

Statement of Response to ABP's Opinion

In respect of

**Proposed Development at Concorde Industrial Estate, Naas
Road, Dublin 12**

Prepared by

John Spain Associates

On behalf of

Development Ocht Limited

May 2019



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1.0 **INTRODUCTION**

- 1.1 This document sets out a response to the points raised in the opinion received by An Bord Pleanála, dated 22nd March 2019, in relation to the proposed strategic housing development on lands at Concorde Industrial Estate, Naas Road, Dublin 12. Case Reference ABP- 303506-19.
- 1.2 The opinion noted 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.
- 1.3 On this basis the application has been prepared and finalised on the same principles of the pre application consultation request. The items to be addressed relate to the following:
- Interaction with the Naas Road
 - Sustainable transport network
- 1.4 Section 2 of this report sets out how the applicant has responded to each of the issues raised by the Board in their Consultation Opinion, with particular reference to Reddy Architects Design Statement, Stephen Diamond Landscape Report and Drawings and accompanying reports and drawings prepared by the design team and which accompany this application. This Statement of Response, and the associated amendments to the scheme, in turn responds to the key issues raised by the Planning Authority in their Report on the pre-application proposals and the Board's Opinion.
- 1.5 Article 285(5)(b) of the Planning and Development (Strategic Housing Development) Regulations 2017 states:
- '(5) At the conclusion of a pre-application consultation, the Board may do either or both of the following: (b) notify the prospective applicant that specified information should be submitted with any application for permission for the proposed development, including photographs, plans, maps, drawings or other material or particulars and, where the Board considers it appropriate, either or both—'*
- 1.6 The pre-application consultation opinion from An Bord Pleanála states pursuant to Article 285(5)(b) that the following specific information should be submitted with any application for permission:
- Cross sectional drawings showing the proposed development in the context of full width of the Naas Road and the buildings on the other side.
 - Proposals for the management and operation of the proposed development as a "Build to Rent" in accordance with Specific Planning Policy Requirement No. 7 of the 2018 Guidelines on Design Standards for New Apartments, including detailed proposals for the provision and management of support facilities, services and amenities for residents. A building life Cycle Report in accordance with section 6.13 of the guidelines should also be submitted which specified the use of low maintenance and durable finishes, possible in substitution for the render panels shown on the submitted elevations.
 - A proposed covenant or legal agreement further to which appropriate planning conditions may be attached to any grant of permission to ensure that the

development remains in use as Build to Rent accommodation, and which imposes a requirement that the development remains owned and operated by an institutional entity and that similarly no individual units are sold or rented separately. The proposed agreement shall be suitable to form the basis for an agreement under Section 47 of the Planning Act between the planning authority and the owner of the site and it shall bind the owner and any successors in title for a minimum period of at least 15 years,.

- A mobility management strategy which shall be sufficient to justify the amount of parking proposed for cars and bicycles. The amount of bicycle parking should comply with the standards set out in table 16.2 of the City Development Plan and it should be in locations that are convenient, sheltered and secure.
- A housing quality assessment which provides details regarding the proposed apartments set out in the schedule of accommodation, as well as the calculations and tables required to demonstrate the compliance of these details with the various requirements of the 2018 Guidelines on Design standards for New Apartments including its specific planning policy requirements.
- A daylight/ sunlight analysis, showing an acceptable level of residential amenity for future occupiers and neighbourhoods of the proposed development, which includes details on the standards achieved within the proposed residential units and in private, shared and public open space.
- A draft construction management plan and a draft waste management plan.

1.7 A detailed response to each of the points raised above has been provided within this response report and has been included as part of the planning application documentation.

2.0 STATEMENT OF RESPONSE TO ISSUES RAISED

2.1 An Bord Pleanála in issuing their opinion in accordance with Section 6(7)(b) considered that the documentation submitted as part of the pre application request required further consideration and amendments in order to make a planning application under Section 4 of the Planning and Development (Housing) and Residential Tenancies Act 2016.

2.2 The following items were raised and are addressed in detail.

Item 1: Interaction with the Naas Road

2.3 Item 1 of the An Bord Pleanála opinion states the following:

“Further consideration/ amendments of the documentation as it relates to the interface between the proposed development and the Naas Road. The revised documentation should provide for a greater degree of pedestrian permeability and intervisibility between the public footpath and the front of the proposed development with additional access points for pedestrians from the Naas Road. To this end the density of planting at ground and eye level along the boundary should be minimised, as should the width of the carriageway on the access road and the visual impact of the car parking in front of the proposed building using the recommendations for local streets set out in DMRUS.”

2.4 The landscaping scheme and public realm to the front of the development fronting the Naas Road has been revised in response to item 1 of the An Bord Pleanála opinion. The proposed landscaping scheme now incorporates a series of pedestrian and bicycle linkages between the Naas Road and the proposed development to the front to open up the accessibility and permeability to the proposed development.

- 2.5 A total of 4 no. pedestrian openings have been provided at key intervals along the Naas Road frontage. The openings coincide with the entrance to the residential scheme and the larger commercial units. To the west end of the Naas Road frontage a new pedestrian plaza has been introduced to create a focal entrance point into the development from the west. This public shared surface area corresponds with the creche and creates a safe and secure interface for drop off and collection to the creche facility.
- 2.6 The proposed boundary treatment has also been revised to create greater visibility of the development from the Naas Road and the Luas. The revised boundary treatment creates a more inviting space and entices passers by into the development thereby utilising the commercial uses provided.
- 2.7 The berm fronting the Naas Road previously proposed as part of the pre-application consultation request has been removed and the boundary treatment at this location replaced with a series of trees and low level buffer planting at 1m in height. The low level planting and proposed box hedging screens the surface level car parking spaces while at the same time enables the visual connection between the Naas Road and the proposed development to be retained.
- 2.8 The density of the planting and ground and eye level has also been reduced by 43% compared to the previous proposal at pre application consultation stage. Please see attached comparison drawing highlighting the proposed alterations prepared by Stephen Diamond Landscape Architects.
- 2.9 In addition, the carriageway between the Naas Road and the proposed development has been reduced in size to 5.5m from 6m as previously proposed as part of the pre application consultation request. The material treatment has also been revised to provide for a shared surface to create a more pedestrian friendly environment.
- 2.10 Full details are enclosed as part of Stephen Diamond Landscape Architect's response drawing attached as Appendix 1 and within the landscape design report.

Item 2: Residential Amenity

- 2.11 Item 2 of the Boards opinion states that:

“Further consideration and amendment of the documentation as it relates to the pedestrian and cycle routes in the proposed development. The revised documentation should illustrate that the routes have proper connections with the public road network, including its footpaths and cycle facilities, and to planned facilities on adjoining lands. In this regard access should be provided from the western end of the proposed public footpath and cycle route at the south of the site back to the Naas Road at the western end of the site. This access should also facilitate pedestrians and cyclists travelling to the commercial premises in the proposed development. The submitted documentation should demonstrate that the proposed cycle facilities would be in accordance with the National Cycle Manual issued by the NTA, and that proper priority is given to pedestrians and cyclists across entrances to the access road at the front of the site and the basement car park”.

- 2.12 The proposed cycle and pedestrian routes within the development have been revised in response to item 2.

- 2.13 The proposed development now proposes a pedestrian and cycle route along the western boundary of the development connecting the Naas Road with the proposed “green link” to the south of the site. The inclusion of this section of pedestrian and cycle lane creates a full link around the boundary of the development. The proposed linkages are provided up to the boundary of the subject site with the potential to connect into the surrounding lands to the south which would provide a link to Driminigh Castle, to the west linking to the key site formerly known as the Nissan site, to the east linking to the Muirfield Drive / Naas Road key site and potentially to the north across the Naas Road and into the Royal Liver site.
- 2.14 The proposed pedestrian and cycle link also connects to the boundary of the surrounding lands as demonstrated in the attached drawings prepared by Stephen Diamond Landscape Architects.
- 2.15 The cycle and pedestrian links across the entrance points and the access road and at the front of site and across the basement car park access have been designed to ensure pedestrian and cyclist priority. The access road way to the front of the site between the Naas Road and the proposed development has been revised to a shared surface area, therefore the priority of the pedestrians and cyclists at this crossing point is emphasised. Pedestrian crossing points at these locations have also been included to emphasise the pedestrian and cyclist priority.
- 2.16 The proposed cycle facilities have been provided in accordance with the Cycle Manual issued by the NTA. Please refer to the mobility management plan and the transportation statement prepared by Barrett Mahony Consulting Engineers for more details.
- 2.17 Following consultation with Dublin City Council it was recommended that a pedestrian crossing be provided across the Naas Road as indicated in the Engineering Reports and Drawings subject to agreement with Transport Infrastructure Ireland and Dublin City Council Roads Department.
- 2.18 The proposed pedestrian crossing is outside the red line boundary and does not form part of this planning application. The layout set out as part of this planning application is indicative for the purpose of demonstrating how the potential links with surrounding sites can be implemented.
- 2.19 The applicant is happy to enter into discussions with Transport Infrastructure Ireland should this be required.
- 2.20 Full details are highlighted in the BM Consulting Response drawing attached as Appendix 2.

3.0 STATEMENT OF RESPONSE TO SPECIFIC INFORMATION REQUIRED

- 3.1 The following sets out how the applicant has addressed the Board’s request for additional specific information in respect of the proposed development pursuant to article 285(5)(b) of the 2017 Regulations.
- *Item No.1 – Cross sectional drawings showing the proposed development in the context of full width of the Naas Road and the buildings on the other side.*

- 3.2 The subject application is accompanied by a cross sectional drawing of the Naas Road interface which highlights the appropriateness of the building height, scale and mass in accordance with the existing and future development potential of the area and the dominance of the Naas Road.
- **Item No.2** – *Proposals for the management and operation of the proposed development as a “Build to Rent” in accordance with Specific Planning Policy Requirement No. 7 of the 2018 Guidelines on Design Standards for New Apartments, including detailed proposals for the provision and management of support facilities, services and amenities for residents. A building life Cycle Report in accordance with section 6.13 of the guidelines should also be submitted which specified the use of low maintenance and durable finishes, possible in substitution for the render panels shown on the submitted elevations.*
- 3.3 An Operational Management Plan has been prepared by Hooke McDonald and is submitted as part of this application. The Operational Management Plan sets out the details of the management structure of the proposed “Build to Rent” development and the operations of the residential services and amenities as set out in the Apartment Guidelines.
- 3.4 A building life cycle report has also been prepared which highlights the details of the materials used within the development. The building life cycle report states that all common parts of the proposed apartments building and the durability and performance of these are designed and specified in accordance with Figure 4 of the Phases of the Life Cycle of BS7543; 2015. The proposed material finishes comprise of brickwork, render and profiled metal cladding. The selection of these materials requires no on-going maintenance. The render panelling have been removed from the front (northern) elevations, a portion still remain within the courtyard areas. However, notwithstanding the Board’s opinion, the selected render material provide for high quality finish that does not require maintenance. As such it is considered that the proposed material pallet selected is consistent with the character of the area and provide for a high quality finish to the proposed residential buildings.
- **Item No. 3** – *A proposed covenant or legal agreement further to which appropriate planning conditions may be attached to any grant of permission to ensure that the development remains in use as Build to Rent accommodation, and which imposes a requirement that the development remains owned and operated by an institutional entity and that similarly no individual units are sold or rented separately. The proposed agreement shall be suitable to form the basis for an agreement under Section 47 of the Planning Act between the planning authority and the owner of the site and it shall bind the owner and any successors in title for a minimum period of at least 15 years,.*
- 3.5 A proposed draft Covenant has been submitted with this application which sets out the proposed legal agreement between the applicant and the Planning Authority for the use of the proposed development at “Build to Rent” accommodation for the required minimum 15 years.
- **Item No. 4** – *A mobility management strategy which shall be sufficient to justify the amount of parking proposed for cars and bicycles. The amount of bicycle parking should comply with the standards set out in table 16.2 of the City Development Plan and it should be in locations that are convenient, sheltered and secure.*

- 3.6 A Mobility Management Plan has been prepared by BM consulting Engineers and is submitted with this planning application. The Mobility Management Strategy sets out the justification for the proposed car and bicycle provision on the site.
- **Item No. 5** – *A housing quality assessment which provides details regarding the proposed apartments set out in the schedule of accommodation, as well as the calculations and tables required to demonstrate the compliance of these details with the various requirements of the 2018 Guidelines on Design standards for New Apartments including its specific planning policy requirements.*
- 3.7 A housing quality assessment has been prepared and is submitted with this application. The HQA sets out the compliance of the proposed development with the relevant standards as set out in the Apartment Guidelines including Specific Planning Policy Requirements . The proposed development is considered to be compliant with the aforementioned standards.
- **Item No. 6** – *A daylight/ sunlight analysis, showing an acceptable level of residential amenity for future occupiers and neighbourhoods of the proposed development, which includes details on the standards achieved within the proposed residential units and in private, shared and public open space.*
- 3.8 A daylight / sunlight report has been prepared by IES. The daylight/ sunlight report states that the proposed development is compliant with the BRE Recommendation in terms of internal daylight / sunlight standards and external standards.
- 3.9 The proposed communal and public open spaces all achieved the recommended 2 hours sunlight per day and the majority of the rooms tested achieve the recommended internal standards.
- 3.10 The results set out in the Daylight / Sunlight report indicate that in general the proposed development will be of a high amenity value and will provide for well lit internal spaces and residential units.
- 3.11 Full details of the daylight/ sunlight assessment are submitted with the planning application.
- **Item No. 6** – *A draft construction management plan and a draft waste management plan.*
- 3.12 A construction management plan has been prepared by BM Consulting and a Waste Management Plan has been prepared by AWN Consulting which are both submitted as part of this application.

4.0 CONCLUSION

- 4.1 This document outlines how the items outlined in the pre-application consultation opinion from An Bord Pleanála in relation to a proposed mixed use development at Concorde Industrial Estate, Naas Road, Dublin 12.
- 4.2 The document also addresses the specific information requested by An Bord Pleanála and identifies the source or location of the response within the planning submission documentation.
- 4.3 The relevant prescribed authorities identified in the pre-application consultation opinion from An Bord Pleanála have also been notified of the submission of the planning application in accordance with Section 8(1)(b) of the Planning and Development (Housing) and Residential Tenancies Act 2016.
- 4.4 The layout and design changes incorporated into the final scheme are considered to result in improvements to the overall proposed development and ensure that a high-quality scheme is presented to the Board for approval.
- 4.5 It is respectfully submitted that the proposed development is consistent with the proper planning and sustainable development of the area, and is consistent with all relevant national, regional and local planning policies and guidelines and therefore should be granted planning permission in this regard.



John Spain Associates

Appendix 1: Stephen Diamond Landscape Response Drawing

Design Development Following Pre-application Consultations/An Board Pleanála
Opinion

Concorde Site

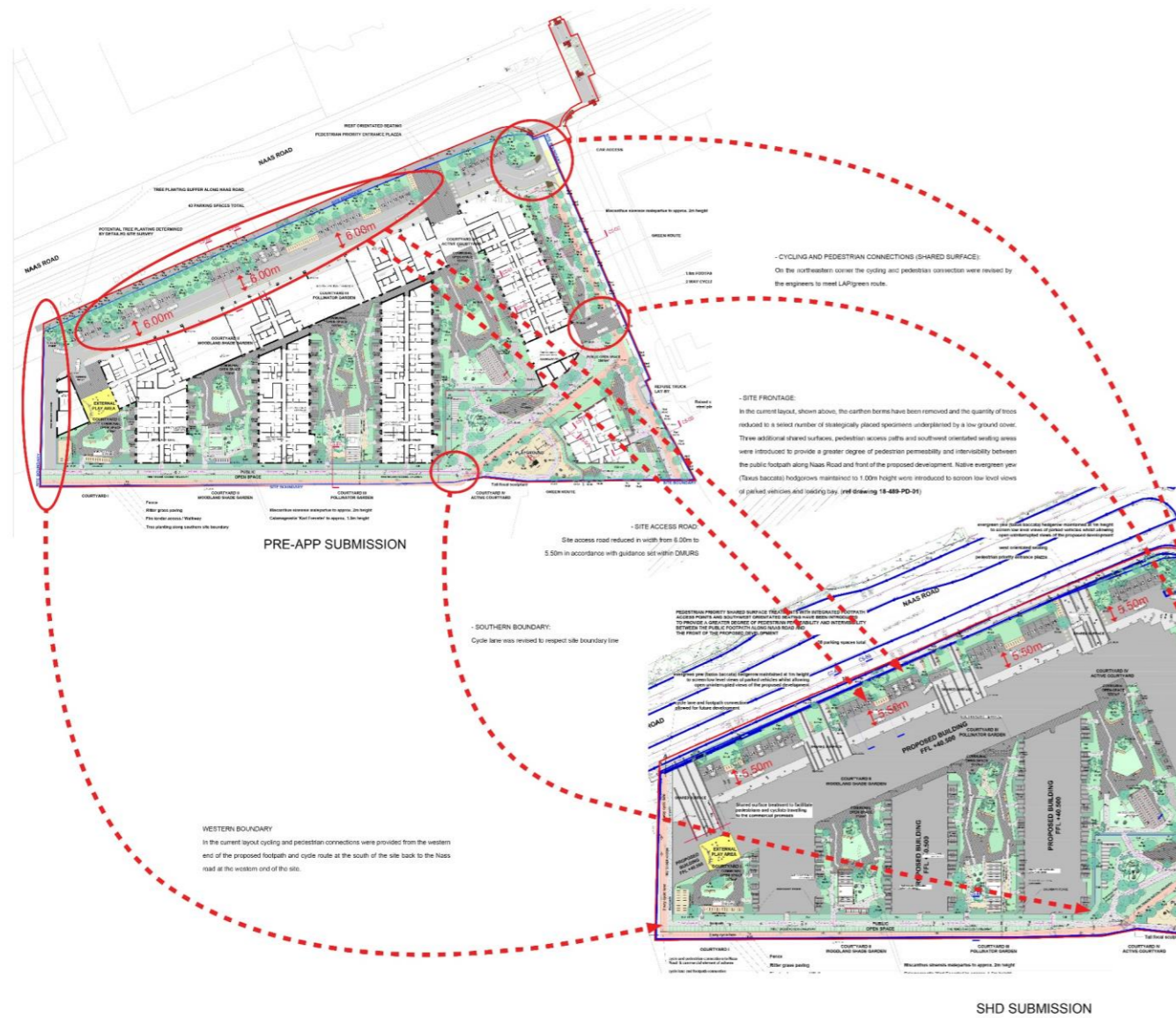
at

Naas Road

For

Development 8

29th April 2019



1.0 Design Development Following Pre-application Consultations/An Board Pleanala Opinion

The following drawings illustrate changes from the pre-application stage to the revised and current full planning submission layouts.

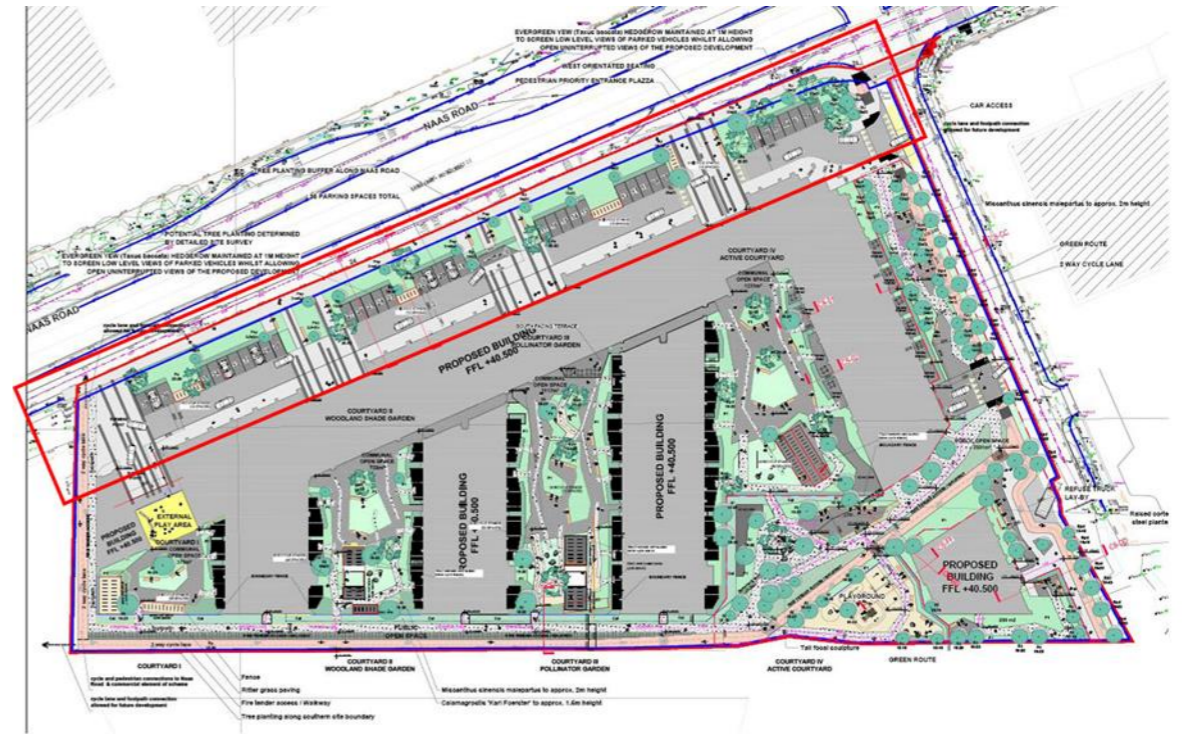
These changes have been made in response to issues raised in the pre-application consultations and An Board Pleanala's Opinion. For further detail, please refer to landscape plan drawings 18-489-PD-01, 02, 03 and 18-489-PD-09 Pre App/Full Planning Submission Comparison.



2.0 Interface between the proposed development and the Nass Road:



Above: In the previous layout, the site frontage contained earthen berms, ground cover and green route and trees to screen views of the proposed development from Naas Road. A single shared surface plaza and southwest orientated seating were proposed.

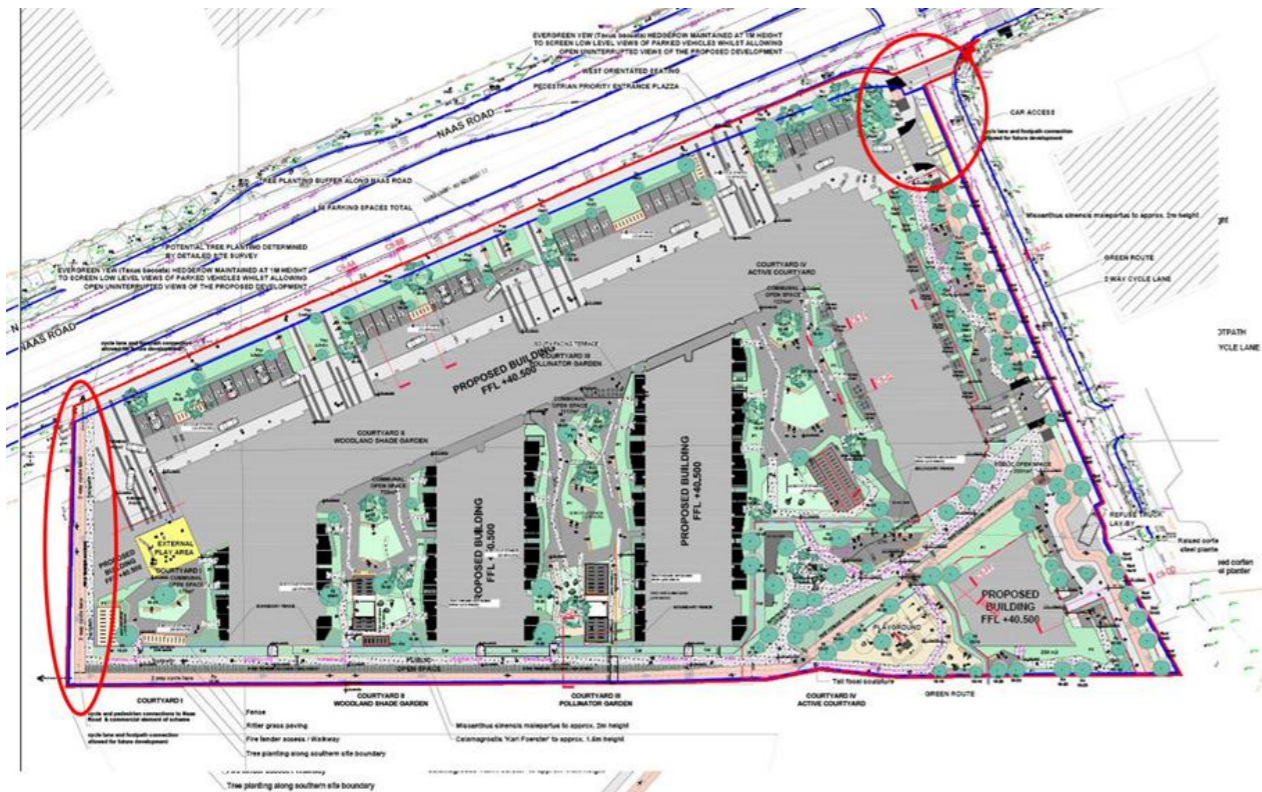


In the current layout, shown above, the earthen berms have been removed and the quantity of trees reduced to a select number of strategically placed specimens underplanted by a low ground cover. Three additional shared surfaces, pedestrian access paths and southwest orientated seating areas were introduced to provide a greater degree of pedestrian permeability and intervisibility between the public footpath along Naas Road and front of the proposed development. Native evergreen yew (*Taxus baccata*) hedgerows maintained to 1.00m height were introduced to screen low level views of parked vehicles and loading bay. (ref drawing 18-489-PD-01)

2.1 Pedestrian and cycle routes connections with the public road network:

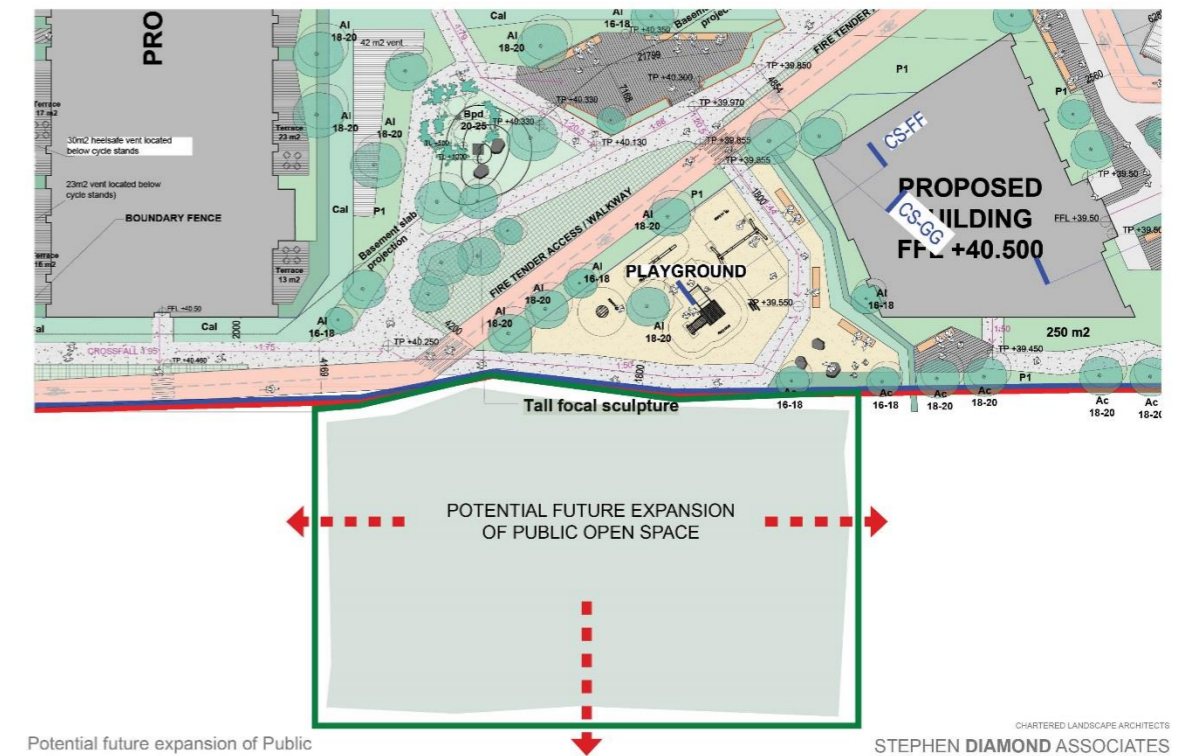


Above: Previous layout cycling and pedestrian connections.



Above: In the current layout cycling and pedestrian connections were provided from the western end of the proposed footpath and cycle route at the south of the site back to the Nass road at the western end of the site. On the northeastern corner the cycling connection was revised by the engineers to meet LAP/green route. (ref drawing 18-489-PD-01)

CONCORDE SITE

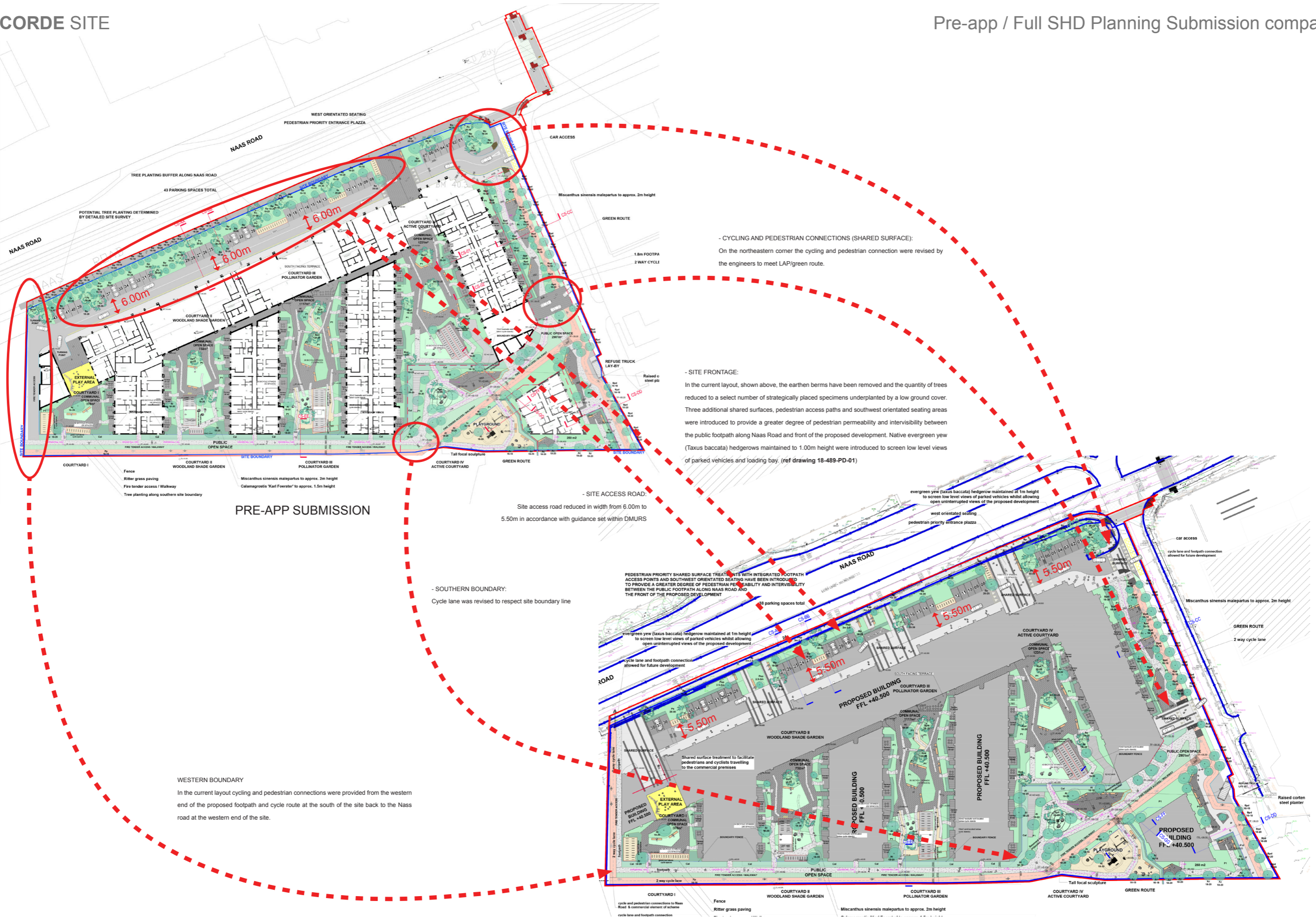


2.1.1 Public Open Space Green Route and Playground:

The focal Public Open Space has been developed as a well proportioned rectangular plan form of open aspect to the south and south west drawing high levels of direct sunlight into the heart of the space. South, west and east orientated seating areas and gathering spaces follow the sun arc from morning throughout the day to sunset. Passive surveillance of the open space areas by Block F to the east, Block E to the north/north east and Block D to the west will considerably reduce the potential for anti-social behavior, with further visual policing and surveillance generated by activity along the Green Route cycleway and footpaths.

A combined Green Route cycleway and footpath subdivide the Public Open Space into two distinct but interconnected zones. The first 'active zone' to the south comprises a playground overlooked by south and west orientated parental/guardian seating areas. To the north a second 'passive zone' introduces a large south orientated gathering space defined by nectar and pollen rich perennial planting beds punctuated by informal native trees. Seating overlooks activity along the Green Route and playground beyond. A footpath provides direct connection to the Active Courtyard no. IV located between blocks D and E immediately to the north.

By way of long term planning the strategic positioning of public open space along the site's southern boundary facilitates potential expansion as part of future development to the south as illustrated below.



PRE-APP SUBMISSION

SHD SUBMISSION

- CYCLING AND PEDESTRIAN CONNECTIONS (SHARED SURFACE):
On the northeastern corner the cycling and pedestrian connection were revised by the engineers to meet LAP/green route.

- SITE FRONTAGE:
In the current layout, shown above, the earthen berms have been removed and the quantity of trees reduced to a select number of strategically placed specimens underplanted by a low ground cover. Three additional shared surfaces, pedestrian access paths and southwest orientated seating areas were introduced to provide a greater degree of pedestrian permeability and intersibility between the public footpath along Naas Road and front of the proposed development. Native evergreen yew (*Taxus baccata*) hedgerows maintained to 1.00m height were introduced to screen low level views of parked vehicles and loading bay. (ref drawing 18-489-PD-01)

- SITE ACCESS ROAD:
Site access road reduced in width from 6.00m to 5.50m in accordance with guidance set within DMURS

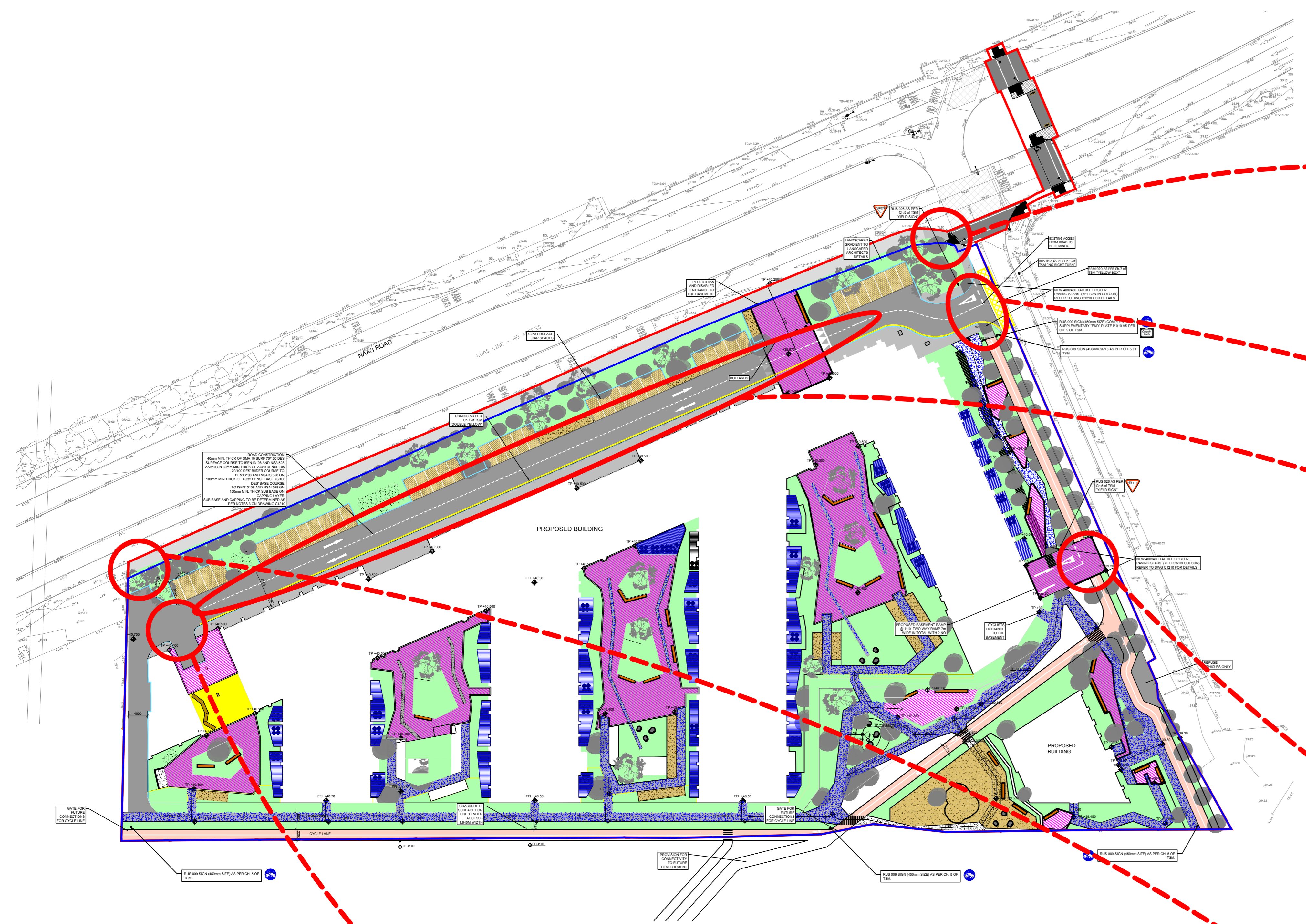
- SOUTHERN BOUNDARY:
Cycle lane was revised to respect site boundary line

WESTERN BOUNDARY
In the current layout cycling and pedestrian connections were provided from the western end of the proposed footpath and cycle route at the south of the site back to the Naas road at the western end of the site.

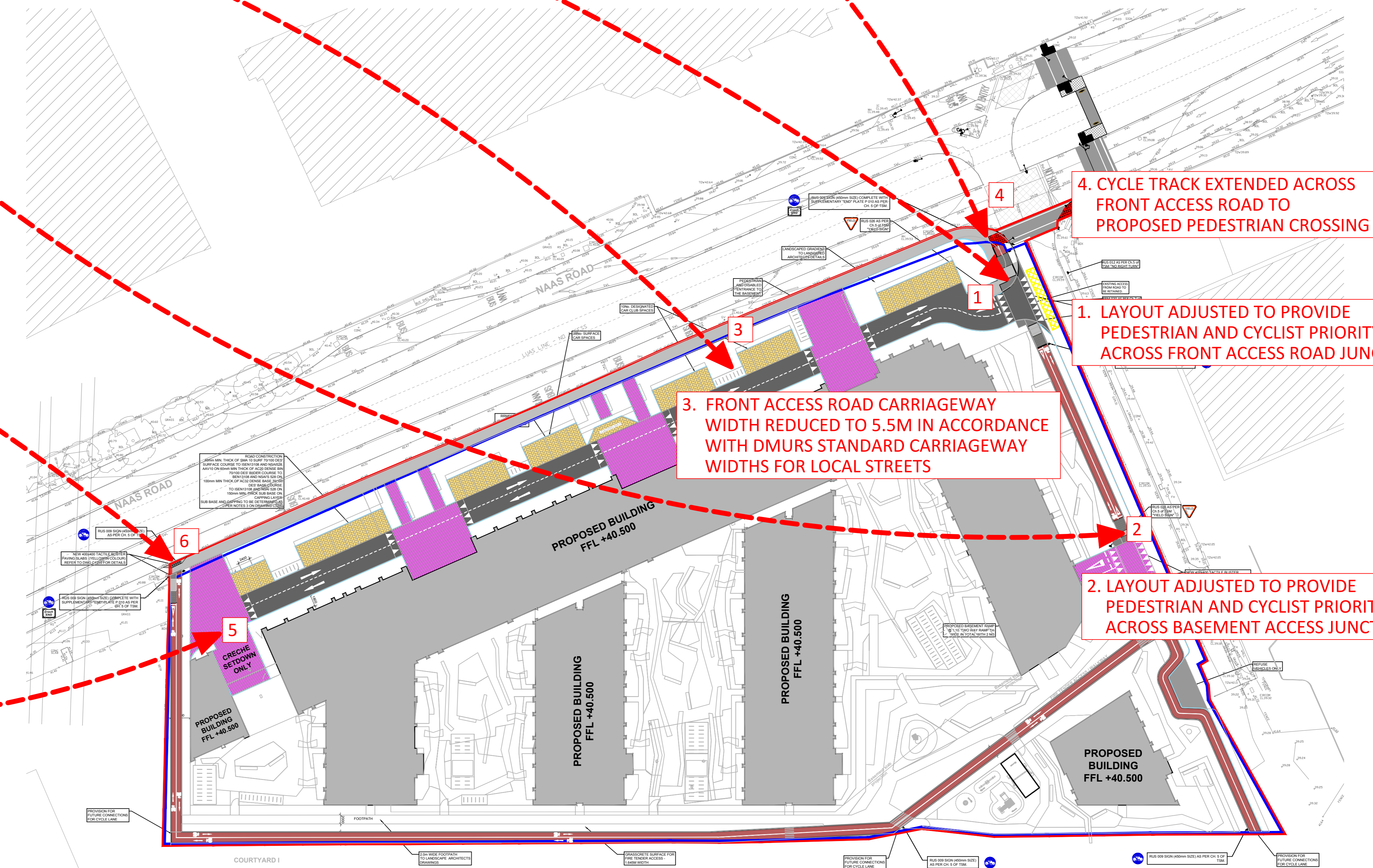
Appendix 2: BM Consulting Response Drawing

NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL ENGINEERS & ARCHITECTS DRAWINGS FIGURED DIMENSIONS ONLY (NOT SCALING) TO BE USED. WHERE A CONFLICT OF INFORMATION EXISTS OR IF IN ANY DOUBT - ASK.
2. CONSULTANTS TO BE INFORMED IMMEDIATELY OF ANY DISCREPANCIES BEFORE WORK PROCEEDS.



PRE-APPLICATION SUBMISSION SITE PLAN
SCALE @ A2: 1:500
SCALE @ A3: 1:1000



SHD SUBMISSION SITE PLAN
SCALE @ A2: 1:500
SCALE @ A3: 1:1000

- 6. PROVISION OF CONNECTION TO PUBLIC FOOTPATH AND ROAD NETWORK AT NORTH WEST CORNER OF SITE
- 5. VEHICLE TURNING BAY ADJUSTED TO FACILITATE EXTENSION OF CYCLE TRACK AND FOOTPATH ALONG WEST BOUNDARY OF SITE

- 4. CYCLE TRACK EXTENDED ACROSS FRONT ACCESS ROAD TO PROPOSED PEDESTRIAN CROSSING
- 1. LAYOUT ADJUSTED TO PROVIDE PEDESTRIAN AND CYCLIST PRIORITY ACROSS FRONT ACCESS ROAD JUNCTION
- 3. FRONT ACCESS ROAD CARRIAGEWAY WIDTH REDUCED TO 5.5M IN ACCORDANCE WITH DMURS STANDARD CARRIAGEWAY WIDTHS FOR LOCAL STREETS
- 2. LAYOUT ADJUSTED TO PROVIDE PEDESTRIAN AND CYCLIST PRIORITY ACROSS BASEMENT ACCESS JUNCTION

ISSUE	DATE	DESCRIPTION	ISSUED BY	APPROVED BY
PL2	30.04.19	ISSUED FOR PLANNING		
PL1	24.04.19	ISSUED FOR PLANNING		

PLANNING	
BM BARRETT MANDRY Consulting Engineers, Civil, Structural, Project Management E-mail: info@bmd.ie Web: www.bmd.ie	
Dublin Office: Sandwell House, 33-34 Lower Sandwell Street, Dublin 2, Ireland. Tel: 01 472 2200 Fax: 01 472 2164 London Office: 12 Mill Street, London SE1 2AY, United Kingdom. Tel: (0204) 084 5413 2722	
The Institution of Structural Engineers ACEI	
CLIENT: DEVELOPMENT 8	
PROJECT TITLE: CONCORDE RESIDENTIAL DEVELOPMENT	BM PROJECT No: 18.232
MODEL REFERENCE:	MODEL/REV: P1 SUBMITTAL: S1
DRAWING TITLE: COMPARISON OF PRE-APPLICATION PLANNING SUBMISSION WITH FULL PLANNING SUBMISSION SITE PLAN	
DRAWING NO: CCRD-BMD-00-ZZ-DR-C-1500	ISSUE: PL2