Inspector's Report
PL-501631-DR-26

Development	Change of use from office building to student accommodation, extension to rear, reconfiguration of front area, provision of ancillary facilities and associated site works
Location	118, Rock Road, Booterstown, County Dublin
Planning Authority	Dun Laoghaire Rathdown County Council
Planning Authority Reg. Ref.	D26A/0176/WEB
Applicant(s)	Pep Capital Ltd
Type of Application	Permission
Planning Authority Decision	Grant Permission + Conditions
Type of Appeal	Third Party Normal Planning Appeal
Appellant(s)	Dermot Penston
Observer(s)	None
Date of Site Inspection	13th October 2026
Inspector	Suzanne Kehely

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1.0 Site Location and Description

1.1. The site of 375 sq.m. consists of an existing two storey terraced property located on west side of the coastal Rock Road nears its junction with Booterstown Ave where there is a small neighbourhood cluster of commercial premises. It is opposite the Booterstown DART station where there is a public car park. Booterstown Marsh separates the Rock Road from the Dart Line at this location.

1.2. The site is irregular in shape with a frontage of over 11.5m and widening to over 15.5m to the rear of the premises where it steps along part of the rear building line of no120 and then widens a little more along the angled rear boundary. The rear garden extends in depth from c. 10m to c. 12.2m and is terraced and is bound with old granite stone walls. The property has a wide four bay frontage that directly overlooks the coast. It is adjoined to the south and southwest by the Punch Bowl - a public house/restaurant function room/beer garden which is in a larger prominent corner position and wraps around the site to the rear and also its gable end steps - forward of the subject site on Rock Road. It is adjoined on its northern side by a similar scaled but wider two storey property (120 Rock Road) along the same façade building and sharing a roof and this is occupied by a dental practice. To the rear, the site is overlooked by residential properties on Booterstown Ave to the southwest and Grotto Avenue (cu-de-sac) to the north-west. No 1 Oak Lodge which extends alongside the rear of the site, is at the end of a terrace house of 5 modern two storey dwellings that are set back from Grotto Ave and overlook the site at angle to the rear.

1.3. The site has a partially original railed boundary to the front and pedestrian access is via a stepped entrance to the door. It has no other access and no off-street parking.

1.4. There is on street parking to the front of the site and is currently subject to pay and display parking restrictions. There is a bus lane and cycle lane in each direction along the Rock Road in the vicinity of the site. It is served by 4 bus routes in addition to the DART. It is within reach of Trinity via UCD among other third level colleges. Primary schools, a Montessori school and youth centre grounds are located on the northern side of Grotto Avenue at and near the junction with Rock Road.

2.0 **Proposed Development**

2.1. Permission is sought for the change of use from office building to student accommodation and construction of a first-floor extension to rear, reconfiguration of front area, provision of ancillary facilities and associated site works.

2.2. The main elements are described as:

- The **change of use** of an existing vacant two-storey office building (253 sqm) to student accommodation, providing 12 no. bedspaces, communal kitchen, dining, living, and area (c. 51 sqm).
- Layout: Ground floor: Communal area and 3 en-suite no. bedrooms (1 no. accessible) Firat Floor: 9 no. bedrooms by shared WC facilities.
- **Extension and internal works**: construction of a rear extension at first-floor level (c. 29.2 sqm), together with internal reconfiguration works necessary to facilitate the proposed student accommodation use providing a total gross floor area of 282.1 sqm.
- **External Works**: Reconfiguration of area to the front of the building including removal of sections of the existing plinth/railing to provide of 2 no access ramps, bicycle parking and bin storage. The provision of ancillary facilities, including external communal open space to the rear (152.5 sqm) and 12 no. secured covered cycle parking to the front.
- All associated site development works, including landscaping.
- Nature of development is described as an **adaptive reuse of existing building stock for bedspaces and communal areas that brings the building up to date in relation to the building regulations** such as Part M (access) and Part B (fire safety) and Part L (energy use conservation). The new design will aim to provide a high-level of quality for facilities for storage, waste management and secure covered cycle parking to the rear. Each room will have their shared toilets with communal areas for kitchen/ dining and living facilities. Blackrock Park is within 30m and the rear garden provides a private amenity space for the students.
- **No existing or proposed dedicated car parking** spaces for this property - there are pay and display parking areas directly outside.

2.3. The application is accompanied by

- Drawings as updated in Further information which includes revisions/clarification of detail on landscaping including shelter, sedum roof to plant room and boundary treatment to the rear, fenestration and bike parking, and post box location to front.
- Modification from two ensuite bathrooms to single larger shared accessible bathroom and ancillary storage at ground floor
- A Planning Report
- Infrastructure Services Report
- BER report
- Mechanical & Electrical Services Integration
- AA Screening In the absence of mitigation, no significant effects on European sites are likely. No specific mitigation is required to prevent impacts on European sites. This report presents a Stage 1 Appropriate Assessment Screening for the Proposed Development, outlining the information required for the competent authority to screen for appropriate assessment and to determine whether or not the Proposed Development, either alone or in combination with other plans and projects, in view of best scientific knowledge, is likely to have a significant effect on any European or European site.
- Flood Risk Assessment (6/3/26) It is not anticipated that this development will have any impact on downstream as there is no increase is drained surface proposed. All available information has been reviewed in preparation of this flood risk assessment. It concludes that

  The CFRAMS flood zoning maps published by the Office of Public Works (OPW) indicate that the development will not be affected by a 1-in-1000-year flood event.

  There is no extant information publicly available that indicates that the proposed site is or will become at risk of flooding events exceeding the lowest probabilities defined in the guidelines. The site is therefore classifiable as Flood Zone C in the OPW Guidelines Matrix of Vulnerability (refer to page 7 above) meaning that residential development is appropriate for the site and there is no requirement to proceed to stage 3 (detailed flood risk assessment). We are therefore fully satisfied that the proposals to develop this site properly achieve full compliance

with the requirements of The Planning System and Flood Management Guidelines as published by the Department of Environment, Heritage and Local Government in November 2009.

- Schedule of floor area (FI)
- Noise Technical Report (FI) - Technical Note by Member of the Institute of Acoustics (MIOA) sets out Measures to minimise noise in outdoor area.
    - A management company will be appointed and that a 22.00hrs curfew will apply to the use of the outdoor communal space thus ensuring that any potential noise nuisance or disturbance of sleep during the night-time period, officially designated as 23.00 – 07.00hrs will be eliminated.
    - It is further recommended that the Management Company prepares and implements measures in relation to noise as part of the Management Plan for the accommodation:
        - At the outset, students will be informed of the conditions of stay including the requirement to reduce noise.
        - Awareness training for students and signage in the outdoor shelter focusing on reducing noise and promoting respect for nearby neighbours.
        - Designation of a Manager/ staff member to deal with complaints from neighbours.
        - Implementation of a complaint procedure including contact details to be made available to adjoining residents.
        - All complaints will be logged and thoroughly investigated.
        - The written complaints log will be maintained by the Management Company. This will, at a minimum, record the name of the complainant, date and time of the complaint and a record of the details of the complaint including the date and time of when the effect was observed and what was observed e.g. rowdy behaviour.
        - Immediate action will be taken on receipt of the complaint.
        - Corrective actions will be detailed in the log.

- The following measures have been integrated into the design of the proposed development to minimize noise from the outdoor communal area:

  1. The communal area now comprises a 3-sided roofed shelter open for access to the north thus directing any sound northwards away from 1 Oak Lodge.

  2. The shelter will be constructed from timber cladding on the walls and insulated corrugated roof sheeting. The walls and roof will have a minimum surface mass density of 10 kg/m2 to prevent the passage of noise through the structure. The proposed material will also provide absorption of noise to prevent reflection off hard surfaces.

  3. The southern boundary will be planted. While this will likely have a minimal effect in terms of decibel reduction, the provision of planted areas in urban settings can qualitatively improve the soundscape

- Natural features as provided in the design have been shown to improve perceived tranquillity.

3.0 Planning Authority Decision

3.1. Decision

3.1.1. By Order dated 9th June 2026 the planning authority issued notification of its decision to grant permission subject to 17 conditions. This followed an initial request for further information on 28th April 2026 to which a response was received on 18th May 2026.

3.1.2. Conditions

Condition 2 clarifies nature of use for higher level student use and tourist type in o holiday period outside academic terms. - not for permanent residential use or hotel hostel aparthotel or similar.

Condition 3 restrict use of communal amenity space after 11 pm a mid-week and after midnight m weekends [this could be better worded to clarify external use]

Condition 4 Operation and management Plan to be submitted for agreement re communal area use of reflective film, landscape maintenance schedule for shared southern boundary, Incorporation of noise mitigation measures in the Noise Technical Report

Condition 5 details of signage to be submitted for agreement

Condition 6 NTA requirements

Conditions 7, 8, 9 10 Construction related: CEMP, construction debris **public liaison**, hours

Condition 11 Waste management general

Condition 12 Surface water, green roof specification and changes to hardstanding specification.

Condition 13 plant equipment – pumps etc to be sited designed and attenuated/enclosed to protect amenity of adjunct houses.

Conditions 14-17 financial contribution

3.2. **Planning Authority Reports**

3.2.1. Initial Planning Report: In the initial assessment the proposal was considered to be compatible with the zoning objective and consideration for transitional zone given its location in an NC and proximity to residential zones. Student use is considered an acceptable use in the neighbourhood centre having regard to the nature of the mix of existing uses and the introduction of additional footfall in the area. The proposed use is considered positive in the context of NPF objective for reuse of vacant buildings for student accommodation proximity to public transport However some concern raised over amenities in terms of quality of the proposed development and impacts along boundaries with neighbouring residential were note. No significant building conservation issues are considered to arise given the limited nature of the works proposed. The minor modifications to the front elevation and boundary are positive.

3.2.2. Further information was sought in respect of: Layout and design of proposed accommodation by reference to Design Guide for State Sponsored Student Accommodation and protection of amenities and boundary details.

Item 1. The Applicant is requested to address the following issues with regard to the layout / design of the proposed student accommodation: -

a) Bathroom / Room Sizes: Confirm that all bathrooms and room sizes meet the minimum areas set out in the Design Guide for State Sponsored Student Accommodation (2025). All areas within the proposed bedroom should be detailed it storage, desk, bedspace etc. All areas indicated on the Floor Plans and Schedule of Accommodation must be consistent.

b) Storage: Clarify the location / provision of 'ancillary storage'.

c) Facilities: Provide a location for a dedicated post room / area.

d) Amenity: Consider the amenity of the ground floor bedrooms which are immediately adjacent the public realm / communal area: -

i) The ramp area should be reconsidered to allow for a privacy buffer / additional landscaping to improve the amenity / privacy of Bedroom Nos. 1 and 2 (ground floor).

ii) Consideration should be given to the alteration of Bedroom no. 3 in terms of layout / fenestration and / or additional landscaping to provide for more appropriate levels of amenity / privacy for future occupants."

Item 2 – Southern Boundary Treatment: The Applicant is requested to provide further detail in relation to the treatment of the shared southern boundary, including: -

• Site cross-section drawings to detail the relationship with adjoining development to the immediate south (including levels of the top of the exiting well).

• Consideration should also be given to the provision of screening on top of the existing wall to increase privacy for No. 1 Grotto Avenue.

• Clarification as to whether the proposed trees can be successfully planted and maintained is required, in particular, avoiding damage to the shared boundary wall and overhanging of the properties immediately adjoining the southern boundary."

3.2.3. Final Planning Report: All issue addressed to its satisfaction.

3.2.4. Other Technical Reports

Drainage: No objection on the following conditions:

1. The proposed green roof shall be designed, installed and maintained in accordance with the requirements of BS EN 12056-3:2000 and The SUDS Manual (CIRIA C753).

2. Any changes to parking and hardstanding areas shall be constructed in accordance with the recommendations of the Greater Dublin Strategic Drainage Study for sustainable urban drainage systems (SuDS)

EHO: The proposal is acceptable to this office subject to:

Env Enforcement: DLR Environmental Enforcement Department initially note lack of information relating to management and environmental emission. it suggests that the proposal can be undertaken in accordance with standard methods of construction and subject to the inclusion of the following recommended conditions in the event of a grant of Planning Permission.

Transportation Planning: Car Parking Provision

- No car parking provision is proposed. Having regard to the proximity of the development to public transport (approx. 170m from the Booterstown DART Station) and the availability of existing cycling facilities, Transportation Planning consider the proposal acceptable.
- Cycle Parking Provision: The provision of 12 No. sheltered bike stands within the front curtilage of the development is noted and welcomed.
- Transportation Planning have no objection to the proposed change of use subject to conditions:

Conservation Division. Architects Department: No report

3.3. **Prescribed Bodies**

NTA

The NTA is generally satisfied that the subject development can be delivered without prejudicing the delivery of the permitted Belfield/Blackrock to City Centre CBC Scheme. While no land-take or set-back requirements associated are with the proposed development, the NTA has concerns in relation to the construction period. E.g.

- The tie-ins between the proposed development and the CBC Scheme, in particular ensuring consistency in the vertical and horizontal levels of each project;

- The management of construction traffic and general traffic during the construction of the proposed development, in particular where the construction period overlaps with that of the CBC Scheme; and
- The potential for issues to arise on-site related to the location of development's proposed Utilities

In order to ensure that the proposed development can proceed in a manner which facilitates the progress of the permitted CBC Scheme, the NTA recommends that, in the event of a grant of permission, a condition is attached which requires the following:

- Agreement between the applicant and the local authority, in conjunction with the NTA, on the detailed design of the proposed development in advance of construction commencing in order to demonstrate that it facilitates the CBC Scheme in relation to the tie-ins; vertical and horizontal levels; traffic management, including construction traffic; and the location of the development's proposed utilities; and
- That the applicant continues communications with the NTA during the construction period at regular intervals, including notifying the NTA of any changes to the proposed development during this time to ensure that the proposed development and the CBC Scheme progress in an integrated manner

3.4. **Third Party Observations**

Four submissions were made to the planning authority and raised objections generally based on nature and intensification of use, incompatibility with residential area and specific concerns relating to privacy, noise and boundary treatment, increased traffic and car parking demands and overall impact on amenity.

4.0 Planning History

4.1. The site

PA ref D24A/0714 refers to permission in November 2024 for permission for change of use from Office use to Music Academy educational use.

4.2. The adjoining site no. 120

D17A/0758 and D17A/1048 refers to permission for change of use form office to residential and related alterations and works to the property.

4.3. Rock Road

An Bord Pleanála Ref. HA29N.313509, refers to permission for Bus Connects Core Bus Corridor in March 2024, for the development of the Belfield/ Blackrock to City Centre Core Bus Corridor (CBC) Scheme which is an element of the Bus Connects infrastructure programme. This CBC Scheme will run from the Monkstown Road-Temple Hill junction towards Dublin City Centre, along the R113 and N31 to the north of the subject site.

5.0 Policy Context

5.1 Dun Laoghaire Rathdown Development Plan 2022-2028

5.1.1. Zoning and map-based objectives

The site is zoned NC 'To protect, provide for and-or improve mixed-use neighbourhood centre facilities,' under the Development Plan, where student accommodation use is open for consideration, subject to compliance with development standards.

Rock Road includes a Core Bus Corridor map-based objective (Blackrock to Merrion)

Rock Road has a 'Preserve Views' map-based objective across Dublin Bay.

The site is adjacent to a residential zone A where it is an objective to provide residential development and improve residential amenity while protecting the existing residential amenities.

Section 13.2.1 provides for Transitional zonal Areas: In dealing with development proposals in these contiguous transitional zonal areas, it is necessary to avoid developments which would be detrimental to the amenities of the more environmentally sensitive zone. For instance, in zones abutting 'residential areas' or abutting residential development within mixed-use zones, particular attention must

be paid to the use, scale and density of development proposals in order to protect the amenities of these residential properties.

5.1.2. **Student Accommodation**

Policy Objective PHP29: Provision of Student Accommodation

It is a Policy Objective to facilitate increased provision of high-quality, purpose built and professionally managed student accommodation in line with the provisions of the National Student Accommodation Strategy (2017). Purpose built student accommodation should be provided on campus or in suitable locations which have convenient access to Third Level colleges (particularly by foot, bicycle and high quality and convenient public transport) in a manner compatible with surrounding residential amenities avoiding overprovision of student accommodation in any one area.

Section 12.3.7.11 Student Accommodation criteria

The location of student accommodation should follow the following hierarchy of priority:

- On campus
- Within 1km distance from the boundary of a Third Level Institute
- More than 1km from a Third Level Institute and within close proximity to high quality public transport corridors (DART, N11 and Luas), cycle and pedestrian routes and green routes. In all cases such facilities will be resisted in remote locations at a remove from urban areas.

(ii) Student Accommodation

A building or part thereof used or to be used to accommodate students whether or not provided by a relevant provider (within the meaning of Qualifications and Quality Assurance (Education and Training) Act 2012), and that is not for use (i) as permanent residential accommodation, or (ii) subject to (b), as a hotel, hostel, aparthotel or similar type accommodation, and (b) includes residential accommodation that is used as tourist or visitor accommodation but only if it is so used outside of academic term times. (from Planning and Development (Housing) and Residential Tenancies Act 2016).

5.1.3. **Car parking**

5.1.4. In the Supplementary Map T2 (Variation No.1) the site is in Zone 1 and in a Core Bus Corridor and along the Dart Line This map should be read in conjunction with Section 12.4.5, Table 12.6 Car Parking Zones and Standards, and Section 4.2 'Sustainable Transport Infrastructure Policies and Objectives' – Parking Objectives TAM14 in Sandyford Urban Framework Plan

5.1.5. **Other policy and standards**

The planning report of the PA sets out the overall policy context in terms of core strategy climate Action, land use zoning, neighbourhoods and homes, transport and mobility, enterprise and employment and heritage and specific reference, to development management standards for student accommodation,

5.2 National/Regional Plans/Policies

5.1.6. National Planning Framework

- **NPO 10: Deliver Transport Oriented Development** at scale and suitable locations, served by high-capacity public transport and location within or adjacent to the built-up footprint of the five cities or a metropolitan town and ensure compact and sequential patterns of growth,
- **NPO 14: Regenerate and rejuvenate** cities, towns and villages of all types and scale as environmental assets that can accommodate changing roles and functions, increased residential population and employment activity, enhanced levels of amenity and design and placemaking quality, in order to sustainably influence and support their surrounding area to ensure progress toward national achievement of the UN Sustainable Development Goals
- **NPO 45:** Increase residential density in settlement through a range of measures including reduction in vacancy, **re-use of existing building**, infill development schemes, area or site-based regeneration, increased building height and more compact forms of development,
- **Section 6.6** refers to the need for student accommodation in the context of overall housing provision. - location of **student accommodation needs to be approximate as possible to the centre of education as well as being connected to accessible infrastructure** such as walking, cycling and public

transport. Student accommodation also contributes to the financial, cultural, and social fabric of regions, cities and towns. The adaptive reuse of existing buildings and brownfield sites for student accommodation can assist with the reduction of vacancy and dereliction, thereby promoting vitality and vibrancy in settlements, in support of Town Centre First principles. The National Student Accommodation Strategy supports these objectives.

5.1.7. Regional Spatial an economic Strategy for the Eastern and Midland Regions (2019)

- PRO 4.3 support **consolidation and re-intensification** of infill brownfield sites to provide high density people intensive uses within the existing built-up area if Dublin City and suburbs
- Section 9.3 housing and regeneration states that **specialised housing such as student accommodation is indicative of a change in approach** that will be necessary to accommodate the change in demand and demographics in the Region into the future.

5.2. **National Guidance**

5.2.1. Design Guide for State Sponsored Student Accommodation Version 1.0 - May 2025, (the Higher Education Authority, the Department of Further and Higher Education, Research, Innovation and Science, the Department of Housing Local Government and Heritage). This seeks best practice and value for money for the State in ensuring additional supply for students, while enabling the delivery of modern facilities that are functional, sustainable, maintainable, flexible, and safe, with high-quality architectural design. It is non-mandatory guidance document for both on and off campus facilities including those by private sector.

The Design Guide represents a vital step towards achieving the goals of the National Student Accommodation Strategy, as it will provide the evidence base and practical tools needed to support the efficient delivery of high-quality student accommodation having regard for value for money considerations for the State. The layouts provided in Section 3.0 are illustrative and users of this Guide may choose alternative layouts adhering to the minimum room area standards set out. A suite of layouts is presented in Section 3.0 from which users can select room types based on suitability i.e. to reflect site requirements and/or specific needs. It is recognised that flexibility in design may be required to allow for site constraints.

National Student Accommodation Strategy The first National Student Accommodation Strategy was published in 2017 and set out a broad framework to benefit the student community and reduce pressure on the private rental sector by enhancing the level of student accommodation supply. In early 2024, the Government approved a long-term student accommodation policy that will see the State investing directly in student accommodation for the first time. This has paved the way for a new Student Accommodation Strategy which is in development. The purpose of the new Student Accommodation Strategy is to ensure that the availability and rental cost of student accommodation no longer act as barriers to accessing or progressing through third-level education. By addressing these challenges, the aim is to create an equitable environment where students, regardless of their background, can fully benefit from the opportunities provided by higher education.

5.2.2. Other

- Sustainable Residential Development and Compact Settlement: Guidelines: for planning authorities

  SPPR1 – minimum separation distance of 16m between opposing windows serving habitable rooms at the rear or side of hose s, duple unit or apartments units above ground floor level. separation distance below 16m may be considered acceptable in circumstances where there are no opposing windows serving habitable rooms and where suitable privacy measures have been designed into the scheme to prevent undue overlooking of habitable rooms and private amenity spaces.

- Delivering Homes Building Communities 2025-2939 (2025)

5.4 Natural Heritage Designations

The site Is c.75m west of South Dublin Bay and River Tolka Estuary SPA (004024) and 170m from South Dublin Bay SAC (000210).

6.0 EIA Screening

The development for retention has been subject to preliminary examination for environmental impact assessment (refer to Form 1 and Form 2 in Appendices of this report). Having regard to the characteristics and location of the development and the types and characteristics of potential impacts, it is considered that there is no real likelihood of significant effects on the environment. The development, therefore, does not trigger a requirement for environmental impact assessment screening and an EIAR is not required.

7.0 The Appeal

7.1. Grounds of Appeal

7.1.1. An appeal has been lodged against the decision to grant permission by a resident in the area who is concerned about the impact of the proposed development on overall amenities of the of the area having particular regard to:

- the availability of on-street parking in the area.
- The communal living nature of the development in family-oriented residential area
- The sub-standard nature of development

7.2. Applicant Response

The applicant's planning consultant has responded to the grounds of appeal with a detailed submission on the nature and merits of the cases and its compatibility generally with planning policy and the neighbouring area particular in the context of the detailed items addressed in the further information. This acceptability is generally supported by refence to that absence of 3rd parties appeals from the multiple objectors. In addressing traffic and parking issue raised in the ground of appeal regarding parking, a report by consulting engineers has been appended. This report states:

- The former office use would likely have higher vehicular traffic generation and car parking demand than student accommodation of the nature proposed.
- Pay and display is managed by DLRCC and permits restricted – unlikely to be given to newly permitted student accommodation and student unlikely to pay for parking where there is good public transport alternatives
- Parking Quantum: Restricting parking is a standard demand management measure
- CSO data shows that only 38 students in electoral area travel as car drivers
- The no on-site parking is supported by high density rented student residential development with leases including no parking provision, copious bike parking, well served by public transport. Implementation of an Active Travel Plan, parking management strategy and enforcement of parking controls.
- The Development Plan provision is a maximum of 1 space per 15 bedspaces for zone 2 which applies. Less than one space is the maximum and less than one is in effect provided.
- Accessibility: the site is in an area where cycling facilities are continual. The sit is in the NTA's GDA Cycle Network Plan for this area
- It is within a 20-25 min walk and 8-minute cycle of UCD Belfield Campus
- It is 50m from a bus stop and across the road from the DART. The Dart serve Trintiy College via Pears St station.
- The S6 Bus slinks to between Blackrock to Dundrum Luas in Dundrum village.
- The site is on the Spine radial toute into the city as part of the Bus Connects (fig 9) NTA GDA map extract

7.3. Planning Authority Response

- No further comments

7.4. Further Response

7.4.1. In a submission of 27th August, the appellant disputes the response

- The narrowness of road is emphasised and the nature of the demand due to origin of students from wider country and that accommodation is also for tourists and visitors - this wider range placing further demand.
- Inadequate kitchen bathroom indoor communal areas relative to bed spaces confirm its substandard nature
- No guarantee that it will stay as a student use e.g. future hostel permanent residential permission accordingly setting a dangerous precedent.

8.0 Assessment

8.1. Issues

8.1.1. This appeal relates to a change of use of a c. 252 s.qm. Victorian property for office to student accommodation and involves relatively minor works including a 29 sq.m. first floor rear extension and alterations. Having examined the application details and all other documentation on file, the reports of the Planning Authority, the observations to the planning authority, having conducted an inspection of the site and environs, and having reviewed relevant local policies and guidance, I consider that the principal consideration in the assessment of this appeal centres on impact on car parking and impact on residential amenity. Accordingly, this assessment is set out under the following headings:

- Principle of Development
- Car Parking the availability of on-street parking in the area.
- Impact on residential amenity -standard of development

8.2. Principle of Development

8.2.1. The provision of a residential type of accommodation with communal living is considered by the appellant to be out of context in an area which is characterised by private family oriented residential home. However, based on the land-use zoning objectives in the current development plan for the area, the proposed change of use from office to student accommodation in a site governed by a neighbourhood centre zoning objective is an acceptable type of development in principle.

8.2.2. In terms of the development plan policy, support for student accommodation albeit as a change of use in this case, is reflected in Policy Objective PHP29 which specifically states it is a Policy Objective to facilitate increased provision of high-quality, purpose built and professionally managed student accommodation in line with the provisions of the National Student Accommodation Strategy imitated in 2017 and strategically removing barriers to access to education The development plan objective states that aside from campus locations for such, accommodation should be in locations which have convenient access to Third Level colleges (particularly by foot, bicycle and high quality and convenient public transport) and be in a manner compatible with surrounding residential amenities while also avoiding overprovision of student accommodation in any one area. criteria is further stated in section 12.3.7.11 regarding student accommodation. Given the location being within easy reach of the city centre and educational establishments such as Trinity College and also more locally Blackrock Further Education in addition to the accessibility of UCD, I consider the location in principle meets with accessibility criteria. The site is also accessible to local shops and services and therefore not reliant on car-based transport which spatially accords with sustainable land use and transport objectives of CSG. i accords with the national planning framework which refers in section 6.6 to the need for student accommodation and the aim for such to be in an accessible location

8.2.3. The policy basis for supporting the re-use of an existing building in a neighbourhood centre and in a location that is well serviced by public transport, cycling and walking infrastructure and is proximate to higher Education facilities is very strong. In terms of re-using building for student accommodation it accords with the national planning framework NPO 45 which re-use as measure to increase density. I also concur with the planning authority that the alterations to the premises are generally acceptable in a principle. However, permission is predicated on not giving rise to impacts that would be detrimental to amenities of the adjacent residential development which is governed by the residential zoning objective. Assessment criteria is set out in section 13.1.2 of the development plan for transitional zones in addition with the requirement to accord with RET7 objective in seeking to protect amenities of surrounding areas in the neighbourhood.

8.3. Car Parking

8.3.1. In this case the site has no on-site car parking, and none is proposed as part of the provision of services and amenities for the proposed student accommodation for 12 students or servicing the premises thereof. There is however a multi space on-street parking bay to the front of the property which is subject to Pay and Display terms. The appellant makes the case that the proposed nature of the residential type use will impact on the availability of on-street car parking in the area for both residents in the area who have an established reliance on-street parking in addition to other users associated with local schools and services. Particular concern is expressed with compromising access to primary level schools along Grotto Avenue by limiting available car parking for collecting and dropping off young children.

8.3.2. The applicant has responded in detail by way of an engineer's report which makes a number of general comments about the nature of car parking demand and essentially that there is no material difference or intensification of parking from the office use in the building. The applicant makes the point that the former office use would likely have higher vehicular traffic generation and car parking demand than student accommodation of the nature proposed. This I note, is not supported with any parking survey data – no details are provided general or otherwise in terms of parking demand patterns of staff or clients or hours of opening. Instead, low demand from students is extrapolated from driving rates based on census data.

8.3.3. It is I consider likely that the nature of car parking, if any, generated by students in this area would be residential in nature in terms of being in the evenings and weekends when, for example students may be driving from remote locations outside Dublin and then driving to Belfield where there is extensive car parking. Visitor parking is also a possible generator of traffic. This I consider is different to office car parking which is more likely to be during or close to business hours during Monday to Friday thereby freeing up space during hours when residential generated parking is likely to be higher and essentially permitting dual use of car parking. I note that the immediate road network along Booterstown Avenue and Grotto Avenue near their respective junctions with Rock Road have double yellow lines which extend in part along the frontage of residential properties. Accordingly, the on-street parking to the front of the site serves an extended area where no parking is available to the front of

a number of houses. I can therefore understand how potentially a new residential type parking use may impact on on-street availability.

8.3.4. Notwithstanding the potential for less dual use as likely shared between office and residential, I consider the car parking requirements for the site on the basis of Development Plan policy and standards are being met. The Development Plan prior to the variation required a maximum level of 1 space. The original Development Plan provision was a maximum of 1 space per 15 bedspaces for zone 2 (which no longer applies). Less than one space is the maximum and less than one is in effect provided. In the variation to the plan, the site is in Zone 1 where the lowest level of car parking is required. The planning authority ultimately has discretion to relax car parking requirements in both the previous and most recent version of the development plan. In this regard I note that the established and authorised office use has no parking. Of particular benefit is the accessibility of the site and I note that the transportation department states in regard to no car parking provision, that 'having regard to the proximity of the development to public transport (approx. 170m from the Booterstown DART Station) and the availability of existing cycling facilities, that Transportation Planning consider the proposal to be acceptable.' This approach is I consider robustly supported in the National Planning Framework. For example, the highly accessible location of the site in terms access to two types of high-quality transport routes being some 50m from a bus stop and across the road from the DART. The Dart serves Trintiy College via Pearse St station. The S6 Bus links to between Blackrock to Dundrum Luas in Dundrum village. The site is on the Spine radial toute into the city as part of the Bus Connects as illustrated in the applicant's NTA GDA map extract (fig 9) in addition to the other modes such as walking and cycling NTA's GDA Cycle Network Plan for this area provide a range of reasonable and viable alternative to the private car. This is further reinforced by the commitment of NTA in delivering the Bus Corridor as expressed in its submission to the planning authority in this application. It is within a 20-25 min walk and 8-minute cycle of UCD Belfield Campus

8.3.5. Furthermore, I note the proposed management measures in relation to the reality of no car parking, As the applicant states, restricting car parking supply is a standard demand management measure and I accept that the proposal for lease-based accommodation allows for an adaption to no car parking. The proposed measures

support this by both the provision of bicycle parking and the terms of tenancy lease in its advocacy of public transport which is readily available. There is therefore I accept an inherent provision for a very low car parking demand.

8.3.6. In terms of competing with spaces, it is also pointed out by the applicant that the parking permit allocation for the pay and display area is managed by DLRCC who ultimately can refuse a permit to new student accommodation. While the assumption by the appellants engineer that students are unlikely to pay for parking where there are good public transport alternatives is speculative, I accept that the underlying lack of guaranteed car parking is more likely to inhibit the generation of car parking demand.

8.3.7. I do not consider there is any reasonable evidence to support the case that the proposed change of use from an established office premises to small scale student accommodation is likely to interfere with the free flow of traffic or safety and do not consider there to be any reasonable grounds to refuse permission on the basis of either insufficient car parking or traffic generation of a nature that would be prejudicial to be public safety by reason of traffic hazard.

8.4. **Impact on residential amenity.**

8.4.1. The appeal grounds make reference to the unsuitability of the communal type living nature of the development in family-oriented residential area. I note in the planning authority consideration regard was had to the concerns raised by neighbouring residents in terms of noise and privacy. The matter of noise was addressed in considerable detail, and mitigation was sought by way of design and management proposals. Particular regard was had to impact on the adjacent dwelling extending along the rear boundary at no.1 Oak Lodge. (No. 118 and 120 on each side are commercial premises). I note in this regard that the subject garden area is in the order of 152sq.m and is only being moderately reduced by a plant room which is along the boundary with no.120 and in a manner would act as a buffer to Oak lodge garden area and protect it amenity, subject to the plant operating within acceptable noise limits (This is addressed in conditions by the PA).

8.4.2. In respect of minimising noise and protecting amenities while also providing usable amenity for the student residents, the applicant in further information amended the

landscaping. This provides for a 3-sided roofed shelter in the garden which is designed and positioned to direct any sound away from the boundary and minimise noise from the outdoor communal area. The boundary is proposed to be planted and will I accept enhance the visual amenities and aspect. My reading of the noise deflection and direction northwards away from Oak lodge ('The communal area now comprises a 3-sided roofed shelter open for access to the north thus directing any sound northwards away from 1 Oak Lodge') is somewhat confusing in that no.1 Oak Lodge is north and northwest of the site. The precise positioning could be subject to agreement so as to ensure noise levels are minimised by the correct positioning of the shelter as a noise buffer. Ultimately however I consider the restricted access arrangement in the nighttime is a clear and effective measure in minimising noise emanating from the premises.

8.4.3. In the further information submitted, the applicant itemises the scope of an intended management plan which addresses the use and management of the communal area outside. I note for example the applicant proposes a curfew at 22:00hr and a designated manager for complaints. I note the Planning Authority has set hours restricting the use from 11pm which gives some leeway for the operator to implement curfew hours. I note however that the Public Liaison condition by the planning authority relates only to the construction phase when in fact it is during the operational stage that nuisance is more likely to arise. This could be clarified in an amended condition relating to an Operational Management Plan and its scope. Although this is very small in scale, I consider conditions of permission relating to hours and complaints are a reasonable means to regulating the outside use of student accommodation and more particularly for more transient users in the holiday period outside academic terms.

8.4.4. In summary, the only abutting and nearest residential property is to the west (no. 1 Oak Lodge) and subject to amended details and subject to conditions there is no likely adverse impact that would arise from noise nuisance. In view of the separation distance and angle of façade, no directly opposing views within 16m will arise between habitable rooms at 1st floor level. The additional semi-mature pleached trees will contribute to the protection of privacy and aspect. I therefore do not consider there to be any reasonable grounds to refuse permission on grounds of injury to residential amenities of properties in the area. Having regard to the

development plan considerations for of a transitional zone which I consider applicable in his case, I consider the upgrading of the vacant building to provide for a new residential type of use to be compatible with the NC zoning without adversely impacting on residential amenity or conflicting with the residential zoning objecting governing the adjacent properties.

The sub-standard nature of development

8.4.5. Reference is also made to the sub-standard nature of development. I note the planning authority in its assessment gave detailed consideration to the layout and design of the proposed accommodation by reference to the State guidelines Design Guide for State Sponsored Student Accommodation Version 1.0 - May 2025. While this is non-mandatory guidance document for both on and off campus facilities including those by private sector, the applicant has submitted drawings that clearly identify all bedroom areas including both the proposed accessible bedrooms and standard bedroom layouts. The summary schedule sets out in detail how the space is generous relative to the standards. I note the bedrooms all exceed the minimum level and in overall terms, the 12 bedrooms collectively exceed the minimum by 42 sq.m. The kitchen/living/dining area exceeds the minimum by over 25%. Added to this generous floor area, the higher floor to ceiling heights in this older building have the potential to further enhance the sense of space. The details within Drawing Nos. PA014 and PA015 illustrate how the proposed layout meets the design guide recommended areas. In terms of facilities such as ancillary storage and dedicated post box area, these were additional clarified in further information. In terms of privacy and protection of amenities at ground level these matters have been considered in detail and addressed in the revised proposals which include use of one-way reflective film to glazing at ground floor level adjacent to Bedrooms 1 and 2. Externally the revision to the front curtilage provides for bicycle parking. However, to be in line with current standards this should ideally be provided with charging points and different types of bicycles although space is restricted. This can be addressed by condition. The ramped access is a positive development in terms of enhancing access for future residents.

8.4.6. In terms of outdoor amenity, a landscaped garden area in the order of 152sq.m is more than acceptable for 12 persons particularly in a context where on-campus

facilities will be likely to be available in addition to local amenity space in this coastal setting.

8.4.7. In overall terms, the interventions with the building provide for its upgrade and re-use in a manner that accords with development plan policy, objectives and development management criteria. Accordingly, I do not consider that the proposed development can reasonably be described as substandard and do not therefore consider there are any grounds for refusal of permission based on these grounds.

Future use

8.4.8. There is concern by the appellant that the use may evolve from student accommodation with ancillary tourist use to a more intense tourist use or other use. In this case the applicant has clearly stated the intended primary use is for student use. The planning authority has attached conditions restricted this use, configuration and its management in addition to conditions protecting residential amenity. Notably this includes the restricted access to the external communal area to the rear. Any material change in use and or omission of such conditions would be subject to a grant of permission thereby providing an opportunity for appraising any proposal on its merits with the opportunity for submission from third parties. I do not consider the possibility of future use is reasonable grounds for refusal for the subject proposal.

8.5. Other matters

8.5.1. The site adjoins the edge of a candidate ACA and a protected structure. While the building is not a protected structure it is an integral element in the Victorian streetscape character along this part of Rock Road. The front curtilage has been altered in the past by a widened pedestrian entrance with extended steps. Railings for example appear not to be original. The proposals are relatively minor and relate to provision of a ramped access and are overall part of a cohesive layout and design appropriate to the proposed use.

8.5.2. One of the main architectural features of the building is a bowed rear elevation over two storeys which incorporates three (two over two) sliding sash windows on ground and first floor levels. The proposed layout shows construction of partition wall up to the centre window opening. There are no clear plans or elevational details of how this exactly interfaces with the opening, despite a new wall being centred in the central window elevation.

8.5.3. While it is not protected, it is I consider a prominent elevation as viewed from surrounding houses and which relates to a Victorian building of similar character to those in the adjacent candidate architectural conservation area. To block up this opening or divide into two would be incongruous with the façade and detract from its character and visual amenities of the adjacent cACA. I consider a minor reconfiguration in the proposed internal partition arrangement whereby two windows could be incorporated in the one room and one window into the other would address this without materially altering the rear elevation or layout. This could be addressed by condition.

9.0 **AA Screening**

9.1. I have considered the subject development in light of the requirements S177U of the Planning and Development Act 2000 (as amended). The subject development relates to minor works on existing premises in an urban area. It is not located within or immediately adjoining any designated Natura 2000 sites. It Is c.75m west of South Dublin Bay and River Tolka Estuary SPA (004024) and 170m from South Dublin Bay SAC (000210), but it is separated from these sites by a major multi-lane traffic throughfare. The DART line is also in close proximity and partly traverses the SPA and bounds the SAC along the coast. No nature conservation concerns pertaining to the sensitivities of these sites were raised in the planning appeal.

9.2. An Appropriate Assessment Screening Report was submitted with the application. The report concluded that there is no direct hydrological or biodiversity connection from any sites within a 15km catchment. The report also refers to the existing and proposed connection to the combined sewer that discharges to the Dublin Bay after treatment at the Ringsend Treatment plant. The report states that there is potentially a remote indirect hydrological pathway from the proposed development site to European sites located within the Irish Sea & Dublin Bay (South Dublin Bay SAC, North Dublin Bay SAC, Rockabill to Dalkey Island SAC, Howth Head SAC, South Dublin Bay and River Tolka Estuary SPA, North Bull Island SPA, Howth Head Coast SPA, Dalkey Islands SPA and North-West Irish Sea SPA). However, given that foul and surface water will be treated at Ringsend WwTP via the combined sewer network, any pollutants, dust or silt laden run off will be dispersed, diluted, and ultimately treated within the public network prior to reaching the marine environment

where these sites are located. In terms of air borne disturbances on bird species, no Impacts are likely by reason of noise due to the intervening road and rail corridor and existing high noise and disturbance. Despite the lack of hydrological connection, the Zoi was extended to a 15km range. The report concluded that having taken into consideration the surface and foul drainage proposals for the proposed development, the distance between the proposed development site to designated conservation sites, the direct and indirect hydrological pathways and/or biodiversity corridor links to conservation sites and the dilution effect within the combined drainage network and subsequent treatment it is concluded that the proposed development would not give rise to any significant effects to designated sites. The construction and operation of the proposed development will not impact on the conversation objectives of qualifying interest of European Sites. Accordingly, it concluded that likely significant effects on these European sites could be excluded.

9.3. The Planning Authority considered the Screening Report to be adequate and to provide sufficient information to undertake Stage 1 Appropriate Assessment Screening and accepted its conclusion that Appropriate Assessment was not required.

9.4. Having considered the nature, scale and location of the project, I am satisfied that it can be eliminated from further assessment as there is no conceivable risk to any European site. The reason for this conclusion is as follows:

- The scale and nature of the development in an urban built-up area,
- The absence of connectivity to the nearest European site
- The conclusions of the planning authority on AA screening

9.5. Accordingly, I conclude on the basis of objective information, that the proposed development would not have a likely significant effect on any European site either alone or in combination with other plans or projects. Likely significant effects are excluded and therefore a retrospective Appropriate Assessment (Stage 2) under Section 177V of the Planning and Development Act 2000 (as amended) is not required.

10.0 **Water Framework Directive**

10.1. The proposed development comprises the change of use of an existing building with a small extension in floor area at first floor level and no increase in building footprint other landscaping type structures (bike store, ramp, seating shelter). Some landscaping works are proposed to both front and rear of the property and measures incorporate SuDs such as the green roof over the plant room and all are acceptable to the Drainage Division subject to conditions. The site is in an urban serviced area with existing connections. There will be an overall reduction in surface discharge to the existing combined sewer and the revised drainage design provides for future separate connections in the event of new separate foul main line. No water deterioration concerns were raised in the planning appeal, and the development could be considered to be positive in respect of the upgraded drainage works.

10.2. I have assessed the project and have considered the objectives as set out in Article 4 of the Water Framework Directive which seek to protect and, where necessary, restore surface & ground water waterbodies in order to reach good status (meaning both good chemical and good ecological status), and to prevent deterioration.

10.3. Having considered the nature, scale and location of the project, I am satisfied that it can be eliminated from further assessment because there is no conceivable risk to any surface and/or groundwater water bodies either qualitatively or quantitatively. The reason for this conclusion is as follows:

- Nature of works e.g. small scale and nature of the development.
- Urban serviced area

10.4. I conclude that on the basis of objective information, that the proposed development will not result in a risk of deterioration on any water body (rivers, lakes, groundwaters, transitional and coastal) either qualitatively or quantitatively or on a temporary or permanent basis or otherwise jeopardise any water body in reaching its WFD objectives and consequently can be excluded from further assessment.

11.0 **Recommendation**

I recommend that permission be granted for the proposed based on the following reasons and considerations and subject to the following conditions.

12.0 **Reasons and Considerations**

12.1. Having regard to Policy Objective PHP29 regarding the provision of Student Accommodation, the 'Neighbourhood Centre' land use zoning objective pertaining to the site and the adjacent residential area governing by the 'Residential' zoning objective, all as contained in the Dun Laoghaire Rathdown County Development Plan 2022-2028 and also having regard to the established office use on the site, the absence of other 3rd level student accommodation in the vicinity, the location of the site served by high quality and convenient public transport, cycleways and footpaths with convenient access to Third Level Colleges, the nature, modest scale and design of the proposal, the separation distances between the proposed habitable areas and existing neighbouring dwellings, it is considered that, subject to compliance with the conditions set out below, the proposed development would provide for high quality student accommodation and amenity space for prospective occupants, would not adversely impact on the residential amenities of the area by way of overlooking or overbearance, would not adversely impact on the visual amenities of the area and would be acceptable in terms of car parking, traffic and pedestrian safety and convenience. Furthermore, the proposed development would be consistent with national, regional and local planning policies and objectives supporting the provision of student accommodation as part of compact urban growth along high quality public transport corridors and intensification of use of existing built-up serviced areas. The proposed development would, therefore, be in accordance with the proper planning and sustainable development of the area.

13.0 **Conditions**

1. The proposed development shall be carried out and completed in accordance with the plans and particulars lodged with the application, as amended by the further plans and particulars received by the planning authority on the 18th day of May, 2026, 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 proposed

development shall be carried out and completed in accordance with the agreed particulars.

Reason: in the interest of clarity

2. The proposed development shall be used for:

(a) student accommodation or accommodation related to a Higher Education Institute only, during the academic year, or

(b) student accommodation or accommodation related to a Higher Education Institute or tourist/visitor accommodation only, during academic holiday periods. The development shall not be used for the purposes of permanent residential accommodation, as a hotel, hostel, apart-hotel or similar use without a prior grant of permission.

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

3. The proposed development shall be amended as follows:

(a) the partition layout of the first floor room to the rear at the southern end which includes part of the external elevation incorporating three sliding sash windows shall be revised such that the original openings and sash windows are retained in their configuration and the external character is maintained.

Revised drawings showing compliance with these requirements shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.

Reason: In the interests of [visual] [and residential] amenity. Prior to commencement of development, Details of amended layout

4. (a) 12 no. safe and secure bicycle parking spaces shall be provided within the site. Provision should be made for a mix of bicycle types including cargo bicycles. Details of the layout of these spaces shall be submitted to, and agreed

in writing with, the planning authority prior to commencement of development.

(b) Electric charging points to be provided at an accessible location for charging cycles/scooters/mobility scooters. Details to be submitted to and agreed in writing with the planning authority.

Reason: To ensure that adequate bicycle parking provision is available to serve the proposed development, in the interest of sustainable transportation.

5. The applicant with the appointed contractor shall develop and implement a Public Liaison Plan for the duration of the works covering the following

   (a) Appointment of a Liaison officer as a point of contact to engage with local community and respond to concerns

   (b) Keeping local residents informed of progress and timing of particular construction activities that may impact them

   (c) Provision of a notice at the site entrance identifying a means to make a complaint

   Reason: In the interest of residential amenity.

6. Access to the communal amenity spaces to the rear of the property shall be restricted from 11pm to 7 am daily during weekdays (Monday to Friday) and from 12am to 7p.m. during weekends (Saturday, Sunday and Bank Holidays) This requirement shall be incorporated into any Operational and Management Plan for the site.

   Reason: In the interest of residential amenity.

7. The proposed development shall be implemented as follows:

   (a) The student accommodation and complex shall be operated and managed in accordance with a Student Accommodation Management Plan providing adequate measures for the future maintenance of the property and communal open areas including hard and soft landscaping, bicycle parking areas and access ways and communal refuse/bin storage maintenance schedule for the

one-way reflective film use at the ground floor bedroom, landscape maintenance schedule relating to the shared southern boundary, a complaint's liaison manager and incorporation of the noise mitigation measures outlined in the Noise Technical Report submitted as further information which shall be agreed in writing with the planning authority prior to the occupation of these units,

(b) Student units/apartments shall not be amalgamated or combined Reason: In the interest Of the amenities of occupiers of the units and surrounding properties

Reason: In the interest of residential amenity.

8. The communal areas shall be used solely for purposes ancillary to the enjoyment of the residents of the student accommodation and shall not be used for sleeping accommodation or for any commercial purpose. No part of the premises shall be sold, let or otherwise transferred or conveyed, save as part of the overall premises.

   Reason: in the interest of residential amenity and the proper planning and sustainable development of the area.

9. A comprehensive boundary treatment and landscaping scheme shall be submitted to and agreed in writing with the planning authority, prior to commencement of development. This scheme shall include the following: -
   (a) Proposed planting of additional trees along the north-eastern boundary, including details of proposed species;
   (b) Details of all proposed hard surface and/or permeable surface finishes, including samples of proposed paving slabs/materials for footpaths, kerbing and road surfaces within the development;
   (c) Details of proposed outdoor shelter, its acoustic properties and exact location.

   (d) Details of lighting in common areas, fixtures and seating;

   (e) Details of proposed boundary treatments at the perimeter of the site, including heights, materials and finishes. In this regard, the remaining front boundary railings and plinth shall be suitably finished in matching material and design of existing railings while harmonizing with adjacent boundary treatment to the north.

The boundary treatment and landscaping shall be carried out in accordance with the agreed scheme and shall be completed prior to the first occupancy and shall, thereafter, be permanently retained.

Reason: In the interest of residential and visual amenity

10 The final detailed design and location of building services such as heat pumps shall be installed to avoid generation of noise disturbance. Clearly audible and impulsive tone at noise sensitive location during evening and night shall be avoided irrespective of noise level. Where appropriate external plant shall bell be fitted with acoustic baffles /enclosures. details shall be submitted for prior written agreement of the planning authority.

Reason: In the interest of residential amenity.

11 The following requirements of the National Transport Authority shall be complied with in full:

(a) Prior to the commencement of development an agreement between the applicant and the local authority in conjunction with the NTA on the detailed design of the proposed development is required in order to demonstrate that it facilitates the Core Bus Corridor Scheme in relation to the tie-ins, vertical and horizontal levels, traffic managements, including construction traffic and the location of the utilities serving the site and

(b) the applicant shall agree a system of maintaining communications with the NTA during construction phase at regular intervals and notify of any changes to the proposed development so as to ensure that the proposed development facilitates the CBC progress.

Reason: In the interest of public safety and to safeguard investment in public infrastructure.

12 Water supply and drainage arrangements, including the disposal of surface water, the provision of hardstanding that incorporate permeability, and the provision of a green roof on the proposed extension, shall comply with the requirements of the planning authority for such works and services. The proposed green roof shall be designed, installed and maintained in accordance with the requirements of BS EN 12056-3:2000 and The SUDS Manual (CIRIA C753).

Reason: In the interest of public health.

13 (a)A plan containing details for the management of waste (and, in particular, recyclable materials) within the development, including the provision of facilities for the storage, separation and collection of the waste and, in particular, recyclable materials and for the ongoing operation of these facilities shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. Thereafter, the waste shall be managed in accordance with the agreed plan.
And
(b) This plan shall provide for screened communal bin stores, the locations and designs of which shall be included in the details to be submitted.

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

14 Access to the roof area shall be restricted for purposes of maintenance works only and shall not be accessible to residents of this development.

Reason: In the interest of residential amenity.

15 Any changes to parking and hardstanding areas shall be constructed in accordance with the recommendations of the Greater Dublin Strategic Drainage Study for sustainable urban drainage systems (SuDS) i.e. permeable surfacing, and in accordance with Section 12.4.8.3 Driveways/Hardstanding Areas of the County Development Plan 2022-2028. Appropriate measures shall be included to prevent runoff from front hardstanding area entering onto the public realm as required. Where unbound material is proposed for driveway, parking or

hardstanding areas, it shall be contained in such a way to ensure that it does not transfer on to the public road or footpath on road safety grounds.

16 Site development and building works shall be carried out between the hours of 0700 to 1800 Mondays to Fridays, inclusive, between 0800 to 1400 hours on Saturdays and not at all on Sundays or public holidays. Deviation from these times shall only be allowed in exceptional circumstances where prior written agreement has been received from the planning authority.

Reason: To safeguard the amenity of property in the vicinity

17 A Construction Environmental Management Plan (CEMP) shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. The CEMP shall include, but not be limited to, construction phase controls for dust, noise and vibration, waste management, protection of soils, groundwaters and surface waters, site housekeeping, emergency response planning, site environmental policy, and project roles and responsibilities.

Reason: in the interest of environmental protection, residential amenities, public health and safety and environmental protection

18 All necessary measures shall be taken by the contractor to prevent the spillage or deposit of clay, rubble or other debris on adjoining roads during the course of the works.

Reason: To protect the amenities of the area.

19 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.

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

20 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 Coimisiun 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

I confirm that this report represents my professional planning assessment, judgement and opinion on the matter assigned to me and that no person has influenced or sought to influence me, directly or indirectly, following my professional assessment and recommendation set out in my report in an improper or inappropriate way.

Suzanne Kehely

Senior Planning Inspector
29th October 2026

Appendix 1: Form 1 - EIA Pre-Screening

Case Reference	PL-501631-DR-26
Proposed Development Summary	Change of use from office building to student accommodation, extension to rear, reconfiguration of front area, provision of ancillary facilities and associated site works
Development Address	118, Rock Road, Booterstown, County Dublin
IN ALL CASES CHECK BOX / OR LEAVE BLANK	
1. Does the proposed development come within the definition of a 'Project' for the purposes of EIA?	☒ Yes, it is a 'Project'. Proceed to Q.2.
	☐ No, No further action required.
(For the purposes of the Directive, "Project" means: - The execution of construction works or of other installations or schemes, - Other interventions in the natural surroundings and landscape including those involving the extraction of mineral resources)	
2. Is the proposed development of a CLASS specified in Part 1, Schedule 5 of the Planning and Development Regulations 2001 (as amended)?	
☐ Yes, it is a Class specified **in Part 1. EIA is mandatory. No Screening required. EIAR to be requested. Discuss with ADP.**	.
☐ No, it is not a Class specified in Part 1. Proceed to Q3	
3. Is the proposed development of a CLASS specified in Part 2, Schedule 5, Planning and Development Regulations 2001 (as amended) OR a prescribed type of proposed road development under Article 8 of Roads Regulations 1994, AND does it meet/exceed the thresholds?	

☐ No, the development is not of a Class Specified in Part 2, Schedule 5 or a prescribed type of proposed road development under Article 8 of the Roads Regulations, 1994. **No Screening required.**	
☐ Yes, the proposed development is of a Class and meets/exceeds the threshold. **EIA is Mandatory. No Screening Required**	
☒ Yes, the proposed development is of a Class but is sub-threshold. **Preliminary examination required. (Form 2)** **OR** **If Schedule 7A information submitted proceed to Q4. (Form 3 Required)**	**Class 10(b)** **(iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere**

4. Has Schedule 7A information been submitted AND is the development a Class of Development for the purposes of the EIA Directive (as identified in Q3)?	
Yes ☐	**Screening Determination required (Complete Form 3)**
No ☒	**Pre-screening determination conclusion remains as above (Q1 to Q3)**

Inspector: _____ Date: _____

Appendix 2: Form 2 - EIA Preliminary Examination

Case Reference	PL-501631-DR-26
Proposed Development Summary	Change of use from office building to student accommodation, extension to rear, reconfiguration of front area, provision of ancillary facilities and associated site works
Development Address	118, Rock Road, Booterstown, County Dublin
This preliminary examination should be read with, and in the light of, the rest of the Inspector's Report attached herewith.	
Characteristics of proposed development (In particular, the size, design, cumulation with existing/ proposed development, nature of demolition works, use of natural resources, production of waste, pollution and nuisance, risk of accidents/disasters and to human health).	The proposed extension is at first floor level and does not increase the building footprint. The main works involve landscaping and provision of a plant room, garden shelter and landscaping works in a 152 sq.m. area to the rear which has been terraced. The small front garden area to front which is substantially hard-surfaced is to be subject to minor works with alteration to steps levels, and a new pedestrian opening in railings. In overall terms the modest works do not require the use of substantial natural resources, nor do they give rise to significant risk of pollution or nuisance. The development, by virtue of its type, does not pose a risk of major accident and/or disaster, or is vulnerable to climate change. It presents no risks to human health.
Location of development (The environmental sensitivity of geographical areas likely to be affected by the development in particular existing and	The site is located in an established built-up urban area and is zoned 'Neighbourhood Centre' where it is an objective to protect, provide for and-or improve mixed-use neighbourhood centre facilities. The subject site is

approved land use, abundance/capacity of natural resources, absorption capacity of natural environment e.g. wetland, coastal zones, nature reserves, European sites, densely populated areas, landscapes, sites of historic, cultural or archaeological significance).	located near Booterstown Marsh, a designated site of ecological interest. It is a pNHA, that also is part of South Dublin Bay and River Tolka Estuary which extends along the coastal waters. This designated marsh is separated from the site by a multi lane carriageway. The site backs onto the northern end of the linear shaped Candidate Architectural Conservation Area along Booterstown Avenue but is not located within any area of historic, cultural or archaeological significance. Given the nature of the minor works and the site/surroundings, it would not have the potential to significantly affect other significant environmental sensitivities in the area.
Types and characteristics of potential impacts (Likely significant effects on environmental parameters, magnitude and spatial extent, nature of impact, transboundary, intensity and complexity, duration, cumulative effects and opportunities for mitigation).	Having regard to the modest nature of the proposed development, its location removed from sensitive habitats/features, likely limited magnitude and spatial extent of effects, and absence of in combination effects, there is no potential for significant effects on the environmental factors listed in section 171A of the Act.
Conclusion	
Likelihood of Significant Effects	Conclusion in respect of EIA

There is no real likelihood of significant effects on the environment.	EIA is not required. The proposed development has been subject to preliminary examination for environmental impact assessment (refer to Form 1 and Form 2 in Appendices of this report). Having regard to the characteristics and location of the proposed development and the types and characteristics of potential impacts, it is considered that there is no real likelihood of significant effects on the environment. The proposed development, therefore, does not trigger a requirement for environmental impact assessment screening and an EIAR is not required.

Inspector: _____ Date: _____

DP/ADP: _____ Date: _____

(only where Schedule 7A information or EIAR required)