of the Blocks A – F, demonstrating that the minimum green roof coverage of 60% is being provided and a construction plan and a post-construction maintenance specification and schedule. The applicant shall also provide details of maintenance access to the green roofs.
- g) Details of the proposed podium landscaped and path areas and the hard paved areas draining to them.
- h) Details of drainage works at Carmanhall Road outside the development site.

Reason: In the interest of public health.

8. (a) All foul sewage and soiled water shall be discharged to the public foul sewer.

(b) Only clean, uncontaminated storm water shall be discharged to the surface water drainage system.

Reason: In the interest of public health.

9. Prior to commencement of development, the developer shall submit to and agree in writing with the planning authority a properly constituted Owners' Management Company. This shall include a layout map of the permitted development showing the areas to be taken in charge and those areas to be maintained by the Owner's Management Company. Membership of this company shall be compulsory for all purchasers of property in the proposed development. Confirmation that this company has been set up shall be submitted to the planning authority prior to the occupation of the first residential unit.

Reason: To provide for the satisfactory completion and maintenance of the development in the interest of residential amenity.

10. As the car park and under podium services as well as the access and egress arrangements are shared facilities that relate to each block, no block shall be segregated by sale or letting from the approved right of access and egress and use of the shared service elements that relate to it, whether constructed or yet to be constructed.

Reason: In the interest of orderly development.

11. No additional development shall take place above roof parapet level, including lift motor enclosures, air handling equipment, storage tanks, ducts or other external plant, telecommunication aerials, antennas or equipment, unless authorised by a further grant of planning permission.

Reason: To protect the residential amenity of property in the vicinity and the visual amenity of the area.

12. All plant including extract ventilation systems and refrigerator condenser units shall be sited in a manner so as not to cause nuisance at sensitive locations due to odour or noise. All mechanical plant and ventilation inlets and outlets shall be sound insulated and/or fitted with sound attenuators to ensure that noise levels do not pose a nuisance at noise sensitive locations.

Reason: In the interest of residential amenity.

13. Notwithstanding the provisions of the Planning and Development Regulations 2001, or any statutory provision amending or replacing them, no advertisement signs (including any signs installed to be visible through the windows), advertisement structures, banners, canopies, flags, or other projecting elements shall be displayed or erected on the buildings or within the curtilage of the site, unless authorised by a further grant of planning permission

Reason: To protect the visual amenities of the area.

14. All service cables associated with the proposed development (such as electrical, telecommunications and communal television) shall be located underground. Ducting shall be provided by the developer to facilitate the provision of broadband infrastructure within the proposed development.

Reason: In the interests of visual and residential amenity.

15. Proposals for an estate/street name, house numbering scheme and associated signage shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. Thereafter, all estate and street signs, and house numbers, shall be provided in accordance with the agreed scheme. The proposed name(s) shall be based on local historical or topographical features, or other alternatives acceptable to the planning authority. No advertisements/marketing signage relating to the name(s) of the development

shall be erected until the developer has obtained the planning authority's written agreement to the proposed name(s).

Reason: In the interest of urban legibility and to ensure the use of locally appropriate place names for new residential areas.

16. Mitigation and monitoring measures outlined in the plans and particulars, including the Ecological Impact Assessment, the Air Quality & Climate Impact Assessment, the Noise & Vibration Impact assessment and the Arborist Report, submitted with this application, shall be carried out in full, except where otherwise required by conditions attached to this permission.

Reason: In the interest of protecting the environment and in the interest of public health.

17. The site shall be landscaped in accordance with the submitted scheme of landscaping, details of which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. The developer shall retain the services of a suitably qualified landscape architect throughout the life of the site development works. The approved landscaping scheme shall be implemented fully in the first planting season following completion of the proposed development or each phase of development and any plants that die or are removed within three years of planting shall be replaced in the first planting season thereafter.

Reason: In the interest of residential and visual amenity.

18. Prior to the commencement of development, the developer shall submit to the planning authority for written agreement proposals for public art at the locations identified on the submitted Landscape Masterplan drawing number LTIV 001 100 and Section Drawing 07 (P3007). The public art shall be chosen and approved by an accredited art curator on behalf of and provided at the cost of the developer and shall accord with National Policy on Public Artworks and shall be installed within a timeframe agreed with the planning authority.

Reason: In the interest of visual amenity.

19. Public lighting shall be provided in accordance with a scheme, which shall include lighting along pedestrian routes through open spaces, details of which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. Such lighting shall be provided prior to the making available for occupation of any dwelling unit.

Reason: In the interests of amenity and public safety.

20. Construction and demolition waste shall be managed in accordance with a construction waste and demolition management plan, which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. This plan shall be prepared in accordance with the “Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects”, published by the Department of the Environment, Heritage and Local Government in July 2006.

Reason: In the interest of sustainable waste management.

21. A plan containing details for the management of waste within the development, including the provision of facilities for the storage, separation and collection of the waste and, in particular, recyclable materials shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. Thereafter, the waste shall be managed in accordance with the agreed plan.

Reason: To provide for the appropriate management of waste and, in particular recyclable materials, in the interest of protecting the environment.

22. Site development and building works shall be carried out only between the hours of 0800 to 1900 Mondays to Fridays inclusive, between 0800 to 1700 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

23. 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 hours of working, noise management measures and off-site disposal of construction/demolition waste.

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

24. Prior to the commencement of development the applicant shall contact the Irish Aviation Authority in relation to all crane operations, with a minimum of 30 days prior notification of their erection. Details of a suitable marking and lighting scheme as agreed with the Irish Aviation Authority shall be submitted to the planning authority prior to the commencement of construction. Additional information regarding crane type (tower, mobile), elevation of the highest point of crane, dimensions of crane, ground elevation and location co-ordinate shall also be required by the Authority to allow for an aviation safety assessment.

Reason: In the interests of clarity and proper planning and sustainable development of the area.

25. The applicant shall comply with the following requirements of Transport Infrastructure Ireland:

- a) The applicant shall ensure that there is no adverse impact on Luas operation and safety. The development shall comply with TII's 'Code of Engineering Practice for Works on, Near or Adjacent to the Luas Light Rail System'.
- b) The applicant shall submit a Construction Management Plan to TII and the planning authority for written agreement prior to the commencement of

development. The plan shall identify mitigation measures for existing operational Luas infrastructure.

- c) Tram signal priority at the Luas junction with St. Raphaela's Road shall be maintained.

Reason: To protect the Luas and public safety.

26. Prior to the commencement of residential development, the applicant shall submit for agreement in writing with the planning authority, a Building Life Cycle report, in compliance with Section 6.13 of the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2018.

Reason: In the interests of clarity and proper planning and sustainable development of the area.

27. Prior to commencement of development, the applicant or other person with an interest in the land to which the application relates shall enter into an agreement in writing with the planning authority in relation to the provision of housing in accordance with the requirements of section 94(4) and section 96(2) and (3) (Part V) of the Planning and Development Act 2000, as amended, unless an exemption certificate shall have been applied for and been granted under section 97 of the Act, as amended. Where such an agreement is not reached within eight weeks from the date of this order, the matter in dispute (other than a matter to which section 96(7) applies) may be referred by the planning authority or any other prospective party to the agreement to An Bord Pleanála for determination.

Reason: To comply with the requirements of Part V of the Planning and Development Act 2000, as amended, and of the housing strategy in the development plan of the area.

28. Prior to commencement of development, the developer shall lodge with the planning authority a cash deposit, a bond of an insurance company, or other security to secure the provision and satisfactory completion and maintenance until taken in charge by the local authority of roads, footpaths, watermains,

drains, public open space and other services required in connection with the development, coupled with an agreement empowering the local authority to apply such security or part thereof to the satisfactory completion or maintenance of any part of the development. The form and amount of the security shall be as agreed between the planning authority and the developer or, in default of agreement, shall be referred to An Bord Pleanála for determination.

Reason: To ensure the satisfactory completion and maintenance of the development until taken in charge.

29. The developer shall pay to the planning authority a financial contribution in respect of the extension of Luas Line B1 – Sandyford to Cherrywood in accordance with the terms of the Supplementary Development Contribution Scheme, made by the planning authority under section 49 of the Planning and Development Act 2000, as amended. The contribution shall be paid prior to commencement of development or in such phased payments as the planning authority may facilitate and shall be subject to any applicable indexation provisions of the Scheme at the time of payment. Details of the application of the terms of the Scheme shall be agreed between the planning authority and the developer or, in default of such agreement, the matter shall be referred to An Bord Pleanála to determine the proper application of the terms of the Scheme.

Reason: It is a requirement of the Planning and Development Act 2000, as amended, that a condition requiring a contribution in accordance with the Supplementary Development Contribution Scheme made under section 49 of the Act be applied to the permission.

30. The developer shall pay to the planning authority a financial contribution in respect of public infrastructure and facilities benefiting development in the area of the planning authority that is provided or intended to be provided by or on behalf of the authority in accordance with the terms of the Development Contribution Scheme made under section 48 of the Planning and Development Act 2000, as amended. The contribution shall be paid prior to commencement of development or in such phased payments as the planning authority may facilitate and shall be

subject to any applicable indexation provisions of the Scheme at the time of payment. Details of the application of the terms of the Scheme shall be agreed between the planning authority and the developer or, in default of such agreement, the matter shall be referred to An Bord Pleanála to determine the proper application of the terms of the Scheme.

Reason: It is a requirement of the Planning and Development Act 2000, as amended, that a condition requiring a contribution in accordance with the Development Contribution Scheme made under section 48 of the Act be applied to the permission.

Sarah Moran
Senior Planning Inspector
10th July 2018

Appendix I List of Third Party Submissions

301428 Sub - Martin Manning
301428 Sub - Moya and Jim Healy
301428 Sub - Sean Dineen
301428 Sub - Thomas J. Donovan
301428 Sub - Deirdre Donnelly
301428 Sub - Dervla Higgins
301428 Sub - Fintan Madden
301428 Sub - John Maguire
301428 Sub - Joseph Keane
301428 Sub - Karl Aherne
301428 Sub - Marie Davis
301428 Sub - Aine Monahan
301428 Sub - Brian and Esther Kane
301428 Sub - Ling Wang
301428 Sub - Paul Dowling
301428 Sub - Paul Kennedy
301428 Sub - Seamus Mac Gabhann
301428 Sub - Stillorgan Wood Residents Association
301428 Sub - John Walsh
301428 Sub - Kevin Gregory
301428 Sub - Lakelands Residents Association
301428 Sub - Dara Kernan
301428 Sub - John Neville
301428 Sub - Michael Wolfe
301428 Sub - Ronnie and Dympha O' Sullivan
301428 Sub - Aoife Culleton