



An
Bord
Pleanála

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

Inspector's Report ABP-303978-19

Strategic Housing Development

30 no. houses and 173 no. apartments
with all associated site works.

Location

Glenamuck Road South, Kiltiernan,
Dublin 18.

Planning Authority

Dun Laoghaire Rathdown County
Council

Applicant

Victoria Homes Ltd.

Prescribed Bodies

TII

Irish Water

Department of Culture, Heritage and
the Gaeltacht

Observer(s)

Kiltiernan Glenamuck Residents
Association

Leah and Graham Coleman

Date of Site Inspection

3rd June 2019

Inspector

Erika Casey

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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. The application was received by the Board on the 19th March 2019 from Victoria Homes Ltd.

2.0 Site Location and Description

- 2.1. The subject site is located on the Glenamuck Road, east of the Golden Ball cross roads. The site is approximately 500 metres to the east of the built up area of Kiltiernan and north of the Glenamuck Road. To the north west of the site, is a dwelling known as 'Westgate' within the control of the applicant. To the west, fronting Glenamuck Road is a house known as 'Dun Oir'. The newly developed Wayside Football Club and associated playing fields are located on the opposite side of the Glenamuck Road.
- 2.2. The site comprises undeveloped agricultural fields at present. It has a stated area of 4.28 ha and is traversed by a 220 kV power line running in a north/south direction. There is a hedgerow along the Glenamuck Road frontage and field boundaries within the site area. There is a fall of 5m across the site from south to north, away from the Glenamuck Road. The site is the eastern portion of a larger landholding of c. 19 ha that wraps around the existing Shaldon Wood scheme at the Golden Ball cross roads. The indicative route for the Glenamuck Link Distributor road (GLDR) passes nearby to the east of the site.
- 2.3. The Carrickmines stream runs along the northern site boundary. This is a tributary of the Shanganagh River which ultimately discharges to Killiney Bay. There is a protected structure, Shaldon Grange, accessed from the Enniskerry Road c. 100m to the north west of the site. There is also another protected structure, Rockville House, within a housing development that is currently under construction on the opposite side of the Glenamuck Road.
- 2.4. The site is located c. 1km to the south west of the Carrickmines Retail Park, c., 1.4km southwest of Ballyogan Wood Luas stop and c. 1.9km west of Carrickmines stop. The general character of the area in the vicinity is rural comprising of large detached houses on individual plots.

3.0 Proposed Strategic Housing Development

3.1 The proposed development provides for the construction of a housing development comprising:

- 30 no. houses including 20 no. 3 bed units and 10 no. 4 bedroom units, up to 3 storeys.
- 173 no. apartments including 31 no. 1 bed units, 124 no. 2 bed units and 18 no. 3 bed units within 12 blocks up to 6 storeys in height. The apartments incorporate duplex units.
- The housing mix is as follows:

House type	No.	Percentage
3 bed terraced house	20	10
4 bed terraced house	10	5
1 bed apartment	31	15
2 bed apartment	106	52
2 bed duplex	18	9
3 bed duplex	18	9
Total	203	100

3.2 The development also includes:

- A crèche with a floor area of 480 sq. metres.
- Retail unit with a floor area of c. 83.5 sq. metres.
- A social/amenity facility with a floor area of c. 299.4 sq. metres.
- 2 no. substations with a total area of c. 45 sq. metres.

3.3 The development includes 268 car parking spaces, 312 bicycle spaces and 24 motor bike spaces to be provided at surface and basement level.

3.4 The development will include a new access from the Glenamuck Road and the provision of access connection points (vehicular, cycle and pedestrian) to future adjacent development lands to the west and north west. Internal roads, cycle paths,

foot paths, landscaped open space and play areas are also provided. The development includes attenuation and ancillary site development works, boundary treatments, lighting and services.

- 3.5 It is noted in the application that a Part 10 Application currently with the Board includes the spur off the Glenamuck Link Distributor Road (GLRD) which will extend to the Glenamuck Road. The proposed development has been designed to be compatible to a future realigned road and access details can be agreed at design stage with the Council should the Part 10 be approved. It is stated that in the event that the Part 10 was not approved or deferred, the application can be accommodated on the existing Glenamuck Road.
- 3.6 The subject development is the first phase of development of a wider landholding. The overall extent of land within the applicants control extends to c. 18.92 ha. An overall masterplan for the site and neighbouring lands in the ownership of two other parties has been prepared. The purpose of the masterplan is to provide an integrated plan for the site and the wider lands particularly with regard to suitable connectivity and a rational pedestrian, cycle and road layout.

Development Parameter Summary

Parameter	Site Proposal
Application Site	4.28 ha
No. of houses	30 comprising: 20 no. 3 bed 10 no. 4 bed
No. of apartments	173 comprising: 31 no. 1 bed 124 no. 2 bed 18 no. 3 bed
Other Uses	Crèche: 480.4 sq. m. Retail Unit: 83.5 sq. m.

	Social/Amenity Facility: 299.4 sq. m.
Density	47.4 units per ha
Plot Ratio	0.52
Site Coverage	18.14%
Dual Aspect	77% apartments
Car Parking	268 spaces
Bicycle parking	312 spaces
Height	2 to 6 storeys
Open Space	Public: 6,115 sq. m. (14.38% of site) Communal (Apts): 1,219 sq. m.

3.7 In addition to the architectural and engineering drawings, the application was accompanied by the following reports and documentation:

- Cover Letter
- Copy of Site Notice
- Copy of Newspaper Notice
- Completed Application Form
- Letters to Prescribed Bodies
- Letter of Consent
- Stormwater Audit
- DMURS Design Statement
- Climate Change Impact Assessment
- Noise Assessment
- Irish Water Feasibility Letter
- Part V
- EIA Screening Report

- Landscape and Visual Impact Assessment
- Landscape Design Report
- Ecological Impact Assessment
- Outdoor Lighting Report
- Lifecycle Report
- Waste Management Strategy
- Housing Quality Assessment
- Response to ABP Opinion
- Statement of Consistency
- Quality Audit
- Transportation Assessment Report
- Soakaway Test Summary Report
- Report on Ground Conditions
- Engineering Services Report
- Construction & Demolition Waste Management Plan
- Construction Management Plan
- Travel Plan
- Planning Report
- Arboricultural Assessment
- Sustainability and Energy Report
- Utility Report
- Schools and Crèche Report
- Design Statement
- Universal Design Statement
- Photomontages

- Masterplan Connections and Open Space Hierarchy
- Masterplan
- Drawings

4.0 Planning History

4.1. Subject site

4.1.1 There is no planning history pertaining to the subject site.

Adjacent Sites

ABP-300731-18 Adjacent Site to the West

4.1.2 4.5 ha site on the northern side of the Glenamuck Road, to the immediate west of the subject site. Permission sought by Declan Taite and Anne O' Dwyer, Joint Statutory Receivers to Certain Assets of Michael Doran and Martin Doran for 141 no. residential units (98 no. houses and 43 no. apartments / duplexes), crèche and link access road between Enniskerry Road and Glenamuck Road.

4.1.3 The Board refused permission on 26th April 2018 for the following 4 reasons:

1. Kiltiernan has been designated as a 'Future Development Area' in the Core Strategy set out in the Dun Laoghaire Rathdown County Development Plan 2016-2022. Furthermore, the County Development Plan includes a specific objective for a proposed quality bus/bus priority route running along the Glenamuck Road to the east of the site. In addition, the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009) indicate that residential densities within existing or planned public transport corridors should be a minimum of 50 units per hectare, but with a provision that minimum net densities can be specified in Local Area Plans. In this regard, the Kiltiernan Glenamuck Local Area Plan 2013 specifies that minimum net densities of 40 – 45 units per hectare should apply to the subject site and adjoining lands. The site of the proposed development is on serviceable lands, within the development boundary of Kiltiernan, in an area earmarked for residential development with access to existing and planned public transport. Having regard to the proposed density of development, it is considered that the proposed development would not be developed at a sufficiently high density to

provide for an acceptable efficiency in serviceable land usage given the proximity of the site to Dublin City and to the established social and community services in the immediate vicinity, and would not conform to the minimum densities required in the Local Area Plan and the Guidelines. Furthermore, it is considered that the proposed development does not provide for an appropriate mix of dwelling types, being predominantly semi-detached housing, to comply with the overall provisions set out in the County Development Plan. The proposed development would, therefore, be contrary to the provisions of the County Development Plan, Local Area Plan and to these Ministerial Guidelines, and would be contrary to the proper planning and sustainable development of the area.

2. The Board is not satisfied, on the basis of the documentation submitted with the application, both in the drawings and accompanying report, that the information received is appropriately referenced, sufficiently detailed and supported by site specific investigations, in order to facilitate a comprehensive examination of the storm water proposals for the proposed development. The proposed development would, therefore, be contrary to the proper planning and sustainable development of the area.
3. The proposed layout would result in a substandard level of pedestrian/cycle connection, particularly to the lands to the east / north-east of the application site. This lack of connectivity would be contrary to the principles espoused by the Design Manual for Road and Streets (2013) and the Urban Design Manual, a companion document to the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009) which includes 'Connections' as one of the 12 criteria for the design of residential development. The proposed development would fail to provide for the necessary integration and permeability between different sections of the overall development area as set out in the Local Area Plan, and would be contrary to national policy guidance, and would, therefore, be contrary to the proper planning and sustainable development of the area.
4. Having regard to the location and height of the proposed houses, crèche/duplex block and apartments in close proximity to the adjoining residential property to the north (Shaldon Lodge), it is considered that the

proposed development would seriously injure the residential amenities of this residential dwelling, by reason of its overbearing impact and by reason of overlooking, particularly from the terraces and balconies in the proposed development's most proximate duplex unit and apartments. The proposed development would, therefore, be contrary to the proper planning and sustainable development of the area.

Planning Authority Reference D17A/0793 and D18A/0566 Adjacent site to the South (Rockville House)

- 4.1.4 D17A/0793 related to a 2.22 ha site to the south, on the opposite side of the Glenamuck Road. The site comprised Rockville House, a protected structure, and the associated gate lodge and other structures and adjoining lands. Permission was sought by Frederick Jackson for demolition of existing agricultural outbuilding, retention of Rockville House and gate lodge as 2 no. separate dwellings, retention of an associated walled garden as public open space; 49 no. dwellings consisting of 37 no. detached, semi-detached and terraced 2/3 storey houses and 12 no. apartments in 1 no. 4 storey apartment block; new vehicular access from Glenamuck Road South and retention and re-use of existing vehicular access to Rockville House and gate lodge for pedestrian and cyclist use; upgrades to Glenamuck Road including new footpath, resurfacing of the carriageway and public lighting. Described as the first phase of development on the residential zoned lands at Rockville House. Permission granted subject to conditions, none of which required any substantial amendments to the proposed scheme.
- 4.1.5 D18A/0566. Permission granted to Goodrock Project Management Ltd. for 6 no. 4 bed dwellings on a site to the immediate south of D17A/0793, to be accessed from the permitted local road within D17A/0793.

Planning Authority Reference D18A/0940/ABPPL06S.303324

- 4.1.6 Permission refused by Dun Laoghaire Rathdown County Council for Phase 2B residential development on a site located to the south east of Phase 1 residential development permitted under Reg. Ref. D17A/0793 at Rockville House, Glenamuck Road South. The development relates to a 4 storey apartment block comprising 57 residential units. Reasons for refusal related to prematurity pending the determination of the PA of the GLDR; under provision of a childcare facility; having

regard to the car dominated layout of the development, the provision of open space within the restriction corridor of the 220 Kv electricity line and the lack of own door units, it was considered the development would fail to provide an adequate sense of place. The application was appealed to the Board and was refused on the 7th of May 2019.

4.1.7 The reason for refusal stated:

“Having regard to the Dun Laoghaire-Rathdown County Development Plan 2016-2022 and the Kiltiernan Glenamuck Local Area Plan 2013, and to the objective to provide a Glenamuck Link Distributor Road, it is considered that the proposed development would be premature pending the determination by the planning authority of the road layout for the area. The proposed development would, therefore, be contrary to the proper planning and sustainable development of the area.”

5.0 Section 5 Pre Application Consultation

Notice of Pre-Application Consultation Opinion – Ref. ABP-302127

5.1.1 A notice of pre-application consultation opinion was issued by the Board on 18.12.2018 under Section 6(7) of the Planning and Development (Housing) and Residential Tenancies Act 2016 following the submission of the application request on 18.10.2018.

5.1.2 The notice of Pre-Application Consultation Opinion states that the Board has considered the issues raised in the pre-application consultation process and, having regard to the consultation meeting and the submission of the Planning Authority, is of the opinion that the documents submitted with the request to enter into consultations **require further consideration and amendment to constitute a reasonable basis for an application for strategic housing development.** The matters included are as follows:

1. Phasing, Density and Quantum of Development with Regard to the Kiltiernan Glenamuck Local Area Plan 2013-2021 and the Permitted Part VIII Works

Rationale for the proposed quantum of development with regard to the provisions of the Kiltiernan Glenamuck Local Area Plan 2013-2021, along with detailed phasing proposals with regard to the provision of the permitted Part VIII works at the

Glenamuck Road / Enniskerry Road junction. The rationale is to have regard to the 13 phasing criteria set out in the LAP.

2. Design and Layout of Residential Development

Further consideration/justification of the documents as they relate to the design and layout of residential development, in particular (i) the height of the proposed apartment blocks with regard to their visual impact on the Glenamuck district roads scheme and their relationship with adjoining sites and the adjoining public open space and (ii) the layout of the apartment blocks, crèche and commercial unit at the Glenamuck Road frontage of the site. The further consideration of this issue may require an amendment to the documents and/or design proposals submitted relating to the design and layout of the proposed development.

3. Glenamuck Road Frontage and Access

Further consideration/justification of the documents as they relate to the Glenamuck Road frontage and access to the scheme, in particular (i) compatibility with the Glenamuck Link Distributor Road layout and the Enniskerry Road / Glenamuck Road Part VIII Scheme (ii) the provision of pedestrian and cycle facilities on the Glenamuck Road and (iii) the retention of trees at the Glenamuck Road frontage of the site. The further consideration of this issue may require an amendment to the documents and/or design proposals submitted relating to the design and layout of the proposed development.

Specified Information

5.1.3 The following specific information was also requested:

1. Rationale for the proposed quantum, density and height of development with regard to the phasing provisions of the Kiltiernan Glenamuck Local Area Plan 2013-2021; the 'Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas' (including the associated 'Urban Design Manual');
The 'Design Standards for New Apartments – Guidelines for Planning Authorities' (2018) and the 'Urban Development and Building Heights – Guidelines for Planning Authorities' (2018).
2. Landscape and Visual Impact Assessment with photomontages and 3D modelling, to include consideration of impacts on the Glenamuck District

Distributor Road Scheme, Shaldon Grange protected structure and the wider area.

3. Landscaping proposals to include (i) Arboricultural Impact Assessment and details of measures to protect trees and hedgerows to be retained at the site; (ii) particular consideration of trees at the Glenamuck Road frontage of the site; (iii) rationale for proposed public open space provision, to include an open space hierarchy and detailed layouts for the public open spaces and (iv) to provide for connection to the green route in the adjoining lands to the west as per the Kiltiernan Neighbourhood Framework Plan.
4. Rationale for proposed parking provision with regard to the parking standards set out in the Dun Laoghaire Rathdown County Development Plan 2016-2022 and to the 'Sustainable Urban Housing Design Standards for New Apartments – Guidelines for Planning Authorities' (2018), to include details of parking management for the apartments. The proposed car and cycle parking provision should include areas designated for parking or drop off purposes associated with the commercial unit and childcare facility.
5. Detailed surface water drainage proposals to include (i) SUDS measures; (ii) applicant to demonstrate that they can achieve a level of treatment equivalent to the regional attenuation ponds provided for in the Glenamuck Distributor Road Scheme prior to discharge; (iii) a Stormwater Impact Assessment; (iv) outline proposals that demonstrate that the surface water drainage system for the site can be adapted for adjacent future additional development lands in the applicant's ownership; (v) legal agreement regarding the surface water outfall through land outside the site boundary; (vi) rationale for the locations of swales.
6. Assessment of the capacity of schools in the area.

Applicant's Statement

5.1.4 Article 298(3) of the Regulations provides:

"Where, under section 6(7) of the Act of 2016, the Board issued a notice to the prospective applicant of its opinion that the documents enclosed with the request for pre-application consultations required further consideration and amendment in order to constitute a reasonable basis for an application for permission, the application shall be accompanied by a statement of the proposals included in the application to address the issues set out in the notice."

5.1.5 The applicant has submitted a Response to Opinion of An Bord Pleanála which can be summarised as follows:

Phasing, Density and Quantum of Development with Regard to Kiltiernan Glenamuck LAP 2013 -2021 and the Permitted Part V11 Works

- Refers to the Part 10 application for the Glenamuck District Distributor Road Scheme (GDDRS) and that as this has not yet been determined by the Board, that regard has been had to the provisions of Section 10.5 of the LAP regarding interim development. Note that the Transportation Department (on foot of the conclusions of the Part 8 Council Enniskerry Road/Glenamuck Road Junction Upgrade Part 8 Environmental Report Volume 1 (May 2017)) have stated that 1,050 units (phase 1) could be accommodated on an upgraded existing road network on foot of the approved Part 8 Road improvement development at the Golden Ball junction.
- The LAP provides details of locations “*which would be generally be considered*” as part of Phase 1 and includes Phase 1 (a) areas designated as A and B on the phasing map to comprise c. 350 units as (200 in A) and (150 in B). Area C to comprise 350 units at the concentrated village core along Enniskerry Road. Notes that that these phasing figures are based on the original quantum of 700 units and not the revised interim figure of 1,050 units.
- Having regard to the planning history of permitted developments within areas A, B, and C, 204 units have been permitted which is less than 20% of the interim development permitted under the phasing provided for in the LAP. Notes that the uplift in the capacity from 700 to 1,050 residential units as a result of the upgrade has not been assigned to any of the designated areas A, B and C.
- Considers the development in the context of the 13 criteria set out in the LAP and that it is compliant with same. A detailed assessment of how the development conforms with the criteria is set out in section 1.3.1 of the response.
- Details that the permitted Part 8 Enniskerry Road/Glenamuck Road Junction extends from the Golden Ball junction. The Part 8 does not extend as far as the SHD site. State that the Council have detailed that the construction of the Part 8 approved scheme should be completed within 2019. The GDDRS also

included improvement to the Glenamuck Road in the form of a spur off the Glenamuck Link Distributor Road to the front of the SHD application site which in association with the Part 8 development provides an improved Glenamuck Road from the Golden Ball junction to the GDRS. Notes that the application is for development within the existing road network, but demonstrates that it can be achieved on a new road layout should it be approved by the Board.

- The proposed phasing of the development is set out in Figure 3 of the response. The first phase of 203 residential units, crèche, social/amenity area and retail will consist of development accessed from the Glenamuck Road which can be delivered in advance of the construction of the proposed GDRS which includes a Glenamuck District Distributor Road (GDDR) and associated Glenamuck Link Distributor Road (GLDR). Within the application site, there will be 4 internal construction development phases, detailed in Fig. 4 of the response.

Design and Layout of Residential Development

- Notes that a number of amendments have been made to the scheme on foot of the Opinion from the Board. The amendments include the set back of the blocks at the south eastern part of the site from the Glenamuck Road by a further 3 metres. Significant amendments to the landscaping scheme are also proposed to include new trees and the retention of the hedgerow along the Glenamuck Road. The spine road has been realigned and the gables of the duplex units amended to provide more animation.
- Details that the proposed development ranges in height from 2 to 5 storeys with one pop up feature of 6 storeys. States the rationale of higher buildings only at the eastern portion of the site relates to the nature of the slope which will result in the height of the proposed apartment blocks being c. 1 storey below the road. The higher buildings are located close to the junction of the GDDR and the GDLR and the new alignment of the Glenamuck Road as a spur off the new roads scheme. The appropriate place for apartments on the application site is, therefore, at the lower levels and closest to the new road network. Visual impact assessment of the development has been carried out.
- Notes the constraints of the site in terms of the overhead line. The higher

apartment buildings located east of the power lines frame the open space providing passive overlooking and amenity to the residents therein. Details that the landscape plan has retained the existing hedge and incorporated significant new planting along the Glenamuck Road, particularly around block G1.

Glenamuck Road Frontage and Access

- The proposed access is approximately mid-way between the eastern and western boundaries of the site. The hedge is being retained along the frontage with significant additional tree planting adjacent to the apartments.
- The Glenamuck Link Distributor Road layout has a spur to the west and east onto the Glenamuck Road. The spur extends fully along the Glenamuck Road frontage of the application site. In the absence of an approved detail by the Board, following the part 10 application, the applicant has designed a frontage that is fully compatible with the existing road and the proposed road which can be detailed by the Council at design stage of the realignment.
- Cycle and pedestrian routes have been provided behind the hedgerow along the boundary and pedestrian routes and connections are provided for and detailed in the masterplan.

Specified Information

Rationale for the Proposed Quantum, Density and Height

- The LAP provides a density of 40-45 units per ha in land parcel 5b and a density of 40-45 units per ha in parcel 6b, noting that this is a constrained site. The proposed density is 47.4 units per ha. Note that the Inspector's Report for the adjacent site ABP300731-18 indicated this area would be considered as being located within a public transport corridor. Kiltiernan has been designated as a 'Future Development Area' in the Core Strategy and there is a specific objective for a quality bus/bus priority route running along the Glenamuck Road to the east of the site provided for in the Development Plan. Note that the guidelines recommend that increased densities should be promoted within 500 metres of a bus stop and should generally be in the range of 50 dwellings per hectare.

- Outline that the application site incorporates a significant area of land underneath the power lines which cannot be developed and in the context of the definition of net density, two interpretations can be applied i.e. include /exclude the land for the purpose of calculating density. Should the constraint area be excluded from the overall site, this would result in a density of 60.9 units per ha. Note that whilst this is higher than the LAP density provisions of 40-45 units per ha, the decision of the Board on the adjacent site and the report of the Inspector having regard to the Guidelines for Planning Authorities on Sustainable Residential Development, felt that the density on these lands should be higher than the LAP.
- On balance, having regard to the Guidelines and the decision of the Board on the adjacent site, the applicants have taken the density as the overall site area divided by the number of units and have not excluded the area under the power lines. Should the Board differ in this interpretation, the applicants would submit that the higher density is appropriate having regard to the Guidelines and the recent decision by the Board regarding the adjacent site while retaining the principles set out in the LAP. Also consider that the site is within an Intermediate Urban Location in the context of the Apartment Guidelines.
- Development is appropriate in the context of the Building Height Guidelines. Proposal considered in the context of the key criteria set out in the Guidelines. Notes that the development responds to its overall natural and built environment and is not monolithic. The proposal enhances the urban design context for public spaces and key thoroughfares thereby enabling additional height in a development form to be favourably located in terms of enhancing a sense of scale and enclosure and respecting the sloping nature of the site and new road proposals.

Landscape and Visual Impact

- A landscape and visual impact assessment has been carried out and included with the application

Landscaping Proposals

- An Arboricultural Impact Assessment report is submitted with the application. Note that the Glenamuck Road is in a position of flux as the Planning Authority

intend to realign the road along the application site frontage as part of the Glenamuck Link Distributor Road. The applicants have retained most of the hedgerow and the Planning Authority will have to address the continued retention of the hedgerow as part of the Part 10 application to the Board. Public open space will be provided in four main areas.

Rationale for Parking

- Car parking provided in accordance with the Development Plan standard. Cycle parking is in excess of the Development Plan standards. Note that the three bed apartments do not provide 2 spaces as per the Development Plan but provide only 1 space and the difference is used for visitor parking. This is consistent with the apartment guidelines.

Surface Water

- SUDs measures are set out in the Engineering Report. Treatment storage is not proposed on site due to constraints. The provision of supplementary storage will result in an improved solution for river regime protection and will also provide some treatment value.
- There is ample capacity in the proposed network to accommodate the attenuated flows from the future development of lands within the Applicants ownership to the south of the Glenamuck Stream. The location of the swales has been designed in accordance with the landscape plan and having regard to the slope and topography of the site.

Capacity of Schools

- A report has been prepared in this regard.

6.0 Relevant Planning Policy

6.1. Project Ireland 2040 - National Planning Framework

- 6.1.1. The recently published National Planning Framework includes a specific Chapter, No. 6, entitled 'People Homes and Communities'. It includes 12 objectives among which Objective 27 seeks to ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating

physical activity facilities for all ages. Objective 33 seeks to prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location. Objective 35 seeks to increase densities in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration and increased building heights.

6.2. **Section 28 Ministerial Guidelines**

6.2.1. Having considered the nature of the proposal, the receiving environment, the documentation on file, including the submissions from the Planning Authority, I am of the opinion that the directly relevant section 28 Ministerial Guidelines are:

- 'Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas' (including the associated 'Urban Design Manual').
- 'Design Standards for New Apartments – Guidelines for Planning Authorities' (updated 2018).
- 'Design Manual for Urban Roads and Streets'.
- 'The Planning System and Flood Risk Management' (including the associated 'Technical Appendices').
- 'Childcare Facilities Guidelines for Planning Authorities'.
- 'Urban Development and Building Heights – Guidelines for Planning Authorities', (2018).

6.3. **Local Planning Policy**

Dun Laoghaire Rathdown County Development Plan 2016-2022

6.3.1. Kiltiernan is designated as a 'future development area' in the Core Strategy as outlined in Figure 1.1 of the Plan (Core Strategy Map) and is within the Metropolitan Area of the County. Development Plan section 1.3.4.2 sets out the basis for the Kiltiernan – Glenamuck LAP. It is anticipated that the plan area will ultimately accommodate c. 2,500-3,000 residential units, a neighbourhood centre, two tranches of public open space and a large employment node adjacent to the established mixed-use development at The Park, Carrickmines. The key elements of the overall planning framework for the area include the proposal to provide a bypass road of the

Village Core of Kiltiernan, the implementation of a Neighbourhood Framework Plan to consolidate the Village Core, the graduation of residential densities from higher densities adjacent to the Luas line to lower densities further removed from this main public transport artery and the implementation of a centrally located major public open space / school site.

- 6.3.2. The site is zoned 'Objective A' in the development plan, '*to protect and/or improve residential amenity*'. Residential development is 'permitted in principle' under this zoning objective while childcare service is 'open for consideration'. There is a proposed quality bus / bus priority route running along the Glenamuck Road and the Enniskerry Road. In addition, there are 6 year road upgrade proposals on the Enniskerry and Glenamuck Roads. The site is subject to Specific Local Objective (SLO) 40 '*To implement and develop the lands at Kiltiernan / Glenamuck in accordance with the Kiltiernan / Glenamuck Local Area Plan*'. There is a protected structure, Shaldon Lodge, nearby to the west of the site.

Kiltiernan Glenamuck LAP 2013 – 2023

- 6.3.3. The overall strategy for the LAP lands reflects that of the County Development Plan, based on the roads improvement objectives for the Glenamuck District Distributor Road (GDDR) and Glenamuck Local Distributor Road (GLDR) to bypass Kiltiernan village, facilitating the development of the village centre and a new civic node. There is a Section 49 Supplementary Development Contribution Scheme for the GDDR, which also includes as a separate infrastructure project of Regional Surface Water Attenuation Ponds that are required to effect the SUDS drainage scheme for the new roads and the development lands within the LAP area.
- 6.3.4. The LAP also provides for some upgrading of the existing Glenamuck Road to provide pedestrian and cycle facilities and the upgrading of the Enniskerry Road to a traffic calmed street to function as part of the neighbourhood centre. Section 2.2 of the plan sets out a broad framework and principles of development including objectives RE01-RE09 relating to residential development and which includes RE03 which seeks to facilitate the provision of appropriate densities and a mixture of dwelling types and tenures taking into account proximity to public transport corridors, site topography, sites of archaeological interest/protected structures and natural features.

6.3.5. Section 10 of the LAP sets out the phasing requirements and details that up to 700 dwelling units can be accommodated on an existing upgraded road network, in advance of the GDDR scheme, as Phase 1. LAP section 10.6 sets out 13 criteria to be considered in the case of developments in advance of that scheme, with the following locations to be considered as part of Phase 1:

Phase 1(a) to comprise c. 350 dwelling units:

- A. Glenamuck Road Upper / North Portion (c. 200 dwelling units). This area encompasses the lands designated as 'medium / higher density residential' at the northern section of Glenamuck Road.
- B. Node at junction of Enniskerry and Glenamuck Roads (c. 150 dwelling units). This area includes the lands designated as 'medium density residential' to the east of Enniskerry Road. Any proposed developments must include the improvement of the Glenamuck Road.

In relation to surface water attenuation the following is noted:

"In advance of the construction of the Regional Surface Water Attenuation Ponds it will be necessary to incorporate stringent Sustainable Drainage Systems (SUDS) measures on each development site. In particular for all sites whose site plan area is greater than 0.5 hectares (ha) or where the number of residential units proposed exceeds twenty (20) or whose proposed commercial area exceeds 500 square metres it is proposed to require the preparation of Stormwater Impact Assessments and Stormwater Audits."

Phase 1(b) to comprise c. 350 dwelling units:

- C. Concentrated at village core / along Enniskerry Road. Including lands zoned as 'neighbourhood centre' and 'residential' along the Enniskerry Road. Development is dependent on delivery of a traffic calming scheme and must include the improvement of the Enniskerry Road through the 'village core'.

The site is within Phase 1(a) B as per the LAP phasing map.

6.3.6 The 13 planning criteria to be used in the assessment of planning applications up to 700 dwellings are as follows:

1. Conformity with the Kiltiernan / Glenamuck Local Area Plan, 2013-2019, and which promote and facilitate the achievement of its vision and objectives.

2. *Demonstration of a high level of architectural quality and urban design and are sympathetic to the special character of Kiltiernan / Glenamuck.*
3. *Achievement of local road / footpath improvement and traffic management measures.*
4. *Consolidation of the existing development node at Glenamuck Road (northern section), including 'The Park' development at Carrickmines.*
5. *Consolidation of Kiltiernan village.*
6. *Planned within the context of an overall outline Master Plan for individual and affiliated land holdings (in order to prevent piecemeal development).*
7. *Compatibility with later phases of development.*
8. *Facilitation of the orderly development of adjoining property/land holdings.*
9. *Proximity to the Luas Line B1 and within the catchment area for the Section 49 Supplementary Development Contribution Scheme for Luas Line B1.*
10. *Availability of environmental services. Specifically, the Council will monitor and have regard to capacity at the Shanganagh Wastewater Treatment Works to ensure that wastewater from any proposed development in the LAP area can be accommodated in accordance with the Wastewater Discharge License for the Works.*
11. *Incorporation of acceptable Sustainable Drainage System (SUDS) measures on each development site.*
12. *Likelihood of early construction.*
13. *Provision of an appropriate level of active and passive open space and community facilities. Specifically, the Council, in conjunction with the Department of Education and Skills, will have regard to the capacity of local schools to accommodate development, in accordance with the "Code of Practice on the Provision of Schools and the Planning System"*

6.3.7 The Transportation Department (on foot of the conclusions of the Part 8 Council Enniskerry Road/Glenamuck Road Junction Upgrade Part 8 Environmental Report Volume 1 (May 2017)) have stated that the number of units that can be accommodated within Phase 1 has been increased from 700 units up to 1,050 units.

6.3.8 The development site is primarily within LAP land parcel 6 b with a small portion of the eastern side of the site within land parcel 5 b. The following objectives for land parcels 6 a and b are noted:

- Medium density residential. Detached houses, terraces, duplexes, courtyard type housing. Apartments may be appropriate adjacent to the GDDR and to provide a buffer to the proposed medium density residential to the south. Density of 40-45 units/ha.
- Height of 2-4 storeys at 6b. Any 4 storey element to be concentrated along the proposed main road and link / distributor roads and / or at key entrances to sites. Heights of up to 5 storeys at 6a fronting to the distributor road.
- Site is constrained by the 220 kv overhead power lines.
- Access to be provided off existing Glenamuck Road and Enniskerry Road.
- Requirement for a local access loop road within the site. Provisions to prevent 'rat running' through the site between the Glenamuck Road and the Enniskerry Road.
- Presence of Shaldon Grange protected structure and curtilage to be acknowledged.

6.3.9 The LAP also provides for a 'greenway' route west of the landholding and outside the development site, connecting the Glenamuck Road with the Enniskerry Road west of the Golden Ball.

6.3.10 LAP objective RE03 provides:

"To facilitate the provision of appropriate residential densities and a mixture of dwelling units, types and tenures taking into account proximity to public transport corridors, site topography, sites of archaeological interest / protected structures and natural features."

6.3.11 LAP Table 4.1 provides for a total of 2,600 – 3,000 new residential units. Land Parcel 6b is identified as a 'constrained site', to be developed at a density of 40-45 units/ha or 550-630 units. LAP section 4.8 sets out design guidance for residential development. The LAP Building Heights Map indicates 2-4 stories for the entire development site. The LAP envisages 3 bands of residential density, i.e. a band of

higher density proximate to the Luas catchment (45-55 units/ha), a medium density band further from the Luas catchment but close to the village core (40-45 units/ha) and the lowest density band west of Enniskerry Road and south of Ballychorus Road (35-40 units/ha). LAP objective 4.3 requires 20% of all dwelling units in new developments to be provided as social / affordable units.

6.3.12 LAP chapter 5 includes the following movement and transportation objectives in addition to those mentioned above:

- The existing Enniskerry Road and Glenamuck Road are to be the main public transport routes for the area with a new bus gate where the Enniskerry Road joins with the extended GLDR. Only public transport vehicles, cyclists and pedestrians are to be allowed access to and from Kiltiernan Village from the Enniskerry Road at the bus gate. All other vehicles will not be allowed to make this movement. Another bus gate at the junction of the Glenamuck Road and the GLDR, to the east of the development site.
- Traffic improvements proposed for the portion of (traffic calmed) Enniskerry Road aligned through the Kiltiernan Village Core, from The Church of Ireland Parish site to the north to the Enniskerry / Ballybetagh Road junction to include provisions for cyclists and pedestrians. Upgrading of the section of Enniskerry Road that traverses the Kiltiernan civic node with traffic calming measures.

Kiltiernan Neighbourhood Framework Plan

6.3.13 This is incorporated as an appendix of the current LAP. The framework plan sets out masterplan provisions with regard to block structure, use mix, architectural style and materials but does not include any specific provisions for the development site.

Enniskerry Road / Glenamuck Road Part VIII Scheme

6.3.14 The Part VIII scheme relates to the Enniskerry Road / Glenamuck Road (Golden Ball) junction. It extends as far as the entrance to Rockville on the Glenamuck Road but does not include the development site frontage. The scheme involves the following:

- Widening of both sides of the Glenamuck Road to allow for the provision of left and right turning lanes, cycle lanes and footpath approaching the Golden Ball junction. Also removal of a 'pinch point' at Cromlech Close.

- General upgrading of the Golden Ball junction to provide improved pedestrian and cycle facilities. Cycle lane/tracks on Glenamuck Road.
- Provision of a new right turning lane on the Enniskerry Road at the southern approach to the Golden Ball junction with a new frontage to the Kiltiernan Country Market at the eastern side of the road.
- Improved pedestrian crossings incorporated within signalised junctions including new crossings on the northern and western sides of Enniskerry Road.
- Upgraded public lighting.
- Attenuation pond to the east of Glenamuck Road.

Part VIII approval was granted at a meeting of Dun Laoghaire Rathdown County Council on 11th September 2017.

6.4 **Applicant's Statement of Consistency**

6.4.1 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 and the County Development Plan/LAP. The following points are noted:

- The development will consolidate Kiltiernan on residential zoned lands. A mix of unit sizes and types will be provided at an appropriate density.
- DMURS was a key design component from the earliest stages of the design process and the scheme has been designed to give priority to pedestrians and cyclists.
- The development provides for extensive cycling and walking provision within the site and provides connections to lands adjacent.
- The application is accompanied by a Housing Quality and Urban Design Statement and is fully compliant with all the relevant standards.
- The development is fully compliant with the Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities (2018).
- Development is consistent with the policies and objectives of the County Development Plan and in accordance with the zoning objective.

7.0 Third Party Submissions

7.1 2 no. third party submissions were received with respect of the proposed development.

Leah and Graham Coleman (23.04.2019)

- Note that proposed density is above the recommend level and that the apartments are located throughout the development, not just adjacent to the main GDDR.
- The height proposed is contrary to the LAP which provides for a maximum of 4 storeys. Particular concerns regarding proposed penthouse accommodation. Site more appropriate for 2 storey buildings.
- Parking provision is considered inadequate. Concern that shortfall in spaces will lead to overflow parking on adjacent streets.
- Consider that there is a shortfall of 3 bed units and an overconcentration of 1 and 2 bed units.
- State that in the short term, pending proposed road improvements, that there is significant traffic congestion in the area. Concerns regarding traffic impacts during construction phase.
- Note that there may insufficient capacity in local schools to cater for the proposed development.
- Concern regarding potential visual impact on protected views in the vicinity.

Kiltiernan Glenamuck Residents Association (23.04.2019)

- Consider that the development materially contravenes the Kiltiernan Glenamuck Local Area Plan.
- The proposed height of 5 storeys is contrary to the height restrictions in the LAP.
- The housing mix is inappropriate and not family orientated.
- Considered premature pending completion of the Kiltiernan Distributor Road.
- Consider proposed amenity spaces inadequate and no appropriate play areas for children provided.

- The development provides inadequate car parking.
- Concerns regarding impacts on school infrastructure.

8.0 Planning Authority Submission

8.1 Overview

8.1.1 The Planning Authority, Dun Laoghaire Rathdown County Council has made a submission in accordance with the requirements of Section 8(5)(a) of the Act of 2016 which was received by the Board on the 14th of May 2019. 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.

8.2 Planning Opinion

- The Development Plan provides for the delivery of 2,500 to 3,000 additional residential dwellings in the Kiltiernan area. Most of the residential development envisaged for the area will follow the securing of permission for major infrastructural upgrading works including the Glenamuck District Distributor Road (GDDR) and the Glenamuck Link Distributor Road (GLDR), as well as the provision of large surface water attenuation ponds. Collectively these works are referred to as the Glenamuck District Roads Scheme (GDRS). The Kiltiernan Glenamuck LAP sets out that some residential development can proceed in advance of these major infrastructural works. There are 13 criteria that have to be met in order to proceed with housing development in advance of the GDRS.
- The applicant has prepared a masterplan and engaged with other owners/developers to discuss linkages and issues of common interest. This approach is welcomed. The principle of the development is acceptable having regard to the core strategy, the zoning of the site and the provisions of the LAP.
- There is a 60m restriction corridor around the high voltage lines that bisect the site. This land is essentially sterilised. The applicant has defined this as residual lands and included it within the landscape proposals. The treatment of the restricted corridor is welcomed by the Planning Authority.
- The gross density is 47 units per ha. Excluding the electricity restriction corridor, the net density would be 57 units per ha. The development brief for these land parcels in the LAP provides for a net density in the range of 40 to 45

units per ha. Notwithstanding the Board's decision in relation to the adjoining site (ABP300731), the net density exceeds the LAP maximum of 45 units per ha. The site is not located on a QBC or bus priority route. The density range in the LAP is considered appropriate having regard to relevant guidance and the location of the lands at the outer edge of the built up area. It is considered that amendments are necessary to bring the proposal in line with the LAP.

- With regard to the calculation of net density, it is noted that the high voltage lines are a piece of physical infrastructure that serve a wider area than the subject site. In this context, it is considered that this area should be excluded for the purposes of calculating net density.
- The development briefs in the LAP specify heights of 2 to 4 storeys, with any 4 storey element concentrated along the GLDS. The proposal provides for heights ranging from 2 to 6 storeys, the tallest of which are located close to but do not bound the GDRS. Refers to the Building Height Guidelines and the SPPR3. In this regard, state that the Kiltiernan LAP does not contain one blanket height limit across the entire LAP area. State that an appropriate building height range was determined on an individual land parcel basis following consideration of issues such as the upland and peripheral location of Kiltiernan. Within each land parcel, urban design guidance suggests the appropriate position of taller buildings within the specified height range. It is considered that the provisions of the LAP provide an appropriate balance in managing the transformative change for the subject site having regard to the provisions of the Building Height Guidelines and having regard to the context of the development site.
- Consider that the approach to siting taller blocks close to the main entrance aligns with the guidance in the LAP. It is also considered that the approach of siting taller blocks to provide a visual frame to and passive surveillance over the large area of residual open space is appropriate. The sloping nature of the site is noted and it is accepted that the inseting of taller blocks into the slope (G12 and H1) will mean these blocks will read shorter from the Glenamuck Road. The PA however, remain of the view that the taller blocks east of the electricity restriction corridor are excessively tall by reason of their height and have an overly urban appearance.

- Consider that blocks G1, G2, H1 and H2 should be reduced to 4 storeys. The reduction in height will also result in a reduction in density, bringing the development closer in line with the LAP maximum densities. The PA recommends that in reducing the height, the design elements of the roofscape should be retained. The omission of apartments from these 4 blocks would reduce the net density from 57 units per ha to 49 units per ha and result in a gross density of 40.65 units per ha. Considers that the proposed building heights, typologies and block structure of lands to the west of the restriction corridor accord with the LAP development brief for parcel 6B. Notwithstanding the issues of density and height, the PA is satisfied with the block structures as proposed which make good use of the topography of the site and constraints of the electricity restriction corridor.
- Discounting the residual public open space being provided to the 60m restriction corridor, the prospective development provides 6,155 sq. metres (14.4% of the site area) for public/communal open space. As such, the proposals exceed the requirements set out in the CDP. The PA is generally satisfied with the quality and layout of open space. It is proposed to retain an existing hedgerow and create a contiguous public open space to the rear of duplex units along the western edge of the site. This ties in with the masterplan proposals for an adjoining greenway west of the site. The approach of siting areas of public/communal open space close to the proposed 3 storey apartment/duplex blocks to the west of the restriction corridor is considered appropriate. The decision to retain the hedgerow along the Glenamuck Road is welcomed. Previous concerns raised by the PA regarding hard landscaping and fragmentation of open space have been resolved. The development includes a number of play areas which is welcomed.
- The proposed housing mix is considered appropriate. The internal floor areas and private open spaces to the prospective apartments is generous as it the percentage of dual aspect units. The scale and location of the crèche is considered appropriate. Retail unit and social/amenity facility welcomed.
- The provision of vehicular and pedestrian linkages between phase 1 and phases 2-3 of the subject landholding as well as vehicular and pedestrian linkages with the adjoining landholding is welcomed. The absence of any

written undertaking by the relevant landowners/developers indicating formal agreement and commitment to making these proposed linkages work is notable in its omission. Also consider that pedestrian linkages should be compliant with the principles of universal design.

- Note that DLR has submitted an application to the Board for the Glenamuck District Roads Scheme (GDRS). The PA welcomes that the application provides for two different site access layouts. One is the scenario without the GDRS and the other with the GDRS in place based on the as yet unpermitted design. This shows that the development can be constructed at present and also that it is compatible with a future development scenario but noting that this may change on the basis of conditions of ABP.
- Note the peripheral location of the site in terms of public transport connections. The Glenamuck Road is narrow in width and has limited footpath provision. Proposed bicycle parking provision falls short of the apartment guidelines. Car parking standards are below the Development Plan standard which would require 253 spaces including visitor spaces to serve the proposed 173 apartment units. There is a shortfall of 62 spaces. Considers that this low level of provision at this peripheral urban location is not appropriate. There is potential for overspill on the estate roads, open spaces or outside the subject site. Note that the shortfall in parking would be reduced by the recommended reduction in the number of units to 174 units. Suggests that Block D is omitted and this area is replaced with car parking. Note that in the future, if public transport is improved than block D could potentially be facilitated.
- Outlines that Section 10.6 of the LAP sets out 13 criteria to enable the development of some housing in advance of the major infrastructural works to service the LAP area. The PA is satisfied that the proposed development meets most of the criteria. Notes that 1,050 interim housing units can be constructed in advance of the GDRS. Permission has been granted for 69 units in area 1B, and on this basis, 156 units are available for construction prior to the GDRS in area 1(B). Taking into account the recommend omission of units to provide 165 of the proposed 203 units, this is over the remaining 156 units remaining for area 1(B) under the LAP phasing. However, given that it has been determined that the improved road network can in total accommodate 1,050 additional units

and noting that this threshold has not yet been reached, this deviation is considered acceptable.

- In the absence of the GDRS, there is a need to ensure improvements to the Glenamuck Road to the front of the subject site are carried out. This needs to be conditioned to accord with the interim phasing set out in the LAP. Improvements to the adjoining sites also needs to be conditioned to be available for first occupation of the subject site.

8.3 Other Technical Reports

Drainage Report (11.04.2019)

- No objection subject to conditions.

Housing Department (11.04.2019)

- Note that the on-site proposal is capable of complying with the requirements of Part V of the Planning and Development Act 2000 as amended, the County Plan and the Housing Strategy 2016-2022, subject to agreement being reached on land values and development costs and funding being available.

Transportation Department (08.05.2019)

- Notes a proportion of development units may be acceptable in advance in line with the LAP on the basis of the Glenamuck Road set back with a pedestrian/cyclist route as indicated on submitted CHC drawing no. 00101-S4-P02.
- The proposed development application phasing should be justified based on existing permissions and level of available capacity within the LAP phasing map areas in addition to assessment of achieving of LAP Section 10.6 identified criteria items 1 to 13.
- It is recommended that the Applicant submits a Stage 2 (detailed design) and Stage 3 (post construction) Quality Audit in accordance with DMURS and TII guidance (including a Road Safety Audit, accessibility audit, walking audit and cycling audit).
- Request that a revised Taking in Charge Drawing is submitted ensuring the facilitation of rights of way and all potential future permeability connections to

adjoining development sites compatible an agreed Masterplan and the Kiltiernan Glenamuck LAP.

- Considers level of parking at this peripheral location inappropriate. Cycle parking not compliant with the Apartment Guidelines. Recommends a number of conditions.

Public Lighting (29.04.2019)

- Notes that no lux contour diagrams showing where the light will fall or the intensity are provided.

Parks and Landscape Service (15.04.2019)

- No objection subject to a number of specific conditions regarding retention of a landscape architect, appointment of an arboricultural consultant, tree works, tree bond, tree protective fencing, play provision and taking in charge.

Waste Management (08.05.2019)

- No objection subject to conditions regarding Construction Waste Management plan, Environmental Management Construction Plan, Operational Waste Management Plan and Environmental Management Operational Stage Plan.

8.4 Recommended Conditions

8.4.1 The Planning Authority recommends the imposition of 46 conditions. The majority are standard in nature. Of note are the following:

Condition 2: Revised plans for G1, G2, H1 and H2. The revisions will include the omission of the third and fourth floors of Block G1 (10 no. apartments), the third floor of Block G2 (5 no. apartments), the third floor of Block H1 (7 no. apartments) and the third floor of block H2 (7 no. apartments).

Condition 3 (a): The omission of block D (9 units) and its replacement with 22 car parking spaces in a suitably landscaped car park.

Condition 4: Universal accessibility of pedestrian linkages.

Condition 5: Materials and finishes. Finishes of bin stores and substations to be changed from brick to granite.

Condition 10: Use and hours of operation of gym/lounge and shop/café.

Condition 18: Completion of pedestrian/cyclist links to be completed at applicant's expense and prior to first occupation of the units. To include the proposed new footpath/cycle link along the northern side of Glenamuck Road South.

Condition 19: Prior to commencement of development the Applicant shall agree details of the layout and all works to be carried out at the Applicant's expense at Glenamuck Road South with the Planning Authority (Capital Projects Section). This shall include for any modifications to the layout as a result of any conditions or amendments to the GDRS/Glenamuck Road South imposed by ABP in their decision on the GDRS. The layout options are indicated on CHC drawing no. 00101-S4-P02.

Condition 20: Roads to be constructed to site boundaries to avoid ransom strips.

Condition 22/23: Taking in charge.

Condition 24: Environmental Management Operational Plan to include noise mitigation measures.

Condition 27: Drop off parking to crèche.

8.5 Views of Elected Members

- Concern regarding the lack of class 1 open space provision and connectivity within the masterplan. More playing pitches are required.
- Vehicular connections need to be clear.
- Concern regarding basement car parking and construction stage impacts from excavation.
- Need to ensure trees and hedgerows are afforded suitable protection.
- Consider that 220 Kv line should be placed underground. Concern regarding its proximity to the apartments.
- Concern that development will have a negative impact on the village. There is a need for good footpaths rather than home zones with no footpaths.
- Welcome the masterplan but consider the LAP provides the masterplan for the area. Masterplan should be for open space and not just connections. Planning condition should be imposed to ensure that masterplan requirements are met.
- Concern regarding traffic impacts including M50 junction and the Murphystown

Way.

- Consider car parking provision is deficient.
- Density is considered excessive.
- Development needs to be phased due to pressure on infrastructure.

9.0 Prescribed Bodies

9.1 Pursuant to article 285(5)(a) of the Planning and Development (Strategic Housing Development) Regulations 2017 and in accordance with section 8(1)(b) of the Planning and Development (Housing) and Residential Tenancies Act 2016, the applicant was informed that the following authorities should be notified in the event of the making of an application:

1. Irish Water
2. Transport Infrastructure Ireland
3. National Transport Authority
4. Department of Culture, Heritage and the Gaeltacht
5. An Taisce-the National Trust for Ireland
6. The Heritage Council
7. Failte Ireland
8. An Comhairle Ealaíonn
9. Dun Laoghaire Rathdown County Council Childcare Committee

9.2 Submissions were received from the following prescribed bodies with a summary of the response outlined under each:

Transport Infrastructure Ireland (23.04.2019)

- The development is accompanied by traffic and roads analysis that relies on traffic and transport assessment forming part of the Glenamuck District Roads scheme currently before the Board (PL06D.303945).
- The traffic assessment accompanying the application extends only to junction capacity of the site access junction. The trips to and from this development will utilise junctions to the north and south of the Glenamuck Road which have not

been analysed as part of the application.

- The development has the potential to contribute to the capacity issues on the M50 corridor in the vicinity of the site. Recommend that in the event of a grant of planning permission, the development be required to await at least the determination of the Glenamuck District Roads Scheme upon which the submitted traffic analysis relies.

Irish Water (10.04.2019)

- IW confirms that subject to a valid connection agreement being put in place between Irish Water and the developer, the proposed connection(s) to Irish Water network(s) can be facilitated.

Department of Culture, Heritage and the Gaeltacht (23.04.2019)

- Note the location of the site in an area of high archaeological potential. Recommends that an Archaeological Impact Assessment should be carried out to assess the impacts or potential impacts, if any, on archaeological remains in the area. Sets out the requirements for such an Archaeological Impact Assessment including the excavation of test trenches.
- Recommends a conditions that clearance of trees and shrubs from the site take place outside of the nesting season. It is also recommend that a condition be imposed regarding the installation of bat friendly lighting.

10.0 Environmental Impact Assessment (EIS) Preliminary Assessment

10.1 The applicant has submitted an EIA Screening Report. The proposed development is below the thresholds of a mandatory EIAR. It is also considered that a sub threshold EIAR is not required in this instance. I refer the Board to the EIA Screening Determination on file.

10.2 The current proposal is an urban development project that would be in the built up area but not in a business district. It is, therefore, within the class of development described at 10(b) of Part 2 of Schedule 5 of the planning regulations, and an Environmental Impact Assessment would be mandatory if it exceeded the threshold of 500 dwelling units or 10 hectares. The proposal is for 203 residential units on a site of 4.28ha. The site area is significantly below the stated threshold of 10 hectares and the number of units significantly below the threshold of 500 units.

10.3 As per section 172(1)(b) of the Planning and Development Act 2000 (as amended), EIA is required for applications for developments that are of a class specified in Part 1 or 2 of Schedule 5 of the 2001 Regulations but are sub-threshold where the Board determines that the proposed development is likely to have a significant effect on the environment. For all sub-threshold developments listed in Schedule 5 Part 2, where no EIAR is submitted or EIA determination requested, a screening determination is required to be undertaken by the competent authority unless, on preliminary examination it can be concluded that there is no real likelihood of significant effects on the environment. This preliminary examination has been carried out and concludes that, based on the nature, size and location of the development, there is no real likelihood of significant effects on the environment. The need for EIA is, therefore, precluded and a screening determination is not required.

11.0 **Appropriate Assessment**

11.1 An AA screening report was submitted with the application. The report describes the development and identifies that the site is not located within or directly adjacent to any Natura 2000 sites. It addresses a number of sites within a 5km catchment including Knocksink Wood SAC, 3.5 km to the south, Ballyman Glen SAC 4.2 km south and Rockabill to Dalkey Island SAC 6.8km to the east.

11.2 Both Knocksink Woods SAC and the Ballyman Glen SAC are located in a separate river catchment so there is no pathway by which surface water from the proposed development site could reach either SAC. The distances involved are too great for groundwater, air or land pathways. The qualifying interests of both sites would not be affected by the proposed development and, therefore, can be screened out.

11.3 The Rockabill to Dalkey Islands SAC is located off shore approximately 1.4km from the mouth of the Shanganagh River. Theoretically, there is a hydrological connection between the development site (Carrickmines Stream) and the SAC but considering that any pollutants would be diluted by 6.7km of river and 1.4km of coastal water, there is no risk that pollutants could reach the SAC in sufficient concentrations to have any likely significant effects on its qualifying interests. Potential pathways can be screened out.

11.4 All foul water from the proposed development will be discharged to the local authority sewer and treated in the Ringsend Plant. The plant is within capacity and provides a high level of treatment before discharge to Dublin Bay.

11.5 Having regard to the nature and scale of the proposed development on serviced lands, the nature of the receiving environment and proximity to the nearest European sites, it is reasonable to conclude that the proposed development would not be likely to have a significant effect individually or in combination with other plans or projects on a European site in view of the sites conservation objectives and a Stage 2 Appropriate Assessment is, therefore, not required.

12.0 **Assessment**

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

- Principle of Development
- Quantum of Development having regard to the Kiltiernan Glenamuck LAP 2013-2021 and the Permitted Part VII works
- Density
- Height and Visual Impact
- Development Strategy
 - Design, Form and Layout
 - Standard of Accommodation/Internal Standards
 - Open Space and Recreational Amenity
 - Connections and Permeability
 - DMURS
- Site Services, Surface Water and Flooding
- Transport, Parking, Pedestrian/Cycle Facilities
- Impact on Biodiversity
- Other Issues
 - Archaeology
 - Social Infrastructure

➤ Section 49 Contribution

12.2 Principle of Development

12.2.1 The subject site is located in the administrative area of Dun Laoghaire Rathdown County Council. Kiltiernan is identified as a future development area in the core strategy map. Table 1.2.2 of the Development Plan relates to Housing Land Availability and includes Kiltiernan. The primary growth nodes from which a significant portion of the supply of residential units will derive up to 2022 and beyond are specified and include the Kiltiernan –Glenamuck LAP. Under the zoning map, the site is zoned Objective A – *to protect and or improve residential amenity*.

12.2.2 The subject site is also subject to the provisions of the Glenamuck Kiltiernan LAP. The plan has been extended to September 2023. The LAP states that the extent of zoned residential land is capable of accommodating 2,500-3,000 units.

12.2.3 Having regard to the zoning objective pertaining to the site and the clear identification of Kiltiernan/Glenamuck in the Development Plan as a future development area, I am satisfied that the principle of residential development on the subject lands is acceptable.

12.3 Quantum of Development having regard to the Kiltiernan Glenamuck LAP 2013-2021 and the Permitted Part VII works

12.3.1 Development within the Kiltiernan area is subject to significant road infrastructural improvements. The principal road improvements relate to the Glenamuck District Distributor Road (GDDR) and Glenamuck Local Distributor Road (GLDR) to bypass Kiltiernan village, facilitating the development of the village centre and a new civic node. A Part 8 application for the Enniskerry Road/Glenamuck Road Junction Upgrade has been granted. A Part 10 application for the Glenamuck District Distributor Road Scheme (GDDRS) is currently before the Board – application reference PL06D.303945. A Compulsory Purchase Order for the acquisition of the necessary land to construct the GDRS is also before the Board – PL06D. 304174. Both are due for decision and confirmation on the 18th September 2019. The GDRS will provide for:

- The construction of the Glenamuck District Distributor Road (GDDR) connecting the existing R117 Enniskerry Road with the Glenamuck Road

East/Golf Lane Roundabout (c. 890m of four lane dual carriageway and c. 660 metres of two lane single carriageway road.)

- The construction of the Glenamuck Link Distributor Road (GLDR) (c. 1,800m of two lane single carriageway road) connecting the new District Distributor Road (GDDR) to the R117 south of Kiltiernan, including junctions with Glenamuck Road, Ballycorus Road and Barnaslingan Lane.
- Associated site development and landscaping works.

12.3.2 Notwithstanding the need for this significant new road infrastructure to be implemented in order to unlock the full development potential of the LAP lands, Section 10.5 of the LAP provides for some interim development to be facilitated in order to meet the central objectives of the LAP. It is stated that up to 700 dwelling units could be accommodated (Phase 1) on an upgraded existing road network. This quantum of interim development was increased by 350 units to 1,050 units on foot of the approved Part 8 Road improvement works, with the conclusion of the Part 8 Council Enniskerry Road/Glenamuck Road Junction Upgrade Part 8 Environmental Report Volume 1 (May 2017) stating:

“This analysis demonstrates that the proposed upgraded junction layout at the Golden Ball junction can adequately cater for both the increase in background traffic and the additional development traffic of approximately 1,050 residential units distributed onto the local road network as associated with the initial phase of development of residential zoned lands outlined in the Glenamuck LAP.”

12.3.3 The LAP provides details of the locations “*which would be generally be considered*” as part of Phase 1. The Phasing Map set out in the LAP details that Phase 1 (a) provides for c.350 dwellings in two locations which are A. GLENAMUCK ROAD UPPER/NORTH PORTION (c. 200 dwelling units) which is described as an area encompassing the lands designated as ‘medium-higher density residential’ at the northern section of Glenamuck Road and B. NODE AT JUNCTION OF ENNISKERRY AND GLENAMUCK ROADS (c. 150 dwelling units) which is stated as including the lands designated as ‘medium density residential’ to the east of the Enniskerry Road. Any proposed developments must include the improvement of Glenamuck Road. Phase 1(B) also includes Area C comprising 350 units located at the village core along the Enniskerry Road.

- 12.3.4 The subject development site relates primarily to land parcel 6B in the LAP with a small portion located within parcel 5B. Both of these land parcels are within the identified first phase of development within area 1B (150 units). The Part 8 report is silent on how the additional 350 units that can be accommodated arising from the Golden Ball junction improvement should be allocated other than that they should be distributed across the LAP phasing map areas. I note on this basis, in their Planning Opinion, the Planning Authority are of the view that 225 units can be constructed in area 1 (B) in advance of the GDRS. It is unclear how this figure has been derived by the Planning Authority, noting that an equitable distribution of the additional uplift of 350 units over phases A, B and C would result in an interim threshold of c. 266 units in Area 1 B.
- 12.3.5 The applicant has set out in their Response to the Opinion a list of all of the extant permissions granted in areas A, B and C. It is detailed that 49 residential units have been granted in Area B and that overall, across the three areas, that less than 20% of the interim development has been permitted under the phasing provided in the LAP with a total of 204 units permitted.
- 12.3.6 The report from the Local Authority sets out that 69 units have been granted and in this context, that there is capacity for 156 units in area 1B. The Planning Authority have raised concerns regarding the overall density and height of the scheme which are discussed separately in sections 12.4 and 12.5 of this report and recommend that on the basis of a reduced scheme of 165 units that the development would be acceptable in the context of the interim phasing arrangements of the LAP.
- 12.3.7 However, as detailed above, I am of the view that having regard to the additional uplift provided for as a result of the approved Part 8 works, that there is capacity for at least 266 units in area 1B. Having regard to the 69 units already permitted, this would leave a balance of 197 units. Whilst the proposed development (203 units) is slightly over this quantum, I do not consider it material, and in the context of the fact that out of a potential capacity for 1,050 units that only 204 units have been permitted in total across areas A, B and C, I am satisfied that the development can be provided for within the interim phasing arrangements as set out in the LAP and that the quantum of development can be facilitated.

- 12.3.8 The LAP also sets out a suite of 13 criteria that must be met by any development availing of the interim phasing arrangements. The applicant has provided a detailed response to the 13 criteria in section 1.3 of the Response to the Opinion Report. Having reviewed the applicant's submission, I am satisfied that the development is compliant with the criteria. Notably the applicants have prepared a masterplan for all the lands in the control of the applicant as well as those outside their control to ensure appropriate connections between the lands, the avoidance of piecemeal development and the provision of green routes. I note that the Planning Authority submission also states that they are generally satisfied that the development is compliant with the 13 criteria.
- 12.3.9 With regard to the Part 8 works, it is detailed by the applicant that the Part 8 works which have yet to be implemented do not extend as far as the SHD site. It is understood that the scheme however, will be completed within 2019.
- 12.3.10 The Part 10 development relating to the GDDRS currently before the Board includes improvements to the Glenamuck Road in the form of a spur off the Glenamuck Link Distributor Road (GLDR) to the front of the SHD application site. This in conjunction with the Part 8 scheme will provide for an improved Glenamuck Road from the Goldenball junction to the GDRS. It is detailed in the application documentation that in the absence of an approved detail of this spur by the Board, that the development has been designed with a frontage to Glenamuck Road that is fully compatible with the existing road and the proposed road which can be detailed by the Council at the design stage of the realignment.
- 12.3.11 The two different layouts for the site access along the Glenamuck Road are indicated on drawing no. 00101-S4-P02. These layouts include for a set back of the development frontage boundary along the Glenamuck Road to facilitate a future realignment of the Glenamuck Road that will incorporate the GDRS works. Option 1 includes for access on the existing Glenamuck Road layout and Option 2 includes for access onto a realigned Glenamuck Road after construction of the GDRS.
- 12.3.12 The Planning Authority are supportive of this approach and state that they welcome that the application provides for two different site access layouts, one without the GDRS and the other with the GDRS in place on the as yet unpermitted design. It notes that *"this shows that the development can be constructed at present and also*

that it is compatible with a future development scenario but noting that this may changed on the basis of conditions of ABP". The Planning Authority recommended a condition (condition 19) regarding this arrangement, which I consider reasonable.

12.3.13 In conclusion, I am satisfied that the quantum of development proposed can be accommodated on the site having regard to the interim phasing arrangements set out in the LAP. Furthermore, I consider that the development complies with the 13 criteria set out in the LAP regarding such interim development. It is clear that the development has been designed to consider the evolving road infrastructure arrangements for the area and that the scheme has been designed so that access can be appropriately facilitated with or without the approved Glenamuck District Roads Scheme. In this regard, I am satisfied that the development would not prejudice the future delivery of this key infrastructure and can be accommodated on the subject lands.

12.4 **Density**

12.4.1 The LAP sets out prescriptive densities for each land parcel. For areas 5b and 6b, a density of 40-45 unit per ha is identified. The plan notes that parcel 6b is a constrained site.

12.4.2 The issue of density was raised in relation to the lands immediately adjacent to the subject site under application ABP 300731-18 (a Strategic Housing Development application). One of the reasons for refusal related to the fact that the density was considered too low and would result in an inefficient use of zoned and serviced land. It is of note that the Inspector in their appraisal of the adjoining site detailed that Kiltiernan is designated a Future Development Area in the Core Strategy and that there is a specific objective for a proposed quality bus/bus priority route running along the Glenamuck Road to the east of the site. In this context, it was the view of the Inspector that section 5.8 of the Sustainable Residential Guidelines was applicable to the subject site which refers to lands within existing or planned transport corridors. It was noted by the Inspector that in order to achieve the quantum of development required to make such planned corridors viable, the guidelines seek higher densities with a minimum of 50 units per ha but with a provision that minimum densities can be specified in LAP's. It was concluded that a minimum density of 45 units per ha should be achieved on the adjacent lands.

- 12.4.3 It is set out in the applicant's Response to Opinion that the development has a gross density of 47.4 units per ha. It is noted by the applicant that the subject site is somewhat complicated by the power line traversing the site which effectively sterilises a corridor of land underneath from development. It is proposed that this area be landscaped, although it will not be taken in charge and thus does not form part of the calculations of public open space serving the development.
- 12.4.4 Regarding the net density of the site, reference is made to Appendix A of the Sustainable Residential Development in Urban Areas Guidelines which state that in calculating net density, open spaces serving a wider area and significant landscape buffer strips can be excluded for the purposes of the net density calculation. It is noted by the applicant that the guidelines are silent with regard to whether high voltage electricity lines and restriction corridors should be excluded and that it could be interpreted either way as to whether this land should be included or excluded for the purposes of the net density calculation.
- 12.4.5 It is noted that excluding this area from the overall site would result in a net density of c.60.9 units per ha. It is detailed that on balance however, due to the fact that this area of open space is not included in the open space calculations, and having regard to the decision made under ABP300731 where the Inspector was of the view that open space that does not serve a wider area should not be excluded from the net density calculation, that the applicants have not excluded the lands under the power lines. This results in the lower density of 47.5 units per ha.
- 12.4.6 The Local Authority have however, in their submission stated that they view the density of the scheme to be too high and that units should be omitted to bring the development in line with the density thresholds set out in the LAP. This density (40-45 units per ha) is considered appropriate having regard to the location of the lands at the outer edge of the built up area. The PA are also of the view that as the high voltage lines are a piece of physical infrastructure and that they serve a much wider area than the subject site, that they should be excluded from the density calculation. The PA state that they are of the view that a density of 41 units per ha would be appropriate.
- 12.4.7 It is evident that there are different interpretations as to how density should be calculated on the subject site. Irrespective of how it is calculated, the key issue to

consider is to whether a development of this scale can be absorbed within the site without any adverse impacts on visual or residential amenity. I note the PA concerns regarding the density and that it is well in excess of the LAP thresholds. However, having regard to the planning history of the adjacent site, the evolving context of the area, the need to maximise investment in costly infrastructure including the Glenamuck District Roads Scheme as well as proposed public transport improvements including the proposed bus priority corridor, I am satisfied that the densities proposed represent a sustainable and appropriate use of these zoned, serviced and strategically located lands. I am satisfied that a gross density of 47.5 units per ha can be accommodated on the land without any significant adverse impact due to the extensive open space provided for within the development, including the residual lands underneath the power lines which have been incorporated into the landscape strategy for the site. Whilst the proposed density is marginally below the figure of 50 units per ha set out in the guidelines for transport corridors, I consider it appropriate having regard to the transitional character of the area.

12.5 Height and Visual Impact

- 12.5.1 The issue of height was specifically addressed during the pre-application consultation with the Notice of Pre Application Consultation Opinion requesting the applicant to address the issue of the height of the proposed apartment blocks with regard to their visual impact on the Glenamuck District Roads Scheme and their relationship with adjoining sites and adjoining public open space.
- 12.5.2 The Planning Authority have raised a number of concerns regarding the proposed height of the development and consider it contrary to the provisions of the LAP. Notwithstanding the provisions of the Urban Development and Building Height Guidelines, and the provisions of SPPR3, it is detailed that the PA are satisfied that the height range specified in the LAP strikes an appropriate balance in managing transformative change for the subject site having regard to the provisions of the Guidelines and the context of the development site. The LAP states that 3 to 4 storeys would generally be encouraged and up to 5 storeys will be acceptable but these elements should be focussed primarily on the proposed distributor road and as corner elements at road junctions. The PA stated that they are of the view that the taller buildings east of the electricity restriction corridor are excessively tall and have

an overly urban appearance. It is recommended that blocks G1, G2, H1 and H2 should be reduced to 4 storeys. A specific condition in this regard is recommended. Concern have also be raised by the third parties regarding height and visual impact.

- 12.5.3 In justifying the height of the development, the applicants set out a detailed assessment of this issue in their Response to Opinion Report. In addition, a detailed visual impact assessment including photomontages from a number of viewpoints in the vicinity of the site is provided.
- 12.5.4 The development ranges in height from 2 to 5 storeys with one pop up feature of 6 storeys on a sloping part of the site at Block G1. It is detailed that the rationale of higher buildings only at the eastern part of the site relates to the nature of the topography which will result in the height of the proposed apartment blocks being c. one storey below the road. It is noted that the higher buildings are located close to the junction of the GDDR and GDLR and the new alignment of the Glenamuck Road as a spur off the new roads scheme. It is considered that the appropriate place for apartments on the application site is at the lower levels and closest to the new road network. Furthermore, the higher apartment buildings located east of the power lines frame the proposed open space and provide passive overlooking and amenity to future residents. It is also outlined that it is proposed to locate the cycle/pedestrian footpath behind the existing hedgerow in order to retain the existing hedgerow and maintain the rural environment that exists along the Glenamuck Road and that the blocks have been set back in order to reduce the visual impact.
- 12.5.5 The visual impact assessment carried out includes photomontages taken from 14 different locations. The methodology underpinning the assessment is robust and I am satisfied that the chosen locations of the viewpoints are appropriate and provide a useful baseline in order to assess the impact of the development. The report concludes that generally impacts created by the development itself are benign, particularly when compared with the potential impacts of the adjacent planned road schemes. It is stated that the buildings are appropriately scaled and located given the sites constraints and sensitivities. I note that the potential impacts of the development on Shaldon Grange are specifically considered in view 13a and it is evident that the proposed development will not be visible due primarily to the intervening dense vegetation.

- 12.5.6 The Building Height Guidelines acknowledge that building heights must be generally increased in appropriate urban areas. Whilst the height thresholds set out in the LAP are noted, the guidelines under SPPR 3 specifically state that taking into account wider strategic and national policy parameters, than the Planning Authority may approve a development, even where specific objective of the relevant development plan or local area plan may indicate otherwise.
- 12.5.7 As noted above, the subject site is located within the Glenamuck Kiltiernan LAP. Future development of the lands is predicated on significant new road infrastructure and the site will be adjacent to a planned transport corridor. In this context, it will be important to maximise the return on such investment and ensure that there is an efficient and sustainable use of land within the LAP. The subject lands are also significantly constrained due to the electricity power lines that traverse the site that effectively sterilise a large portion of the site from development. In this regard, it is important to ensure that appropriate densities are still achieved whilst protecting the visual and residential amenities of the area.
- 12.5.8 In this instance, I am satisfied that the approach to height which is aligned to the overall density of the site is appropriate. The applicants have sited the taller blocks close to the entrance and adjacent to the re-aligned section of the Glenamuck Road. This is in accordance with the guidance set out in the LAP which acknowledges that 5 storeys is acceptable when focussed primarily on the proposed distributor road. The taller elements of the scheme provide an appropriate visual frame to the large areas of open space, including the reservation corridor associated with the power lines and allow for passive surveillance of this area. Furthermore, the siting of the blocks responds to the topography of the site and will reduce the overall visual impact of the development when viewed from the Glenamuck Road. The visual impact will also be significantly reduced by the setting back of the blocks from the Glenamuck Road and the retention of the existing mature hedgerow (although it is acknowledged that this hedge may be removed when the road infrastructure works are implemented).
- 12.5.9 The PA comments that a reduction in height are appropriate having regard to the existing and character of Kiltiernan are noted. The fact that this is an area in transition is acknowledged. Nonetheless, with the development of the proposed new road infrastructure, the character of Kiltiernan will radically change and it will become

a new urban quarter. It is in this changing context that the development must be considered.

12.5.10 In conclusion, having reviewed the photomontages and detailed assessment set out in the applicants Response to Opinion and the Architectural Design Statement, as well as my observations on site, I am satisfied that the height of the proposed development is appropriate and will have no significant adverse visual impacts. I consider that the development has sited the taller elements at the most appropriate locations within the site and responds appropriately to the topographical variations across the site. The overall height and density must be considered in tandem and have regard to the particular constraints of the site with a large tract of land sterilised from development. The development in my view makes an appropriate and sustainable use of the subject lands and any reduction in height as suggested by the Planning Authority would in my view would result in an unsustainable density and inefficient use of these strategically located zoned and serviced lands. I am satisfied that the lands have the capacity to absorb a development of this scale and height without any adverse impacts.

12.6 **Development Strategy**

Design, Form and Layout

12.6.1 The existing 220kV overhead power lines pose a significant restriction on the site and effectively sterilises the land underneath from development. The proposed layout has incorporated this constraint successfully into the layout with the reservation corridor forming part of the landscape strategy for the site. The higher density apartments are located to the east of this zone, framing it and providing passive surveillance. As noted above, the higher elements of the scheme respond to the natural topographical variation across the site and will bound the realigned Glenamuck Road creating an appropriate urban edge. The medium density housing is located to the west of the site and comprises the terraced housing, duplexes and low rise villa apartments. The duplex units bounding the western edge are designed to be double fronted in order to provide passive surveillance of the proposed pedestrian and cycle route along this edge which will be shared with the neighbouring development. This also ties in well with the detail indicated on the masterplan of a greenway located to the west of the subject site.

- 12.6.2 In support of the development which forms part of a larger landholding, the applicant has submitted a masterplan. This in accordance with the provisions of the LAP. The masterplan considers how the development site may connect and integrate with adjoining development lands outside the ownership of the applicant. The layout also provides for future vehicular and cycle connections to adjoining lands. Adequate cycling and pedestrian routes are provided for throughout the development linking the Glenamuck Road to the proposed principal open spaces, neighbourhood facilities etc.
- 12.6.3 A range of building materials are proposed to provide interest and variation across the site. Materials generally include selected brick, and stone with some render. Porches, bay and dormer windows are detailed in pressed metal. The materials are generally considered robust and appropriate. I note however, that selected timber cladding is proposed on the elevational treatment of some of the blocks (see for example drawing 1801 – BLDG D – 0550). Render finish is also proposed on some of the apartment blocks. These types of materials have a poor history of weathering in the Irish climate and I recommend that they be omitted by condition.
- 12.6.4 The proposed development provides for a suitable mix of housing, duplexes and apartments across the site. As noted in section 3 above, a range of unit sizes are proposed and there are 6 different unit types. I note the Planning Authority are also in favour of the housing mix and state that it is supportive of social integration of different sized households and in accordance with policy RES7 of the County Development Plan regarding overall housing mix.
- 12.6.5 The development also provides for new communal facilities to serve the residential element of the scheme. These will be located in Block H1 and include a reception, communal rooms and a gym facility. A crèche and retail unit will also be provided. These additional amenities and facilities will be of benefit to future residents and provide for an enhanced level of amenity within the overall scheme.

Standard of Accommodation/Internal Standards

- 12.6.6 A housing quality assessment accompanies the application. This demonstrates that the development meets all of the required qualitative and quantitative standards for residential development. Each residential house will have access to a private rear garden ranging in size from 60 to 75 sq. metres. All apartments are served by a

private balcony, all of which exceed the minimum size requirements. Over 77% of the apartments are dual aspect, well in excess of the guidelines standards. The proposed apartments are generous in size and all are well in excess of the minimum unit size required. More than adequate storage is also provided. A high standard of accommodation will be provided for future occupants.

Open Space and Recreational Amenity

12.6.7 Due to the reservation corridor underneath the power lines, the development provides for a generous extent of open space. The extent of public open space is 6,155 sq. metres which is approximately 14.38% of the site area. This is well in excess of the development plan standard. The principal area is located adjacent to the larger apartment buildings and duplex blocks at the south eastern corner of the landholding. The park is anchored around an existing tree group to be retained. The additional 60 metre wide zone beneath the power lines provides an additional 8,964 sq. metres of residual open space and amounts to 20.94% of the site. Whilst this area will not be taken in charge and has not been used as part of the public open space calculations, it nonetheless provides an additional recreational amenity through the site. Due to the position of the open space corridor it will provide an appropriate link to Jamestown Park in later phases of development as set out in the overall masterplan. The space creates an opportunity for informal recreation and kick about spaces. It will be readily accessible and is overlooked for its full extent. The development also provides for appropriate children's play facilities throughout.

12.6.8 I note that the development provides where feasible the retention of hedgerows and trees with the development. A detailed arboricultural assessment is provided and this details that c. 47 of the 708 trees surveyed will be removed across the site to facilitate the development. The majority of those to be removed are category U and C trees and no category A trees will be removed. 14 category B trees will be removed. The retention of trees and hedgerows with the development is welcomed. These natural features will enhance the landscaping measures proposed and encourage biodiversity.

Connections and Permeability

12.6.9 As noted, the subject site provides the first phase of development on part of a larger landholding that comprises 19.92 ha. The masterplan and the layout of the scheme

provides for vehicular and pedestrian linkages between the site and later phases of development of the land in the control of the applicant as well as with adjacent landholdings. Cycle and pedestrian routes are provided through the masterplan area linking the proposed main open spaces along desire lines to public transport, neighbourhood facilities and the cycle routes set out in the LAP. Connections have been included to a greenway to the west of the site which enables a pedestrian/cycle connection along the Glenamuck Road to extend through adjacent proposed developments to the Enniskerry Road.

12.6.10 Concerns are raised by the PA that there is an absence of any written undertaking by the relevant landowners/developers indicating formal agreement and commitment to making these proposed linkages work. However, there is no requirement under the LAP to have such written agreement. I note that the issue of lack of connectivity was specifically raised in the decision to refuse the development on the adjacent landholding to the west. In this regard, it is in the interests of all landowners to work together co-operatively to ensure the appropriate development of these lands and avoid piecemeal delivery. No objection to the proposal or the submitted masterplan has been made by any of the adjacent land owners.

12.6.11 The PA concerns regarding the lack of universal access, particularly at connection point 2 is also noted. It is considered that this can be addressed by way of condition.

DMURS

12.6.12 It is detailed in the application that the following measures will be implemented to ensure the scheme adheres to the design concepts of DMURS:

- A speed limit of 30kph will apply throughout the scheme.
- Vertical deflections in the form of uncontrolled raised pedestrian crossings and raised junctions.
- Shared surfaces which are raised.
- Contrasting road surface material, particularly at raised areas where brick/imprinted paving is proposed.
- On street parking in front of buildings to enhance a sense of streetscape.

- Minimised corner radii at junctions and particularly at pedestrian crossings on junctions which will serve to reduce traffic speeds and also reduce the lengths of crossing points.
- Road cross sections in compliance with the minimum requirements of DMURS.

12.6.13 I am satisfied that the development provides for an appropriate road hierarchy throughout the scheme. Routes are legible and animated with active frontages. Adequate facilities are provided to facilitate pedestrians and cyclists and the scheme is generally compliant with the principles of DMURS.

Conclusion

12.6.14 In conclusion, I am satisfied that the development strategy for the site is appropriate and will provide a high standard of amenity for future occupants. Adequate consideration has been given to the need to integrate the site with adjacent lands and provide for appropriate connectivity and permeability. The standard of open space is high and is appropriately located and designed. Pedestrian and cyclist facilities are provided for and the apartments and dwellings are in accordance with the relevant qualitative and quantitative standards.

12.7 Site Services, Surface Water and Flooding

Site Services

12.7.1 It is proposed to construct a new foul drainage network to serve the development. The foul drainage network will flow by gravity and discharge to the 375mm diameter sewer to the north of the development.

12.7.2 The preferred connection point for water supply is to the exiting watermain running parallel to the sewer but will also have a connection to the 3" main on Glenamuck Road (which is to be upgraded as part of the GDDR/GLDR scheme). Internally the proposed development will be serviced with new 100mm and 150mm diameter watermains with individual metered connections.

Surface Water

12.7.3 An overall SUDS strategy has been adopted for the subject site and the wider masterplan lands. The strategy incorporates natural drainage features and identified sub catchments. In support of their proposals, the applicant s have submitted a detailed Engineering Report. Report on Ground Conditions, A Soakaway Test

Summary Report and a Stormwater Audit. A letter of consent regarding the surface water outfall through land outside the site boundary has been provided.

- 12.7.4 For the subject site, attenuation storage will be provided to ensure that there is adequate attenuation storage to enable a limited surface water discharge. The attenuation storage will take the form of 2 underground storage facilities each serving their respective catchment. A discharge rate of 23.80 l/s has been adopted for design purposes. The proposed surface water discharge is to the existing watercourse to the north of the site via an attenuated flow. Permeable paving is proposed for surfacing of all designated car parking areas providing a primary level of treatment from runoff from parked cars. Green roofs are provided for on Block H1, H2, G1 and G2. Due to the limited infiltration characteristics of the soil, the fact that the development site is not proposed to drain to the regional attenuation and treatment facilities which will be constructed as part of the GGDDR/GLDR and the fact that the provision of treatment storage is impractical due to site constraints, it is also proposed to provide supplementary storage. It is considered that this measure will provide further river regime protection and will also aid in the treatment of discharge from the site. The use of swales and tree pits is also proposed.

Flooding

- 12.7.5 It is noted that the development designed surface water model simulation does not identify any flooding of the proposed network. As such flooding of the development due to deficiencies in the network will not occur. Due to the surface design levels of the development and the natural topography of the existing ground levels, failure of the system as a result of blockage would result in any surcharged waters flowing along the road networks towards the northern (lower) end of the site and away from the development. There are no OPW records of flooding occurring on the site.

Conclusion

- 12.7.6 I note that no objection to the proposals have been raised by Dun Laoghaire Rathdown County Council. The report from Drainage Planning states that there has been detailed engagement with the applicant and that the report and drawings submitted generally satisfy the requirements of Municipal Services. No objections to the development subject to conditions are raised. The submission by Irish Water also

raised no objection to the water supply and foul drainage proposals. I consider the proposed site services and surface water proposals satisfactory in this regard.

12.8 **Transport, Parking, Pedestrian/Cycle Facilities**

Traffic Impact

- 12.8.1 As noted above, the Glenamuck Kiltiernan LAP provides for some interim development to take place in advance of the completion of the Glenamuck District Distributor Road (GDDR) and Glenamuck Local Distributor Road (GLDR). Having regard to the extent of development permitted on the Phase 1 lands to date, there is ample capacity to facilitate the proposed development. The objections of TII regarding prematurity are noted. However, as noted above, I am satisfied that the development can proceed on the basis of the interim phasing set out in the LAP.
- 12.8.2 In support of the application, the applicants have submitted a Transportation Assessment which addresses the transportation capacity considerations relating to the proposal. A Quality Audit and Travel Plan are also submitted. The Transportation Assessment notes that vehicular access to the site will be via a simple priority junction created onto the Glenamuck Road and that adequate sightlines can be achieved. The report notes that the development is expected to result in traffic increases at the Terminal Junctions (further north and south along Glenamuck Road) which are below the TII recommended and industry standard accepted threshold of 10%. The analysis also demonstrates that the proposed access junction will have more than adequate capacity to accommodate the worst case traffic associated with the scheme and that all of the RFCs are well below the theoretical capacity of 0.85 and no queuing is anticipated.
- 12.8.3 I note that the Transportation Department of the Dun Laoghaire Rathdown County Council raise no objections to the principle of the development and potential traffic impacts associated with it. I am satisfied that the development can be accommodated having regard to the quantum of housing proposed and the proposed revisions to the Glenamuck Road including the set back pedestrian and cyclist route as indicated on drawing no, 00101-S4-P02 and that there are no traffic/transportation capacity or traffic safety issues associated with the proposed development.

Parking

12.8.4 The proposed development provided for 268 car parking spaces to serve 203 residential units. An assessment of compliance with the car parking standards set out in Table 8.2.3 the Dun Laoghaire Rathdown County Development Plan is set out in section 7.1 of the applicant's Response to Opinion. In accordance with the standards set out in the County Development Plan, parking should be provided at the following ratios:

Residential Dwelling

1 and 2 bed units: 1 space

3 bed + unit: 2 spaces

Apartments

1 bed unit: 1 space

2 bed unit: 1.5 spaces

3 bed unit: 2 spaces

12.8.5 Non-residential land use parking standards are set out in Table 8.2.4 as follows:

Retail: 1 space per 50 sq. m. GFA in areas designated transport corridors

Childcare Services: 1 space per 1 staff member (including set down)

12.8.6 The plan states:

"The car parking standards set out for residential lands uses in Table 8.2.3 shall be generally regarded as 'standard' parking provision. The parking standards in Table 8.2.3 include spaces for both residents and visitors and these car parking spaces shall be clearly designated. Visitor car parking, preferably grouped and within communal areas, should be adequately provided for and reserved only for the use of visitors."

12.8.7 In accordance with the Development Plan, the residential parking should be provided as follows:

Unit Type	No.	Dev Plan Standard	No. Required	No. Provided	Note
1 bed apt	31	1x31	31	31	
2 bed apt	124	1.5x124	186	124	Provided at a rate of 1 per unit – less than DP standard (62 spaces)
3 bed apt	18	2x18	36	18	Provided at a rate of 1 per unit – less than DP standard (18 spaces)
3 bed house	20	2x20	40	40	
4 bed house	10	2x10	20	20	

12.8.8 As can be seen parking provision is generally provided in accordance with the Development Plan standards with the exception of the 2 and 3 bed apartments which provide 1 space per unit as opposed to 1.5 and 2 spaces respectively. It is detailed that in lieu of the additional 18 spaces required to serve the 3 bed apartments, that 18 visitor spaces are provided.

12.8.9 With regard to the commercial elements of the scheme, the crèche which has an area in excess of 480 sq. metres is provided by 14 spaces to facilitate staff and set down parking. The retail unit is provided with 3 spaces. This is considered adequate.

12.8.10 Concerns are raised by the Planning Authority regarding the quantum of residential parking proposed. It is considered that a total of 313 spaces should be provided overall to serve the residential element. Whilst the parking provision to serve the housing units is acceptable, it is considered that 253 spaces should be provided to serve the 173 apartments. The submission notes that whilst the Sustainable Urban Housing: Design Standards for New Apartments standards are noted, it is

considered that a reduced level of car parking is not appropriate on the subject site due its peripheral location. It is further detailed in the Planning Opinion that if the number of units overall is reduced, this would reduce the shortfall in car parking provision and it is suggested that Block D is omitted and replaced with car parking spaces.

12.8.11 The Sustainable Urban Housing: Design Standards for New Apartments specifically note that for peripheral and/or less accessible locations that as a benchmark, one car parking space per unit, together with an element of visitor parking such as one space for every 3-4 apartments should generally be required.

12.8.12 Having regard to this guidance and the fact that the in the future, the public transport offering serving the site will improve and mobility management measures implemented, I am satisfied that the quantum of parking proposed is sufficient to serve the proposed development. Whilst I note the PA recommendation that an apartment block should be omitted to provide additional surface car parking, I consider this an unsuitable and unsustainable use of the subject lands.

Cycle Parking

12.8.13 In terms of bicycle parking, 312 spaces are proposed. This parking provision is in excess of the Development Plan standard. It is noted by the applicant that the cycle parking provision is less than that required under the Apartment Guidelines which would amount to c. 419 spaces. In this regard, it is stated that the site is not in a city centre location and the level of provision is appropriate in that context. I note that the guidelines state that a deviation from the standards may be at the discretion of the Planning Authority having regard to factors such as location, quality of facilities proposed and flexibility for future enhancement etc. As the level of parking provision is well in excess of the Development Plan standard, I am satisfied that it is adequate in this instance.

12.9 Impact on Biodiversity

12.9.1 The subject site comprises a greenfield site. There are a number of mature hedgerows along the field boundaries. A small watercourse known as Carrickmines Stream adjoins the northern boundary. In support of the development, the applicants have submitted an Ecological Impact assessment. Walkover surveys were undertaken to ascertain if any rare or protected flora and fauna are present on the

site and to determine if there are any problematic invasive species. Bat surveys were also undertaken to determine the presence of potential roosting sites and feeding areas/commuting routes. The methodology for carrying out the surveys is set out in detail in section 2.2 of the report and I am satisfied that it is robust.

12.9.2 Impacts of the development on Natura 2000 sites is considered in section 11 of this report. It is noted that there are 2 pNHA in proximity to the site. The Dingle Glen pNHA is located 750 metres from the site and is separated from the development site by residential housing estates and agricultural lands. It is stated in the Ecological Impact Assessment that there are no potential pathways that provide a connection between the proposed development site and the PNHAs. The Loughlinstown Wood pNHA is located on the banks of the Shanganagh River, which is downstream of the proposed development site. There is no pathway by which potential pollutants from the proposed development site could reach the woodland. I am satisfied in this regard, that potential negative impacts from the development to either of the pNHA is unlikely to arise.

12.9.3 In terms of habitat the majority of the development will take place on two fields of dry meadow. Both fields are considered to be of local ecological value. Hedgerows present have a relatively high diversity of species and a dense structure. They are also considered to be of local ecological value. There is a small patch of mixed woodlands located within the eastern boundary of the site. It is considered a relatively modern feature (c. 50 years old) and of local ecological value. The Carrickmines Stream is part of the catchment of the Shanganagh River. The river has relatively little intrinsic value as a habitat and is considered of local ecological value. No rare or protected plants were found during the field surveys, nor were any invasive species.

12.9.4 In terms of fauna, common countryside birds were observed. Foxes were observed but are common throughout Ireland and have no legal protection. The site is considered of negligible value for Deer species and Otter. No Badger setts or any other field signs of the species were observed. Overall the site does not appear to be used by any rare or threatened terrestrial mammals. In terms of bats, the site is considered to have negligible suitability for roosting bats. Bat roosts have however, been recorded in the surrounding area. The bat survey determined that activity in the site was relatively low. The only exception was the hedgerow adjoining Glenamuck

Road at which there were regular passes by Common and Soprano Pipistrelles and a single Leislers Bat.

12.9.5 Potential impacts of the development include indirect impacts from pollutants to the Carrickmines stream during the construction phase. Appropriate construction management mitigation measures will be employed during the construction phase to minimise such impacts. During the operation phase, rainwater will either percolate to ground in green areas or will be channelled through oil/silt interceptors into attenuation tanks, from which it will discharge via a hydrobrake into the Carrickmines Stream. The development will result in the loss of some habitat during site clearance works, but this will be compensated in part by the landscaping scheme for the proposed development. The hedgerows along the north western, northern, eastern and southern boundaries of the site will be retained as will all of the semi mature trees in the mixed broadleaf woodland. Illumination by lighting in previously unlit areas may cause displacement of bats.

12.9.6 Section 6 of the Ecological Impact Assessment sets out a suite of mitigation measures including measures to prevent pollution to the Carrickmines Stream, protection of trees and birds during site clearance works and the use of bat sensitive lighting techniques. With the implementation of these measures, the report concludes that the development will not cause any significant negative impacts on designated sites, habitats, legally protected species or any other features of ecological importance. I am satisfied that the site is generally of low ecological importance. The mitigation measures set are reasonable and can be implemented by way of condition. I consider that the development will have no adverse or material ecological impacts.

12.10 **Other Issues**

Archaeology

12.10.1 I note the submission from the DAU requiring pre-development testing in advance of the commencement of construction and, if the Board are minded to grant permission, I would recommend that a condition is attached requiring pre-development testing in advance of the commencement of any construction.

Social Infrastructure

12.10.2 Concerns have been raised by both third parties regarding the impact of the development on local schools. In this context, I note that the applicant has submitted a schools and crèche report. This details that under the provisions of the Kiltiernan Glenamuck LAP that a 2ha school site has been reserved at land parcel 27c/27b which will facilitate either a 32 classroom facility or 2 no. 16 classroom facilities. It is also noted that a new Educate Together National School at Belarmine Vale was granted permission in 2016 and commenced construction in 2017. This school will accommodate 720 pupils. There are also a number of other primary schools within the local area. It concludes that there is significant capacity coming on stream within the area.

12.10.3 With regard secondary education, the Stepside Educate Together Secondary School is engaging in the feasibility of providing a new secondary 1,000 place school on the Ballyogan Road. Permission has been granted for an extension to Wesley College and Newpark School has recently been renovated and extended. I am satisfied that there is likely to be sufficient capacity existing and coming on stream at both at primary and secondary level to meet the demand generated by the proposed development.

Section 49 Condition

12.10.4 The PA in their opinion recommend that a condition is attached requiring a financial contribution is paid towards the cost of the Glenamuck District Distributor Road Scheme and the Surface Water Attenuation Ponds Scheme. It is stated in the reason for the condition is that the contribution has been provided for in the Supplementary Development Contribution Scheme adopted by the Council in November 2009. Given the strategic contribution that road would provide the area, I agree that it is reasonable to require that a contribution is paid toward this infrastructure and recommend a condition in this regard.

13.0 Recommendation

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

14.0 Reasons and Considerations

Having regard to the:

- a) The site's location within the boundary of the Kiltiernan Glenamuck LAP with a zoning objective for residential development;
- b) The policies and objectives in the Dun Laoghaire Rathdown county Development Plan 2016 to 2022;
- c) Nature, scale and design of the proposed development;
- d) Pattern of existing and permitted development in the area;
- e) The Rebuilding Ireland Action Plan for Housing and Homelessness 2016;
- f) The Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas and the accompanying Urban Design Manual;
- g) The Design Manual for Urban Roads and Streets (DMURS) issued by the Department of Transport, Tourism and Sport and the Department of the Environment, Community and Local Government in March 2013;
- h) The Guidelines for Sustainable Residential Developments in Urban Areas and the accompanying Urban Design Manual – a Best Practice Guide, issued by the Department of the Environment, Heritage and Local Government in May 2009;
- i) The Sustainable Urban Housing: Design Standards for New Apartments issued by the Department of the Environment, Community and Local Government in March 2018;
- j) The Urban Development and Building Heights Guidelines for Planning Authorities 2019;
- k) Submissions and observations received.

It is considered that, subject to compliance with the conditions set out below, the proposed development would not seriously injure the residential or visual amenities of the area or of property in the vicinity, would respect the existing character of the area and would be acceptable in terms of traffic and pedestrian safety and convenience. 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 landscaping scheme shown on drawing number No. 100 Landscape Masterplan, as submitted to the An Bord Pleanála on the 19th day of March, 2019 shall be carried out within the first planting season following substantial completion of external construction works.

All planting shall be adequately protected from damage until established. Any plants which die, are removed or become seriously damaged or diseased, within a period of five years from the completion of the development, shall be replaced within the next planting season with others of similar size and species, unless otherwise agreed in writing with the planning authority.

Reason: In the interest of residential and visual amenity.

3. Prior to the commencement of development, the developer shall retain the professional services of a qualified Landscape Architect as Landscape Consultant throughout the life of the site development works and shall notify the planning authority of that appointment in writing. The developer shall engage the Landscape Consultant to procure, oversee and supervise the landscape contract for the implementation of the permitted landscape proposals. When all landscape works are inspected and completed to the satisfaction of the Landscape Consultant, he/she shall submit a Practical Completion Certificate (PCC) to the planning authority for written agreement, as verification that the approved landscape plans and specification have been fully implemented.

Reason: To ensure full and verifiable implementation of the approved landscape design proposals for the permitted development, to the approved standards and specification.

4. All trees and hedgerows within and on the boundaries of the site shall be retained and maintained, with the exception of the following:
 - (a) Specific trees, the removal of which is authorised in writing by the planning authority to facilitate the development.
 - (b) Trees which are agreed in writing by the planning authority to be dead, dying or dangerous through disease or storm damage, following submission of a qualified tree surgeon's report, and which shall be replaced with agreed specimens.

Retained trees and hedgerows shall be protected from damage during construction works. Within a period of six months following the substantial completion of the proposed development, any planting which is damaged or dies shall be replaced with others of similar size and species, together with replacement planting required under paragraph (b) of this condition.

Reason: In the interest of visual amenity.

5. Prior to commencement of any permitted development, the developer shall engage the services of a qualified arborist as an arboricultural consultant, for the entire period of construction activity. The developer shall inform the planning authority in writing of the appointment and name of the consultant, prior to commencement of development. The consultant shall visit the site at a minimum on a monthly basis, to ensure the implementation of all of the recommendations in the tree reports and plans. To ensure the protection of trees to be retained within the site, the developer shall implement all the recommendations pertaining to tree retention, tree protection and tree works, as detailed in the in the submitted Tree Survey Report. All tree felling, surgery and remedial works shall be completed upon completion of the works. All works on retained trees shall comply with proper arboricultural techniques conforming to BS 3998: 2010 Tree Work – Recommendations. The clearance of any vegetation including trees and shrub shall be carried out outside the bird-breeding season (1 March–31 August inclusive) or as stipulated under the Wildlife Acts 1976 and 2000. The arborist

shall carry out a post construction tree survey and assessment on the condition of the retained trees. A completion certificate is to be signed off by the arborist when all permitted development works are completed and in line with the recommendations of the tree report. The certificate shall be submitted to the planning authority upon completion of the works.

Reason: To ensure and give practical effect to the retention, protection and sustainability of trees during and after construction of the permitted development.

6. Prior to the commencement of development, the applicant shall submit revised plans for the written agreement of the Planning Authority. The revisions will relate to the pedestrian linkage referred to as proposed connection point two in section 5.2 of the Masterplan, Connections and Open Space Hierarchy Report and shall comprise a redesign of the proposed connection to ensure that it is universally accessible.

Reason: In the interests of inclusion and pedestrian permeability.

7. 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 footpath connections and 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) The roads layout including junctions, parking areas, footpaths, cycle paths and kerbs, pedestrian crossings, car parking bay sizes and road access to the development shall comply with the requirements of the Design Manual for Roads and Streets and with any requirements of the Planning Authority for such road works.
 - (c) Cycle tracks within the development shall be in accordance with the guidance provided in the National Cycle Manual.

(d) The materials used in any roads/footpaths/set down areas provided by the developer shall comply with the detailed standards of the Planning Authority for such road works.

(e) A Mobility Management Plan shall be prepared and submitted to the Planning Authority for approval prior to the commencement of development.

(f) The developer shall carry out a Stage 2 and Stage 3 Quality Audit (which shall include a Road Safety Audit, Access Audit, Cycle Audit and Walking Audit), which shall be submitted to the planning authority for its written agreement. The developer shall carry out all agreed recommendations contained in the audits, at the developer's expense.

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

8. Prior to first occupation of any of the units, all of the proposed pedestrian cyclist links shall be satisfactorily completed at the applicant's expense and available for public use. This shall include the proposed new footpath/cycle link along the northern side of Glenamuck Road South, unless otherwise agreed with the Planning Authority.

Reason: To comply with Section 10.6 of the Kiltiernan Glenamuck LAP and provide for connectivity.

9. Prior to commencement of development the Applicant shall agree details of the layout and all works to be carried out at the Applicants expense at Glenamuck Road South with the Planning Authority (Capital Projects Section).

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

10. All roads shown connecting to adjoining lands shall be constructed up to the boundaries with no ransom strips remaining to provide access to adjoining lands. These areas shall be shown for taking in charge in a drawing to be submitted and agreed with the Planning Authority

Reason: In the interest of permeability and proper planning and sustainable development.

11. No dwelling units within the proposed development shall be sold separately, independent from the associated car parking provision. All the proposed car parking spaces shall be for occupants of the residential units and shall be sold

off with the units and not sold separately or let independently from the residential development.

Reason: In the interest of orderly development.

12. Public lighting shall be provided in accordance with a scheme, details of which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. Such lighting shall be provided prior to the making available for occupation of any unit.

Reason: In the interests of amenity and public safety.

13. Water supply and drainage arrangements, including the attenuation and disposal of surface water, shall comply with the requirements of the Planning Authority for such works and services.

Reason: In the interest of public health.

14. Proposals for an estate/development name, apartment and 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/development signs, and apartment/house numbers, shall be provided in accordance with the agreed scheme. The proposed name 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 of the development shall be erected until the developer has obtained the planning authority's written agreement to the proposed name.

Reason: In the interests of urban legibility, and to ensure the use of locally appropriate place names for new residential developments.

15. The mitigation measures outlined in the Ecology Impact Assessment submitted with this application shall be carried out in full, except where otherwise required by conditions of this permission.

Reason: To protect the environment.

16. The developer shall facilitate the archaeological appraisal of the site and shall provide for the preservation, recording and protection of archaeological materials or features which may exist within the site. In this regard, the developer shall:

(a) notify the planning authority in writing at least four weeks prior to the commencement of any site operation (including hydrological and geotechnical investigations) relating to the proposed development, and

(b) employ a suitably-qualified archaeologist prior to the commencement of development. The archaeologist shall assess the site and monitor all site development works.

The assessment shall address the following issues:

(i) the nature and location of archaeological material on the site, and

(ii) the impact of the proposed development on such archaeological material.

A report, containing the results of the assessment, shall be submitted to the planning authority and, arising from this assessment, the developer shall agree in writing with the planning authority details regarding any further archaeological requirements (including, if necessary, archaeological excavation) prior to commencement of construction works.

In default of agreement on any of these requirements, the matter shall be referred to An Bord Pleanála for determination.

Reason: In order to conserve the archaeological heritage of the area and to secure the preservation (in-situ or by record) and protection of any archaeological remains that may exist within the site.

17. 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: In the interest of visual amenity, and to permit the planning authority to assess all signage on this site through the statutory planning process.

18. The opening hours of the proposed café/shop shall not exceed the hours of 6am to 11pm.

Reason: In the interest of the residential amenities of the area.

19. Details of the materials, colours and textures of all the external finishes to the proposed buildings shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. This shall include revised drawings indicating the omission of timber cladding and use of render on the apartment blocks and its replacement with more suitable robust and sustainable material/s. The finishes of the proposed bin stores and substation shall be changed from brick to granite.

Reason: In the interest of the visual amenities of the area.

20. 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 amenities of property in the vicinity and the visual amenities of the area.

21. Site development and building works shall be carried out only between the hours of 0800 to 1800 Mondays to Fridays inclusive, between 0800 to 1400 hours on Saturdays and not at all on Sundays and public holidays. Deviation from these times will only be allowed in exceptional circumstances where prior written approval has been received from the planning authority.

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

22. Prior to the commencement of development, the developer shall submit a construction and demolition waste management plan to the planning authority for agreement 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. This shall include details of waste to be generated during site clearance and construction phases and details of the methods and locations to be employed for the prevention, minimisation, recovery and disposal of this material.

Reason: In the interest of orderly development and sustainable waste management.

23. Prior to commencement of development the developer shall submit and obtain the written agreement of the Planning Authority, 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 for the ongoing operation of these facilities.

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

24. All service cables associated with the proposed development (such as electrical, communal television, telephone and public lighting cables) shall be run underground within the site. In this regard, ducting shall be provided to facilitate the provision of broadband infrastructure within the proposed development.

Reason: In the interest of orderly development and the visual amenities of the area.

25. 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 inter alia: details and location of proposed construction compounds, details of intended construction practice for the development, including hours of working, noise management measures, off-site disposal of construction/demolition waste.

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

26. The management and maintenance of the proposed development following its completion shall be the responsibility of a legally constituted management company, or by the local authority in the event of the development being taken in charge. Detailed proposals in this regard shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.

Reason: To ensure the satisfactory completion and maintenance of this development.

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 97(7) applies) may be referred by the planning authority or any other prospective party to the agreement to the Board 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 for 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 such other security as may be acceptable to the planning authority, to secure the reinstatement of public roads which may be damaged by the transport of materials to the site, coupled with an agreement empowering the planning authority to apply such security or part thereof to the satisfactory reinstatement of the public road. 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: In the interest of traffic safety and the proper planning and sustainable development of the area.

29. 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.

30. The developer shall pay to the planning authority a financial contribution in respect of the Glenamuck District Distributor Road Scheme and the Surface Water Attenuation Ponds Scheme 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.

Erika Casey

Senior Planning Inspector

17th June 2019