



THORNTON O'CONNOR
TOWN PLANNING

Statement of Consistency

Planning Application

In respect of a Build-to-Rent Residential Development

at

The former Aldi Site, Carmenhall Road, Sandyford
Industrial Estate, Dublin 18

Submitted on Behalf of Sandyford GP Limited (acting
in its capacity as general partner for the Sandyford
Central Partnership

November 2019



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1.0 INTRODUCTION

1.1 Multi-Disciplinary Team

Thornton O'Connor Town Planning in association with a multi-disciplinary team have been retained by Sandyford GP Limited (acting in its capacity as general partner for the Sandyford Central Partnership) to lodge an application for a Strategic Housing Development at the site known as the Former Aldi Site, Carmanhall Road, Sandyford Business District, Dublin 18.

The subject lands have been purchased by our Client with the intention of developing a high-quality residential development comprising 564 No. Build-to-Rent units on a significantly underutilised plot at a location in proximity to public transport, services and facilities.

The *Planning & Development (Strategic Housing Development) Regulations 2017* specify that all SHD applications must be accompanied by a statement demonstrating that the proposal is consistent with the relevant National, Regional and Local policies. This Statement of Consistency Document demonstrates that the proposed scheme providing 564 No. apartment units with ancillary resident amenities, café and creche is fully consistent with national, regional and local planning policy.

The following documents are discussed throughout this Statement:

National

- *Project Ireland 2040 – National Development Plan 2018-2027;*
- *Project Ireland 2040 - The National Planning Framework;*
- *National Spatial Strategy 2002 – 2020;*
- *Urban Development and Building Heights – Guidelines for Planning Authorities (December 2018);*
- *Action Plan for Housing and Homelessness, Rebuilding Ireland;*
- *Sustainable Urban Housing: Design Standards for New Apartments- Guidelines for Planning Authorities;*
- *Urban Design Manual – A Best Practice Guide (2009);*
- *Design Manual for Urban Roads and Streets (2013);*
- *The Planning System and Flood Risk Management (2011); and*
- *Guidelines for Planning Authorities on Childcare Facilities (2001).*

Regional

- *Regional Planning Guidelines for the Greater Dublin Area 2010 – 2022;*
- *Draft Regional Spatial and Economic Strategy for the Eastern and Midland Region; and*

Local

- *Dún Laoghaire Rathdown County Development Plan 2016 -2022;*
- *Sandyford Urban Framework Plan – Appendix 15 of the Dún Laoghaire Rathdown County Development Plan 2016 -2020;*
- *Interim Housing Strategy – Appendix 2 of the Dún Laoghaire Rathdown County Development Plan 2016 -2020; and*



- *Building Height Strategy – Appendix 9 of the Dún Laoghaire Rathdown County Development Plan 2016 -2020.*

2.0 DESCRIPTION OF THE DEVELOPMENT

2.1 Development Description

The development, which will have a Gross Floor Area of 49,342 sq m will principally consist of: the demolition of the existing structures on site and the provision of a Build-to-Rent residential development comprising 564 No. apartments (46 No. studio apartments, 205 No. one bed apartments, 295 No. two bed apartments and 18 No. three bed apartments) in 6 No. blocks as follows: Block A (144 No. apartments) is part 10 to part 11 No. storeys over basement; Block B (68 No. apartments) is 8 No. storeys over basement; Block C (33 No. apartments) is 5 No. storeys over lower ground; Block D (103 No. apartments) is part 16 to part 17 No. storeys over lower ground; Block E (48 No. apartments) is 10 No. storeys over semi-basement; and Block F (168 No. apartments) is 14 No. storeys over semi basement.

The development provides resident amenity spaces (1,095 sq m) in Blocks A, C and D including concierge, gymnasium, lounges, games room and a panoramic function room at Roof Level of Block D; a creche (354 sq m); café (141 sq m); a pedestrian thoroughfare from Carmanhall Road to Blackthorn Drive also connecting into the boulevard at Rockbrook to the west; principal vehicular access off Carmanhall Road with servicing and bicycle access also provided off Blackthorn Drive; 285 No. car parking spaces (254 No. at basement level and 31 No. at ground level); 21 No. motorcycle spaces; set-down areas; bicycle parking; bin storage; boundary treatments; hard and soft landscaping; lighting; plant; ESB substations and switchrooms; sedum roofs; and all other associated site works above and below ground.

2.2 What is Build-to-Rent?

The subject site has recently been purchased by the Applicant with the intention of developing a Build-to-Rent (BTR) development. The recently adopted *Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities March 2018* ('Apartment Guidelines') define 'Build-to-Rent' as:

'Purpose-built residential accommodation and associated amenities built specifically for long-term rental that is managed and serviced in an institutional manner by an institutional landlord.'

The provision of Build-to-Rent units will contribute to consolidated sustainable growth and towards meeting current housing demands. Build-to-Rent schemes offer a maintained and high standard accommodation with relative security of a management company.

Specific Planning Policy Requirement 7 as set out in the *Apartment Guidelines 2018* notes that Build-to-Rent developments must remain as a managed accommodation for 15 No. years, and that no individual units are sold or rented separately for this period of time. Build-to-Rent as a housing typology offers the opportunity to accelerate the delivery of new housing at a time of an acute housing crisis. SPPR7 is discussed in further detailed at Section 4.6 of this document.

3.0 SITE LOCATION AND DESCRIPTION

3.1 Site Location

The subject site is located between Blackthorn Drive and Carmanhall Road and has an area of 15,426 sq m (1.542 Hectares). The wider surrounding area is referred to as the Sandyford Business District which comprises Stillorgan Business Estate, Sandyford Business Estate, South County Business Park, Central Park, Legionaries and Leopardstown Park Hospital.

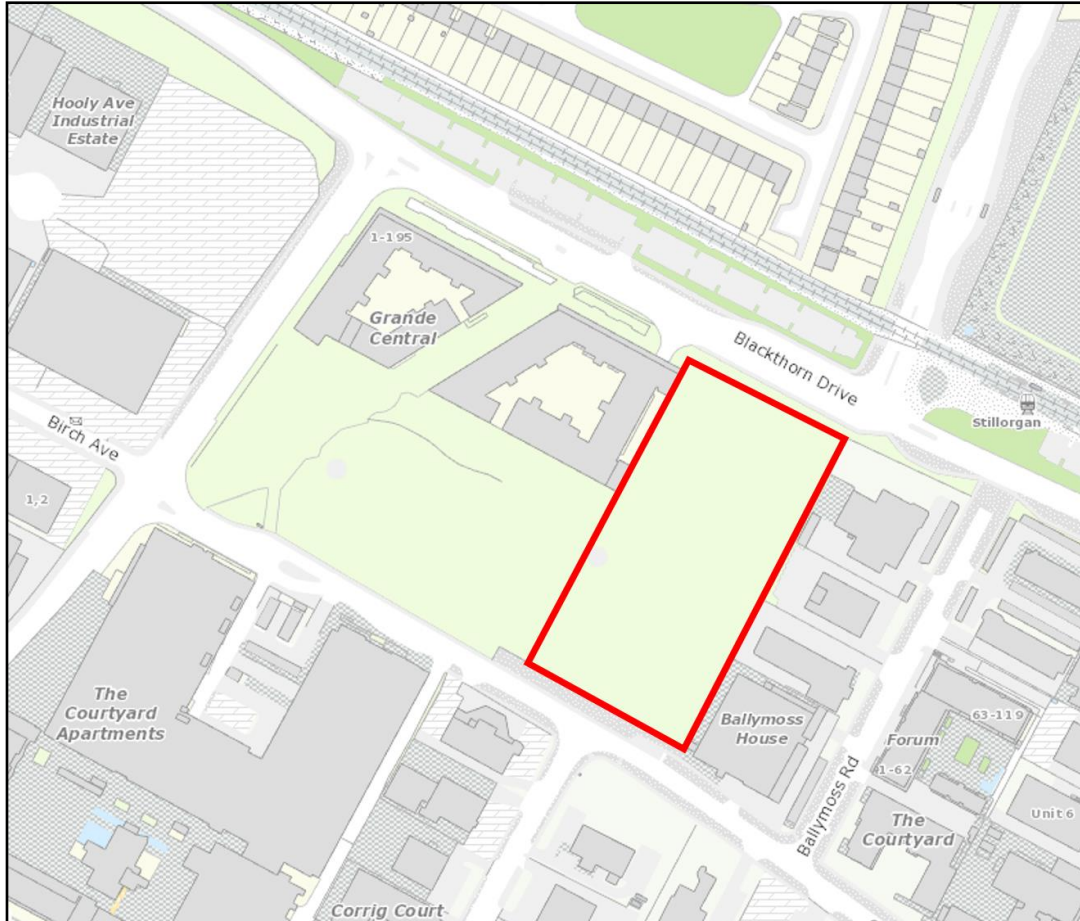


Figure 3.1: The Location of the Subject Site which Fronts Blackthorn Drive and Carmanhall Road

Source: Myplan.ie, OSI Map, Indicative Location annotated by Thornton O'Connor Town Planning, 2019

The subject site is bound by a mixed use residential scheme (Rockbrook Phase I) and a brownfield site (Rockbrook Phase II) which has recently been granted planning permission (Ref.: ABP304405-19) for a mixed use development to the west as indicated at Figure 3.2 below and discussed in detail at Section 4.0 of the accompanying Planning Report.

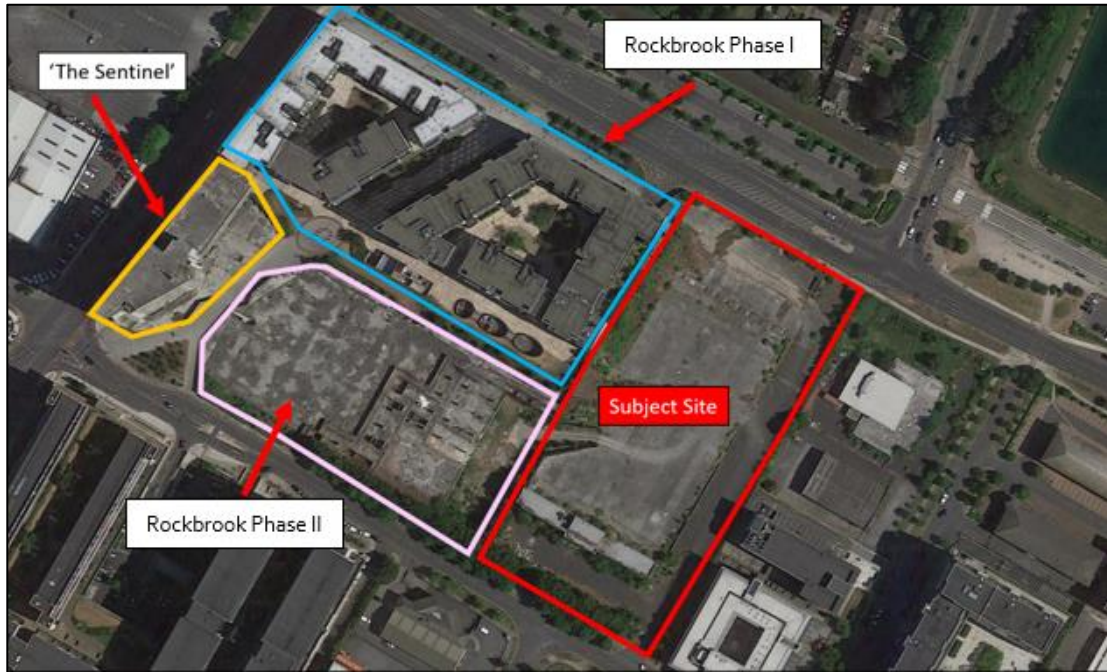


Figure 3.2: Immediate Area of the Subject Site with Recent and Proposed Developments

Source: Google Earth, annotated by Thornton O'Connor Town Planning, 2019

The site is bound to the north by Blackthorn Drive, a large distributor road and the green Luas line. Further north is characterised by suburban low density housing, with the Stillorgan reservoir located to the north-east. South of the subject site is primarily commercial in nature with more recent mixed-use developments located within the Beacon Quarter as shown on the aerial photograph below.



Figure 3.3: Wider Surrounding Context of the Subject Site

Source: Google Earth, annotated by Thornton O'Connor Town Planning, 2019

3.2 Site Description

The vacant brownfield site previously contained an industrial warehouse and office structure. In its current form the site is extensively paved with a remaining structure to the southern side. The principle of demolishing the remaining structure on site has been established through the extant permission on the site. We note that the subject site was utilised as hard surfacing for the construction of Rockbrook Phase I, as illustrated on the aerial photograph below.

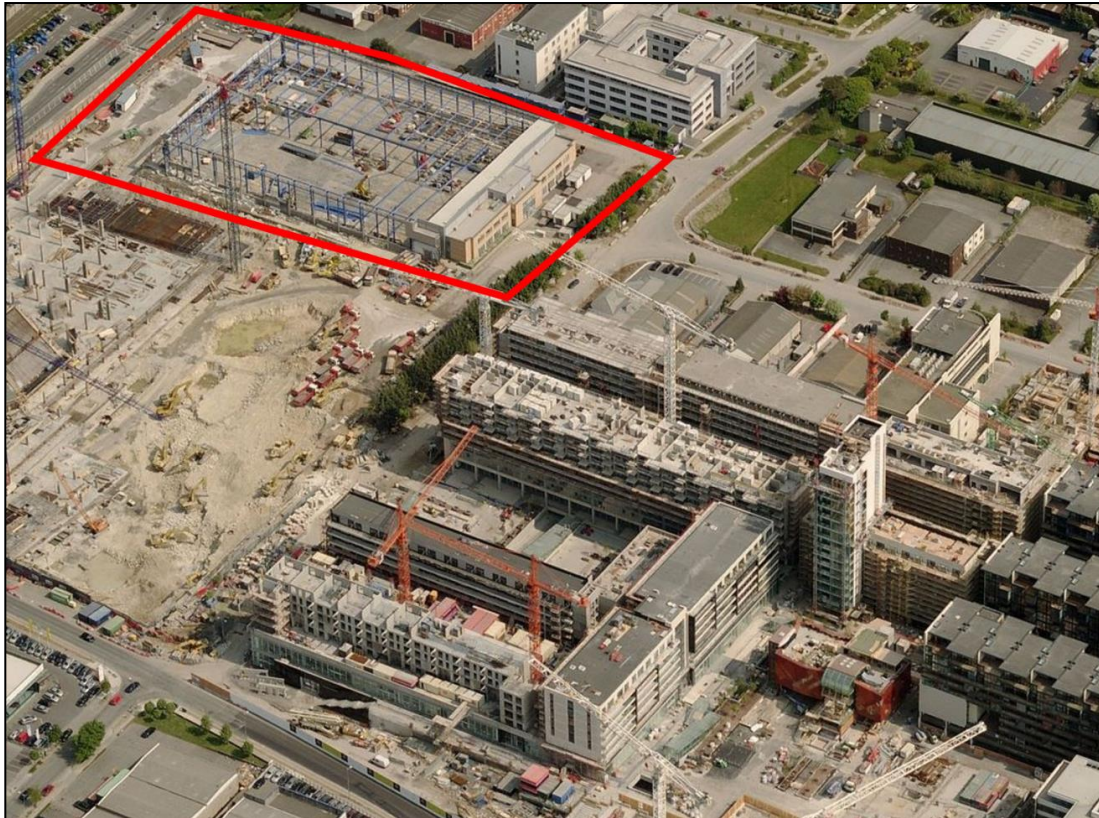


Figure 3.4: Aerial View of the Subject Site (Outlined in Red) c. 2004/2005 prior to the construction of Rockbrook Phase I

Source: Bing Maps, Annotated by Thornton O'Connor Town Planning, 2019

3.3 Site Accessibility

The subject site is located within a dense mixed-use district in Dún Laoghaire - Rathdown and is accessible by multiple modes of transport as discussed at Sections 2.3 of the Planning Report prepared by Thornton O'Connor Town Planning. We note that the area has experienced successive periods of inward investment in recent years and several changes to movement and access have occurred throughout this time.

The road layout of the area is mostly grid like in design with elements of suburban features such as cul-de-sac's and generous grass verges. Blackthorn Drive is a more modern distributor road with cycle lanes, toucan crossings and elements of bus interchange with the Luas stops at Sandyford and Stillorgan. Carmanhall Road is a two lane internal road which

has received upgraded pedestrian facilities since the completion of the mixed-use scheme to the south-west.

The Sandyford Business District is accessible to the Dublin region by the green Luas line (less than 100 m to the Stillorgan Luas stop), the M50 motorway, local bus services and express coach services. A comprehensive Transport Impact Assessment has been carried out by O'Connor Sutton Cronin Consulting Engineers as part of this application.

3.3.1 Proximity to Employment Locations

There are a significant number of large-scale employers located in Sandyford, including the Beacon Hospital and it is considered the primary node of employment in Dún Laoghaire-Rathdown County as illustrated below at Figure 3.5.

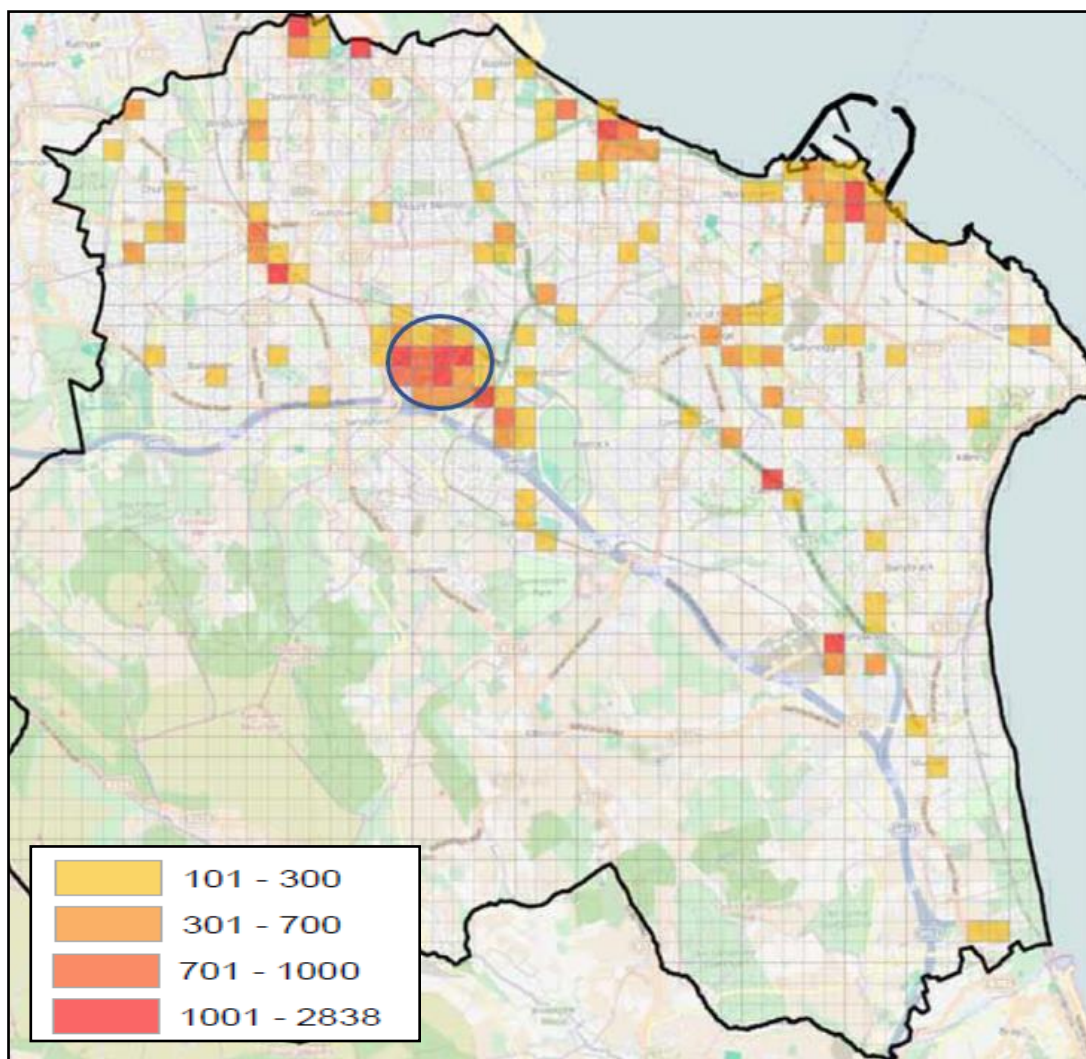


Figure 3.5: Map indicating Sandyford (circled in blue) as the major employment location in Dún Laoghaire – Rathdown County

Source: *Dún Laoghaire – Rathdown County Development Plan 2016-2022*, annotated by Thornton O'Connor Town Planning, 2019

Furthermore, the subject site is located adjacent to the green Luas line (Stillorgan stop) as illustrated in the image below which demonstrates the immediate proximity (c.100 m/ c. 1 min walk) of the application site to the Stillorgan Luas stop. This high capacity public transport node provides easy access from the application site to locations such as the City Centre, Cherrywood and Dundrum for example.

The subject site is thus very well located with regard to high-quality public transport access as discussed at Sections 2.3 -2.5 of the accompanying Planning Report.

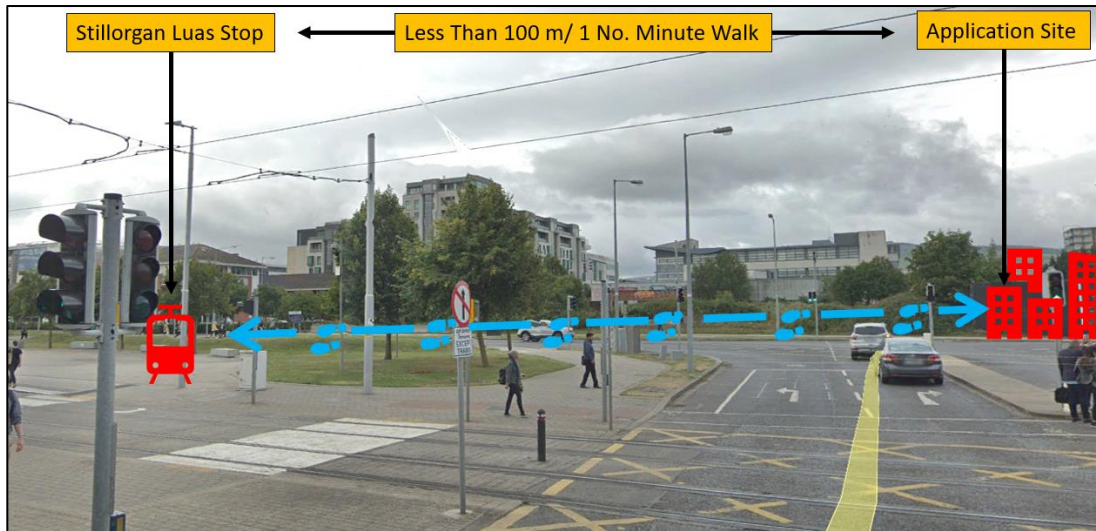


Figure 3.6: Image illustrating the immediate proximity of the Stillorgan Luas Stop to the Application Site.

Source: Google Earth, annotated by Thornton O'Connor Town Planning, 2019.

4.0 NATIONAL POLICY

This section will demonstrate that the proposed development has been designed with due consideration of National Policy and is consistent with the policy and objectives of the respective policy documents. The following National Policy documents are discussed in this section:

1. *Project Ireland 2040: The National Development Plan 2018-2027;*
2. *Project Ireland 2040: National Planning Framework;*
3. *The National Spatial Strategy 2002-2020;*
4. *Action Plan for Housing and Homelessness; Rebuilding Ireland;*
5. *Urban Development and Building Heights – Guidelines for Planning Authorities (December 2018);*
6. *Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities;*
7. *Urban Design Manual – A Best Practice Guide (2009);*
8. *Design Manual for Urban Roads and Streets;*
9. *The Planning System and Flood Risk Management (2011); and*
10. *Guidelines for Planning Authorities on Childcare Provision.*

4.1 ***Project Ireland 2040: The National Development Plan 2018-2027***

The *National Development Plan 2018 -2027* document underpins the overarching message of the *National Planning Framework*. The publication sets out how Strategic Investment Priorities are aligned with public capital investments over the next ten years to achieve each of the National Strategic Objectives as set out in the *National Planning Framework*. The context of the National Development Plan is illustrated in Figure 4.1 below.

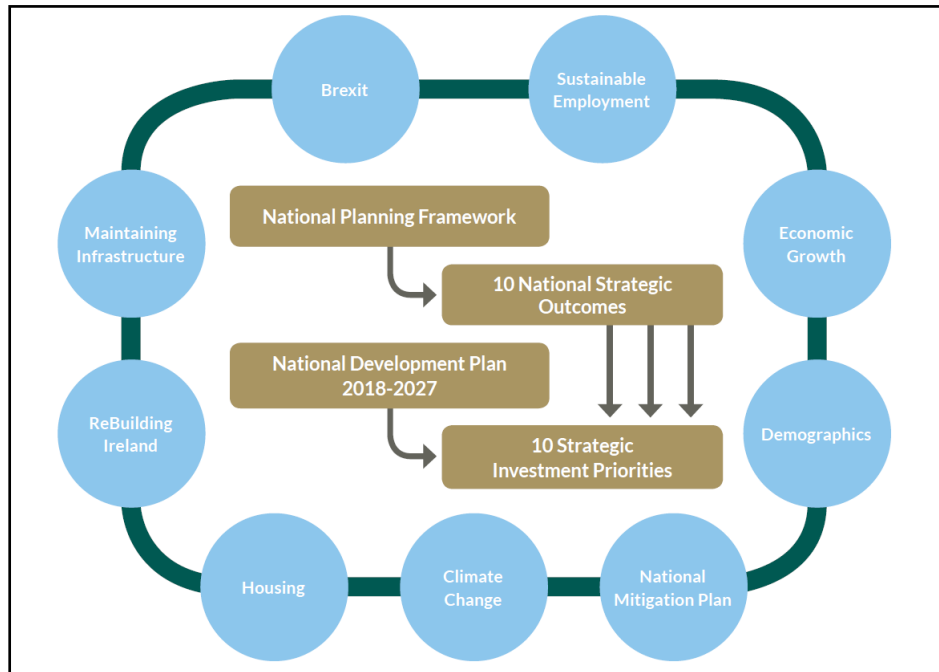


Figure 4.1: Context of the National Development Plan.

Source: *Project Ireland 2040 National Development Plan 2018 – 2027*

The National Planning Framework published alongside the National Development Plan has 10 No. National Strategic Outcomes. The relevant strategic outcomes and objectives are discussed below at Section 4.2 of this report.

4.2 *Project Ireland 2040: National Planning Framework*

4.2.1 Introduction

Project Ireland 2040: National Planning Framework (NPF) is the Government’s high-level overarching strategic plan that aims to shape the future growth and development of the country. The NPF is a long-term Framework that sets out how Ireland can move away from the current ‘business as usual’ pattern of development.

A core principle of the NPF is to:

‘Allow for choice in housing location, type, tenure and accommodation in responding to need’, in addition to tailoring ‘the scale and nature of future housing provision to the size and type of settlement where it is planned to be located’.

Therefore, we submit that the provision of high quality residential development comprising Build-to-Rent units at the subject site will contribute to achieving the objectives of the NPF. The scheme will provide choice for people who are searching for temporary accommodation in Dublin by providing Build-to-Rent units on a currently underutilised site.

The NPF states that:

'while apartments made up 12% of all occupied households in Ireland and 35% of occupied households in the Dublin City Council area in 2016 (Census data), we are a long way behind European averages in terms of the numbers and proportion of households living in apartments, especially in our cities and larger towns. In many European countries, it is normal to see 40%-60% of households living in apartments.'

The NPF further calculates that:

*'between 2018 and 2040, an average output of at least 25,000 new homes will need to be provided in Ireland every year to meet the needs for well-located and affordable housing, **with increasing demand to cater for one and two-person households**' [Our Emphasis].*

Furthermore, it is noted that:

'achieving this level of supply will require increased housing output into the 2020's to deal with a deficit that has built up since 2010.'

The NPF highlights that 7 No. out of 10 No. households in the state consist of three people or less. In terms of changing family size, *'in Dublin city, one, two and three-person households comprise 80 percent of all households.'* It is also noted in a more general context that the *'household sizes in urban areas tend to be smaller than in suburbs or rural parts of the country'*. The recently adopted policy document denotes that *'...meeting the housing requirements arising in major urban areas for people on a range of incomes will be a major priority for this framework and the actions flowing from it.'* [Our Emphasis]

The proposed development is a direct response to the housing shortage that is readily reported and identified in recent planning policy. The proposed application is consistent with the policy objectives as set out throughout this section, as it provides a significant proportion of one and two bedroom units in addition to a smaller number of studios and three bedroom units with a range of supplementary resident facilities that meet the need of the Build-to-Rent occupants and address the requirements rising from the fact that 7 No. out of 10 No. households in the state consist of three people or less. We note that a café (141 sq m) and creche (354 sq m) will also be provided to serve the needs of the future residents and visitors to the scheme and are complimentary uses to the surrounding context.

4.2.2 National Strategic Outcomes and Objectives

The NPF identifies a list of 10 No. National Strategic Outcomes which sets out the vision of the NPF (to create a shared set of goals for every community across the country) as follows:

1. Compact Growth;
2. Enhanced Regional Accessibility;
3. Strengthened Rural Economies and Communities;
4. Sustainable Mobility;
5. A Strong Economy supported by Enterprise, Innovation and Skills;
6. High Quality International Connectivity;
7. Enhanced Amenity and Heritage;

8. *Transition to a Low Carbon and Climate Resilient Society;*
9. *Sustainable Management of Water, Waste and other Environmental Resources; and*
10. *Access to Quality Childcare, Education and Health Services.*

A number of key National Policy Objectives (NPO's) have been identified throughout the NPF in order to successfully deliver the 10 No. Strategic Outcomes.

We have carried out an assessment of the National Policy Objectives identified in the NPF and have identified the relevant objectives that are applicable to the proposed residential development. The relevant National Policy Objectives that are applicable to the proposed development are discussed under the following headings:

- *Population Growth and Employment;*
- *Current Trends in Tenure and Household Formation in Ireland;*
- *Sustainable Modes of Transport;*
- *Scale, Massing and Design;*
- *Justification and Housing Need;*
- *Waste and Environmental Issues; and*
- *Implementing the National Planning Framework.*

4.2.3 Population Growth and Employment

The National Planning Framework sets out a number of planning policy objectives that specifically relate to the population growth in Ireland and in particular the five main cities. The following objectives are considered relevant to the proposed residential development:

- **National Policy Objective 1b** projects an additional population of approximately 490,000 – 540,000 No. people in the Eastern and Midland Region.
- **National Policy Objective 1c** projects an additional 320,000 No. people in employment in the Eastern and Midland Region.
- **National Policy Objective 2a** sets a target of 50% of future population and employment growth to be focused in the existing five cities and their suburbs.
- **National Policy Objective 3a and National Policy Objective 3b** aim to deliver at least 40% of all new homes nationally, within the build-up of existing settlements and to deliver at least 50% of all new homes that are targeted in the five Cities within their existing built-up footprints.
- **National Policy Objective 4** aims to provide diverse and integrated communities ensuring the creation of attractive, livable, well designed, high quality urban places.
- **National Policy Objective 5** aims to develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment and prosperity.
- **National Policy Objective 8** aims to ensure the targeted pattern of population growth of Ireland's cities to 2040 is in accordance with the targets. The targeted

population growth for Dublin (city and suburbs) is a 20-25% increase from 1,173,000 No. (2016) to 1,408,000 No. (2040).

The development will facilitate the projected growth in population and persons in employment in the Eastern and Midland Region as identified in NPO 1b and 1c by providing suitable accommodation in an area designated 'MIC' – Mixed Use Inner Core. It is noted that residential development is permitted in principle under the MIC designation.

The NPF states that proposals should:

'prioritise the location of new housing provision in existing settlements as a means to maximizing a better quality of life for people through accessing services; ensuring a more efficient use of land and allowing for greater integration of existing infrastructure'. [Our Emphasis]

The NPF outlines that a *'preferred approach would be compact development that focuses on reusing previously developed, 'brownfield' land, building up infill sites, which may not have been built on before and either reusing or redeveloping existing sites and buildings.'* [Our Emphasis]

The proposed development is located on a vacant plot in a highly accessible location fronting onto Blackthorn Drive and Carmanhall Road. As such, the proposed development is consistent with NPOs 2a, 3a and 3b which aim to provide for 50% of future population and employment growth with the existing five main cities, 40% of new homes within the build-up of existing settlements and 50% of all new homes within the existing built-up footprints. The NPF recognises that to achieve the targets set out in NPOs 3a and 3b of the framework which relate to the delivery of new homes, housing outputs will undoubtedly necessitate a significant increase of apartment type development as proposed in the subject application.

Furthermore, it is noted that *'achieving this level of supply will require increased housing output into the 2020's to deal with a deficit that has built up since 2010.'*

As detailed at Section 3.0, the site is strategically located in close proximity to public transport which provides access to a number of employment locations, services and facilities. The site is also located close to many convenience retail units in the local area including Aldi which is located to the immediately west of the site and Dunnes Stores to the south – west.

The proposed residential development provides 564 No. Build-to-Rent apartments. The scheme provides 2 No. amenity hubs fronting Carmanhall Road and Blackthorn Drive respectfully (including concierge, games rooms, lounges, study areas facilitating residents working from home, gymnasium and multi-functional spaces). These areas are high quality, attractive and liveable spaces where the residents will have the opportunity to interact with each other ensuring an integrated community within the scheme.

The scheme also provides a café in Block D overlooking the courtyard between Blocks C and D and the northern plaza. It is considered that the proposed café will contribute to

creating an attractive, liveable, well designed and high-quality urban place as set out in NPO 4.

In addition, the scheme provides a high quality pedestrian route from Blackthorn Drive to Carmanhall Road whilst also facilitating a pedestrian connection with the Rockbrook site to the west creating legibility to the overall development. Pocket parks fronting both Carmanhall Road and Blackthorn Drive are also provided with courtyards between Blocks 'A' and 'B' and Blocks 'B' and 'C' respectfully. It is our opinion that the proposed high quality scheme will positively contribute to the permeability of the wider surrounding area.

The proposed scheme involves the redevelopment of an existing underutilised site and therefore is fully in accordance with the preferred approach of the NPF. The development will encourage social interaction between the residents of the scheme particularly by providing attractive communal spaces and pedestrian linkages throughout the development. The proposed development is consistent with the NPOs set out within this Section.

4.2.4 Current Trends in Tenure and Household Formation in Ireland

The NPF acknowledges that Ireland's housing crisis has resulted in:

'a time when many people, including those on average incomes, wish to live close to where they work and the services and amenities necessary to enjoy a good quality of life, they struggle to do so because the urban housing market has become constrained'.

The following objectives respond to the changing nature of household formations and trends in tenure seen in current planning discourse.

- **National Policy Objective 6** acknowledges the need to regenerate and rejuvenate cities, towns and villages of all types and scale that can accommodate changing roles and functions in terms of their residential population, employment activity, levels of amenity and design quality in order to sustainably influence the surrounding area.
- **National Policy Objective 11** states that there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages.
- **National Policy Objective 32** notes a target of delivering 550,000 No. additional households to 2040.

As previously detailed at Section 4.2.1 of this document, the proposed development is a direct response to current trends in tenure and household formation in Ireland by providing primarily one and two bedroom apartments, in addition to a smaller number of studios and three bedroom units.

The NPF highlights that 7 No. out of 10 No. households in the state consist of three people or less. In terms of changing family size, *'in Dublin city, one, two and three-person*

*households comprise 80 percent of all households.’ It is also noted in a more general context that the ‘household sizes in urban areas tend to be smaller than in suburbs or rural parts of the country’. The recently adopted policy document denotes that ‘...**meeting the housing requirements arising in major urban areas for people on a range of incomes will be a major priority for this framework and the actions flowing from it.**’ [Our Emphasis]*

The proposed development providing 564 No. units Build-to-Rent apartments (46 No. studio, 205 No. one beds, 295 No. two beds and 18 No. 3 bed) will offer an alternative and urgently needed accommodation type at a time when the NPF acknowledges the constrained urban housing market. The scheme represents sustainable development as the site is situated in a mixed-use residential area, in close proximity to a wide range of employment locations and services and facilities accessible by foot, bike or public transport and will contribute towards alleviating the current housing crisis but also provides and is cognisant of quality amenities.

4.2.5 Sustainable Modes of Transport

The National Planning Framework sets out a number of planning policy objectives that specifically relate to Sustainable Modes of Transport. The following objectives are considered relevant to the proposed residential development:

- **National Policy Objective 26** outlines the objectives of integrating Public Health Policy such as Healthy Ireland and the National Physical Activity Plan with planning policy.
- **National Policy Objective 27** aims to ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.

The application site is conveniently located fronting Blackthorn Avenue, a key route towards the M50. As detailed at Section 3.0 of this report, the subject lands are located less than 100 m/ 1 minute walk to the Stillorgan Luas Stop and within a short cycle journey to areas of employment. Some 1,178 No. cycle parking spaces are provided.

The development provides for 285 No. car parking spaces (including 10 No. car club spaces and 30 No. electric vehicle charging points). The proposal actively encourages the use of sustainable modes of transport such as public transport through the discouragement of car ownership, providing a ratio of 0.5 No. car parking spaces per residential unit. It is noted that car sharing spaces will allow residents to access a car should it be necessary on any particular day.

The development also includes a gym in Block D to encourage occupants to engage in regular physical activity. There are a number of local shops in proximity to the site such as those in the Beacon South Quarter, c. 100 metres away on Carmanhall Road.

The proposed development is consistent with the policy objectives as set out above.

4.2.6 Scale, Massing and Design

The National Planning Framework sets out a number of planning policy objectives that specifically relate to the scale, massing and design of developments. The following objectives are considered relevant to the proposed mixed use development:

- **National Policy Objective 13** outlines that in urban areas, building height and car parking standards will be based on performance criteria that seek to achieve well-designed high-quality outcomes in order to achieve targeted growth.
- **National Policy Objective 33** prioritises the provision of residential development at appropriate scales within sustainable locations.
- **National Policy Objective 35** notes the aim to increase residential density in settlements through a range of measures including (amongst others) in-fill development schemes and increased building heights.

The proposed scheme is considered to positively contribute towards meeting the housing need as identified by the NPF. The NPF sets out that:

'to effectively address the challenge of meeting the housing needs of a growing population in our key urban areas, it is clear that we need to build inwards and upwards rather than outwards. This means that apartments will need to become a more prevalent form of housing, particularly in Ireland's cities.'

The proposed development has been subject to a high quality standard of design, siting and layout, innovatively created by Henry J Lyons with the tallest elements of the scheme located towards the least sensitive eastern side of the site and fronting Blackthorn Drive and the Green Luas Line. The western side of the site has appropriately considered the Rockbrook Development (existing and permitted) and in this regard we refer to the Daylight/Sunlight Study prepared by O'Connor Sutton Cronin Consulting Engineers which demonstrates that across the entire development excellent levels of internal daylight are achieved.

Block A and D provide strong frontages onto Carmanhall Road and Blackthorn Drive respectfully whilst also appropriately densifying this site, which is currently insufficiently utilised, in accordance with the objectives of the NPF.

Having regard to the new policy context and increased housing demand, the subject scheme appropriately addresses criteria as set out in the *Apartment Guidelines, 2018*. In line with NPO 13, the *Apartment Guidelines, 2018* set out the specific standards for apartment developments, as discussed in Section 4.6 of this report. The proposed development is also appropriate in terms of scale, mass and height in responding to NPO 33.

The Landscape and Visual Impact Assessment, Daylight/Sunlight Assessment and Wind Assessment demonstrate that no significant and long term negative material impacts will occur as a result of the proposed development. The layout of the development has been thoroughly considered and the greater heights are provided towards the road frontage and in proximity to high frequency public transport. The proposed development is therefore in

accordance with National Policy Objective 35 which seeks an increase in residential density in settlements through increased building heights.

4.2.7 Waste and Environmental Issues

The National Planning Framework sets out a number of planning policy objectives that specifically relate to Waste and Environmental Issues. The following objectives are considered relevant to the proposed residential development:

- **National Policy Objective 52** sets out that the planning system must respond to the environmental challenges and have regard to relevant environmental legislation.
- **National Policy Objective 53** is concerned with supporting greater land efficiency and use of renewable resources by reducing the rate of urban sprawl and new development.
- **National Policy Objective 54** aims to reduce the carbon footprint in the planning system.
- **National Policy Objective 56** sets out the intentions for sustainably managing waste.
- **National Policy Objective 58** states that Green Infrastructure and ecosystem services will be incorporated into the preparation of statutory land use plans.
- **National Policy Objective 63** aims to ensure the efficient and sustainable management and conservation of water resources and water services infrastructures.
- **National Policy Objective 64** aims to improve air quality through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport.
- **National Policy Objective 65** supports the aims of the Environmental Noise Regulations.
- **National Policy Objective 75** stipulates that *'all plans, projects and activities requiring consent arising from the National Planning Framework are subject to the relevant environmental assessment requirements including SEA, EIA and AA as appropriate.'*

As outlined at Section 3.1 and 3.2, the application site is currently vacant and thus completely underutilised in a prime urban location within 100 m of a Luas stop. The development of the subject site will encourage the use of public transport, walking and cycling, in accordance with National Policy Objective 64 which sets out to improve air quality through promoting development that facilitates sustainable modes of transport. The development provides a north – south pedestrian link through the development facilitating increased permeability from Carmanhall Road to Blackthorn Drive, in addition

to a pedestrian connection to the Rockbrook site. Sections 2.2 - 2.4 of the Planning Report prepared by Thornton O'Connor Town Planning provides comprehensive details of planned public transport improvements in the area.

The car parking standards set out in the *Dún Laoghaire - Rathdown County Development Plan 2016 – 2022* are maximum parking standards and as such the proposed scheme provides a reduced number of car parking spaces than set out in the Development Plan. The proposed reduced quantum of car parking spaces (rather than the 730 No. car parking spaces that would be required should we adhere to the *Dún Laoghaire – Rathdown County Development Plan 2016 – 2022* standard) is considered appropriate having regard to the accessible location of the site and more recent quantitative guidance provided by the *Apartment Guidelines, 2018*. The criteria set out within the Apartment Guidelines indicates that the subject site is located in a 'Central and/or Accessible Urban Location' and notes that in such locations 'the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances'. The proposed scheme will promote sustainable modes of transport resulting in a lower carbon footprint and will be consistent with National Policy Objective 54.

The scheme provides 285 No. car parking spaces which includes 10 No. car club spaces and 30 No electric charging car parking spaces. Some 1,178 No. bicycle parking spaces will also be provided as part of the proposed development and we note that the site is located in close proximity to a variety of proposed upgrades to the cycle network.

The proposed development is supported by the following reports which detail the measures which have been taken in order to meet the above policy objectives relating to waste and environmental issues:

- Landscape Masterplan prepared by Bernard Seymour Landscape Architects;
- Traffic Impact Assessment and Mobility Management Plan prepared by O'Connor Sutton Cronin Consulting Engineers;
- Engineering Services Report prepared by O'Connor Sutton Cronin Consulting Engineers;
- Flood Risk Assessment prepared by RPS;
- Tree Survey and Tree Impact Assessment prepared by The Tree File;
- Appropriate Assessment Screening prepared by Openfield Ecology; and
- Energy and Sustainability Report prepared by O'Connor Sutton Cronin Consulting Engineers.

In addition, an Environmental Impact Assessment Report has been prepared by a team of qualified experts and compiled by Thornton O'Connor Town Planning.

It is considered that the proposed development is consistent with the environmental objectives as set out in the NPF.

4.2.8 Implementing the National Planning Framework

National Policy Objective 74 states that development should 'secure the alignment of the National Planning Framework and the National Development Plan through delivery of the National Strategic Outcomes.'

This section has set out how the proposed development is consistent with the relevant objectives of *Project 2040: National Planning Framework* which will contribute towards achieving the 10 No. National Strategic Outcomes also identified in the NPF as follows:

Consistency with National Strategic Outcomes			
No.	Objective:	How it is Addressed by this Development	Does it meet the criteria?
1:	Compact Growth;	Sustainable and efficient redevelopment of brownfield land.	Yes
2:	Enhanced Regional Accessibility;	Proximity to the Stillorgan Luas stop, bus stops (bus routes will be upgraded under Bus Connects), urban cycling routes and national road network.	Yes
3:	Strengthen Rural Economies and Communities;	N/A – Urban Area	N/A
4:	Sustainable Mobility;	The subject site is located within 100 m walking distance of the Luas and thus a reduced parking provision of 285 No. car spaces (including 10 No. car club spaces) is proposed resulting in the provision of 0.5 No. spaces per unit for the 564 No. Build-to-Rent units. The scheme also provides 1,178 No. bicycle parking spaces.	Yes
5:	A Strong Economy supported by Enterprise, Innovation, and Skills;	Close proximity (by public transport/bicycle and foot) to many employment locations providing access to much sought-after residential accommodation for employees.	Yes
6:	High Quality International Connectivity;	N/A – Relates to Ports and Airports	N/A
7:	Enhanced Amenity and Heritage;	The scheme provides a large quantum of high quality internal and external amenity space for future residents (public and communal and amenity spaces) and the general population of the area (public spaces). The scheme also provides an ancillary café and a creche. The site is not proximate to any heritage sites.	Yes
8:	Transition to a Low Carbon and Climate Resilient Society;	The scheme provides for an increased population in proximity to public transport. Green Roofs are included in addition to SuDS measures throughout the development. The scheme will have a high energy rating and demonstrate compliance with building standards. The potential for use of exhaust air heat pumps will result in no fossil fuels.	Yes

9:	Sustainable Management of Water, Waste and other Environmental Resources;	Sustainable modes of transport are encouraged, through significant provision of bicycle parking spaces, along with sustainable management of water use and waste output through measures such as SuDS. The OWMP plan prepared by AWN (enclosed as Appendix 15.2 of EIAR) provides details of the recycling facilities on site.	Yes
10:	Access to Quality Childcare, Education, and Health Services;	The proposed scheme provides for a crèche (354 sq m). There are a number of primary, secondary schools and Further Education facilities in close proximity to the subject site. The Beacon Hospital is located south-west of the application site (c. 550 m/ 7 No. minute walking distance), in addition to numerous health practices for example Sandyford Medical Health Centre, Beats Medical, Spectrum Health and Sandyford Healthcare.	Yes

4.3 National Spatial Strategy 2002-2020

The National Spatial Strategy (NSS) is a twenty-year planning framework which aims to sustain the following through informing the spatial development of the country as a whole:

- a better quality of life for people;
- a strong, competitive economic position; and
- an environment of the highest quality.

It is noted that Dún Laoghaire – Rathdown County forms part of the Greater Dublin Area (GDA). The NSS notes in relation to the GDA that:

'Population growth within and in many areas adjoining the GDA is being driven primarily by the investment dynamics of natural increase and high migration combined with a very high proportion of new jobs and investment continuing to be attracted to the Dublin area.' [Our Emphasis]

It is widely recognised that the GDA has experienced a rapid rate of growth in recent years that has been primarily accentuated by the country's economic successes. The NSS acknowledges that strong growth results in a *'particularly heavy burden of development pressures, such as housing supply difficulties and traffic congestion, on the city and its surrounding area.'*

As result, the NSS states that

'up to four-fifths of the population growth in the State could take place in or in areas adjoining the Greater Dublin Area over the next twenty years.' In doing so, *'Dublin will continue to grow in population and output terms. However, it is not desirable for the city to continue to spread physically into surrounding counties. The physical*

consolidation of Dublin, supported by effective land use policies for the urban area itself, is an essential requirement for a competitive Dublin’.

The proposed development is located on land zoned ‘MIC’ – mixed use inner core which has an objective to enhance and reinforce sustainable development. Residential, café and childcare uses are permitted in principle. The scheme is in accordance with the aims of the NSS to restrict the sprawl of the city outwards into the surrounding counties. The development will increase the supply of housing at a time of acute demand and aims to reduce traffic congestion by encouraging sustainable modes of transport.

The NSS reiterates NPO 32 of the NPF stating that:

‘it has been estimated that it will be necessary to provide some 500,000 additional dwellings to meet likely demand in the period up to 2010. Ireland’s housing stock per thousand of population is the lowest in the EU at 327 housing units per thousand population as compared to 435 per thousand in the UK and a European average of 450 per thousand’.

Whilst outdated, the critical demand for housing still exists in the current housing crisis and therefore a significant quantum of additional housing is required to contribute towards alleviating the housing crisis.

The proposed development comprising 564 No. Build-to-Rent residential units will provide an accommodation mix of studio, one, two and three bed apartments. This new type of accommodation tenure in Ireland will contribute towards alleviating the housing crisis by providing accommodation in close proximity to employment locations. We reiterate that Sandyford is the primary employment location within the Dún Laoghaire – Rathdown County as identified at Section 3.3.1 of this document.

The NSS sets out criteria for the location of housing within urban areas as set out below:

- The Asset Test - Are there existing community resources, such as schools etc., with spare capacity?

The application lands are located within an urban area with many services and facilities in close proximity, which will be supplemented by the amenity spaces provided within the proposed scheme including gymnasiums, working from home space, a management suite and multi-function room. A café (141 sq m) and creche (354 sq m) are also provided.

The subject site is zoned objective ‘MIC’ in the *Dún Laoghaire – Rathdown County Development Plan 2016-2022*, where the stated objective aims ‘to consolidate and complete the development of the mixed-use inner core to enhance and reinforce sustainable development’. As previously mentioned, lands to the west are expected to be developed in the short term with An Bord Pleanála recently granting permission for a SHD application for Rockbrook Phase II, a strategic housing development (Ref. ABP-303357-19). This permission also includes retail uses and a creche.

There are a range of services and facilities in proximity to the subject site most notably the Beacon South Quarter. In addition, the scheme is served by existing services and facilities as illustrated on the photograph below.



Figure 4.2: Aerial Photograph Illustrating a Sample the Existing Mix of Facilities and Services.

Source: Google Maps. Annotated by Thornton O'Connor Town Planning, 2019

The Childcare Guidelines 2001 stipulate that planning authorities should require the provision of a childcare facility for every 75 No. residential units. The scheme provides a creche (354 sq m) which will cater for the childcare needs of the proposed development. A Creche and Schools Demand Assessment has been carried out by Future Analytics which notes that one bedroom or studio type units should not generally be considered to contribute to a requirement for any childcare provision and demonstrates that *'the proposed creche onsite in fact exceeds the floor area required to provide for the projected number of 0-4 year olds that will reside within the scheme'*.

Further to the above, the report states:

*'the proportion of households containing children (4.6%) applied to the proposed development results in a total estimate of **25 children** requiring a childcare facility. When examining this further in relation to the specific characteristics of renters (Census 2016), 24.5% of current renters within DLR Council are a married or cohabiting couple with no children and 35.5% of privately rented households are by single persons. These figures indicate that the future occupants of the proposed PRS scheme are not likely to include children.'*

However, the assessment ultimately determined that a creche providing for 57 No. children should be provided. As per the 2001 *'Guidelines for Childcare Facilities'*, which stipulate an average of approximately 2.94 sq m of floorspace per child in a childcare facility, a unit of approximately 170 sq m is thus required. However, to ensure the provision of a generous and high quality facility a creche of 354 sq m is provided as part of

the scheme to comfortably meet the requirements of government guidelines and easily support the needs of the inhabitants of the proposed development

- The Carrying Capacity Test - Is the environmental setting capable of absorbing development in terms of drainage etc.?

Please find enclosed an Engineering Services Report, prepared by O'Connor Sutton Cronin Engineers which details the proposed foul water drainage arrangements, storm water drainage arrangements, water supply, and the inclusion of Blue and Green Roofs and SuDS demonstrating that the development has appropriate levels of attenuation.

- The Transport Test - Is there potential for reinforcing usage of public transport, walking and cycling?

The proposed development will promote and encourage sustainable modes of transport, particularly by virtue of the proximity to the Green Luas line (Stillorgan Stop). A wide range of bus services are also available in close proximity to the site, in addition to opportunities for residents to walk and cycle to places of employment and other services and facilities.

We note that existing bus services are available in close proximity to the subject site which offer frequent services to the city centre. We highlight that Sandyford is a major employer in Dún Laoghaire – Rathdown County, with a sample of some of the significant employers provided below:

Local Employment in the Sandyford Business District		
Employer	Location	Distance by Foot/ Bicycle
Beacon Private Hospital	Blackthorn Drive, Beacon South Quarter, Sandyford	550 m 7 No. minute walk 2 No. minute cycle
Chill Insurance	Blackthorn Road, Sandyford	500 m 6 No. minute walk 2 No. minute cycle
Verizon Connect Ireland	Blackthorn Road, Sandyford	550 m 7 No. minute walk 2 No. minute cycle
Prepay Power	Corrig Road, Beacon South Quarter, Sandyford	250 m 3 No. minute walk 1 No. minute cycle
Alstrom Sandyford Luas Depot	Blackthorn Avenue, Sandyford	1 km 13 No. minute walk 5. minute cycle
JCDecaux	Burton Hall Road	750 m 9 No. minute walk 3 No. minute cycle
Dalata Hotel Group	Burton Court, Leopardstown Road	1 km 13 No. minute walk 6 No. minute cycle

Sage Ireland	Central Park, Leopardstown	1.2 km 15 No. minute walk 7 No. minute cycle
Dyson	Central Park (adjacent to Luas Stop)	1.5 km 19 No. minute walk 8 No. minute cycle
Bank of America Merrill Lynch Ltd.	Central Park, Leopardstown Road	1.3 km 17 No. minute walk 8 No. minute cycle
Salesforce	Central Park, Leopardstown Road	1.2 km 15 No. minute walk 5 No. minute cycle
ESB Networks (Maintenance Division)	Heather Road, Arena Road, Sandyford	1.2 km 11 No. minute walk 6 No. minute cycle
ICON	South County Business Park	1.5 km 20 No. minute walk 8 No. minute cycle
Microsoft HQ	Microsoft Campus, South County Business Park, Leopardstown	1.7 km 22 No. minute walk 9 No. minute cycle
Mastercard	Central Park, Leopardstown Road	1.3 km 17 minute walk 7 minute cycle
SSE Airtricity	South County Business Park	1.6 km 21 minute walk 9 minute cycle
Vodafone	Central Park, Leopardstown Road	1.8 km 17 minute walk 8 minute cycle
Leopardstown Racecourse	Leopardstown Racecourse	2.1 km 26 No. minute walk 8 No. minute cycle

In our professional planning opinion, the subject site is well located in terms of access to the wider employment, enterprise and education of the Greater Dublin Area.

We note that 1,178 No. bicycle parking spaces are proposed as part of the development which will reinforce the use of cycling as a principal mode of transport. This application includes a Traffic Impact Assessment and Mobility Management Plan prepared by O'Connor Sutton Cronin Engineers.

- The Economic Development Test - Is there potential to ensure integration between the location of housing and employment?

The proposed development is a direct response to the housing shortage of suitable rental accommodation within an area of high demand as evidenced by the demographic, economic and societal changes in recent years. As set out above, there are a range of

employment opportunities within the Sandyford Business District, furthermore, noting that locations throughout Dún Laoghaire – Rathdown County and Dublin City Centre are easily accessible from the subject site by public transport and cycling.

- The Character Test- Will the proposal reinforce a sense of place and character?

The proposal will result in the sustainable development of an underutilised site in a prime location which has been designated 'MIC' Mixed Use Inner Core in the *Dún Laoghaire – Rathdown County Development Plan 2016 -2022*.

The creation of pocket parks at both entrances to the scheme and the provision of pedestrian connections through the development site from Carmanhall Road to Blackthorn Drive and into the Rockbrook Development will facilitate the integration and connectivity of the scheme with the established character of the surrounding area and the permitted Rockbrook Phase II development. We note that the higher building forms are located to the eastern side of the site and fronting Blackthorn Drive. The significant areas of high quality open space will ensure opportunities for light infiltration into the open space ensuring that this space will be attractive and useable for future residents. The development will also contribute to a sense of place along both Carmanhall Road and Blackthorn Drive by creating a high quality and attractive active frontage, improving the legibility of the area.

A comprehensive Landscape Report prepared by Bernard Seymour Landscape Architects has been prepared and is submitted with this planning submission.

- The Community Test - Will the proposal reinforce the integrity and vitality of the local community and services that can be provided?

The proposal will result in the development of an underutilised site. The positioning of the development comprising 564 No. Build-to-Rent units will provide active surveillance of the outdoor spaces and pedestrian routes throughout the site. We note that communal residential facilities are provided in Blocks A, C and D which will instill a community ethos and create a sense of place. In addition, a café to serve both future residents and the public is provided at the Blackthorn Drive entrance overlooking the high quality landscaped plaza. These public uses are intended to ensure the vibrancy of the scheme during the daytime providing destination points that will attract people to the urban quarter and were specifically positioned at the location of the highest footfall within the site. The proposed creche will also provide a service to the new community in the heart of the subject scheme.

The public open spaces will provide bright, spacious and enjoyable locations for local employees and local residents to enjoy the outdoors and have been specially designed to provide a range of different types of spaces for a multiplicity of users.

The proposed scheme will complete the development of the mixed inner core zone and consolidate the community ethos within the scheme and the wider community. Future residents will utilise the wider facilities and contribute to the vitality of the area.

- The Integration Test - Will the proposal aid an integrated approach to catering for the housing needs of all sections of society?

As previously noted, there is an acute housing shortage currently present in Ireland and a significant demand existing for accommodation. The proposed application is considered to respond to the local need for high quality and suitable accommodation.

In relation to the Build-to-Rent element of the scheme, we note that the *Apartment Guidelines, 2018* states that Build-to-Rent developments:

'can provide a viable long term housing solution to households where home-ownership may not be a priority, such people starting out on their careers and who frequently move between countries in the pursuance of career and skills development in the modern knowledge-based economy.'

The Build-to-Rent typology will provide alternative and affordable purpose-built accommodation to meet the housing needs of a greater number of persons. The introduction of studios reflects the proportion of single person households. We re-iterate that 35.5% of privately rented households are by single persons according to the 2016 CSO.

The scheme will provide 10% social and affordable housing in accordance with Part V of the *Planning and Development Act 2000*.

The proposed scheme provides high quality landscaped external amenity areas in addition to extensive internal communal amenity areas (1,095 sq m) which meet the housing needs of the future population.

Furthermore, the NSS states that:

*'efficient use of land by **consolidating existing settlements**, focusing in particular on development capacity within central urban areas through **re-use of under-utilised land** and buildings as a priority, rather than extending green field development.'* [Our Emphasis]

As previously noted, significant employment opportunities are located within walking and cycling distance of the subject site. The subject development proposes the densification of an underutilised site in proximity to high quality public transport which offers frequent services to city centre and wider employment areas.

As a result of increased growth in employment in such close proximity to the subject site, there is continued pressure and demand for accommodation within the area. Therefore, the proposed development can simultaneously assist in addressing this demand and represents the proper planning and sustainable development of the area.

The development is consistent with the policy guidance as set out within the *National Spatial Strategy 2002 – 2020*.

4.4 **Action Plan for Housing and Homelessness, Rebuilding Ireland**

The *Action Plan for Housing and Homelessness – Rebuilding Ireland* is the Government’s publication which recognises that a significant increase in new homes is needed. The Action Plan outlines a five pillar approach:

- Pillar 1 – Address Homelessness;
- Pillar 2 – Accelerate Social Housing;
- Pillar 3 – Build More Homes;
- Pillar 4 – Improve the Rental Sector; and
- Pillar 5 – Utilise Existing Housing.

It is noted that a number of these pillars are inter-related and therefore the proposal will to an extent have a positive impact on each of the abovementioned pillars. It is considered that the proposed development directly addresses the objectives set out within Pillar 2, Pillar 3 and Pillar 4.

- Pillar 2: Increase the level and speed of delivery of social housing and other state-supported housing.
- Pillar 3: Build More Homes – Increase the output of private housing to meet demand at affordable prices.
- Pillar 4: Improve the Rental Sector – Address the obstacles to greater private rented sector delivery, to improve the supply of units at affordable rents.

The publication outlines that the affordability of property in the current economic climate is the basis for the decline in home ownership. As a result, there is a growing number of households paying a greater proportion of their incomes on accommodation which has subsequent impacts on their quality of life and their ability to save. In an attempt to manage this societal and economic shift, the document encourages development in the Build-to-Rent sector such as providing:

‘equal sized bedrooms clustered around a central shared space, or the inclusion of amenities such as gyms and creches and shared entertainment facilities.’

The document also identifies that:

‘affordable rental is suited to; low to moderate incomes, do not qualify for social housing and need some level of support in housing costs.’

The publication stipulates in relation to the delivery of housing that:

‘the housing challenge is not simply about providing more homes – it is also about moving away from cycles of volatility in supply and affordability. Ireland needs to move towards a more stable, cost effective, affordable housing provision model that also delivers the right level of housing, in the right places and at the right time.’

As previously discussed throughout this document, the proposed development will comprise 564 No. Build-to-Rent units as such the development will directly address the evident housing need by significantly increasing housing accommodation in this location

and responds proportionately to the pillars as set out above, with particular emphasis on Pillars 2, 3 and 4.

The Build-to-Rent accommodation will provide alternative, affordable residential accommodation. Some 56 No. social housing units will also be provided as part of the development.

A gym, creche and shared communal amenities are provided for as detailed within the Architectural Design Statement prepared by Henry J Lyons Architects.

It has been demonstrated that the proposal subject of this statement is consistent with the policy guidance of the *Action Plan for Housing and Homelessness, Rebuilding Ireland*.

4.5 *Urban Development and Building Heights – Guidelines for Planning Authorities (December 2018)*

The *Urban Development and Building Heights Guidelines for Planning Authorities* were adopted in December 2018. The Guidelines set out that a key objective of the NPF is to significantly increase the building heights and overall density of developments.

The Minister's foreword to the *Height Guidelines, December 2018* acknowledges that Ireland's classic development models for city and town cores has tended to be dominated by employment and retail uses, surrounded by extensive and constantly expanding low-rise suburban residential areas which is an unsustainable model. There is an opportunity for our cities and towns to be developed differently. Urban centres could have much better use of land, facilitating well located and taller buildings, meeting the highest architectural and planning standards. The Guidelines are intended to set a new and more responsive policy and regulatory framework for planning the growth and development of cities and towns upwards rather than outwards.

The *Height Guidelines 2018* denote that the:

'Government considers that there is significant scope to accommodate anticipated population growth and development needs, whether for housing, employment or other purposes, by building up and consolidating the development of our existing urban areas.'

The *Building Height Guidelines* also note that increasing prevailing building heights have a critical role to play in addressing the delivery of more compact growth in our urban areas, particularly our cities and large towns through enhancing both the scale and density of development and it notes that the planning process must actively address how this objective will be secured.

The *Height Guidelines* expressly seek increased building heights in urban locations:

*'In relation to the assessment of individual planning applications and appeals, it is Government policy that **building heights must be generally increased in appropriate urban locations**. There is therefore a presumption in favour of buildings of **increased height in our town/city cores and in other urban locations with good public transport accessibility**.'* [Our Emphasis].

The application proposes 6 No. Blocks ranging in height from 5 No. Storeys (Block C) to Part 16 to Part 17 No. storeys (Block D). The highest building forms are positioned at the least sensitive positions within the site, along the eastern boundary which abuts existing commercial developments and fronting the Luas line.

It is considered that the scheme design strikes a balance between respecting the surrounding environment of the scheme and ensuring the development potential of a significantly scaled, strategically positioned and underutilised plot is maximised. The Daylight/Sunlight Assessment (enclosed as a standalone document) and Wind Assessment (Chapter 13 of the EIAR) submitted with this application demonstrate that no significant negative material impacts will occur on neighbouring properties or internally within the scheme.

Specific Planning Policy Requirement 1 states that:

*'In accordance with Government policy to support increased building height and density in locations with good public transport accessibility, particularly town/ city cores, planning authorities shall explicitly identify, through their statutory plans, areas where increased building height will be actively pursued for both redevelopment, regeneration and infill development to secure the objectives of the National Planning Framework and Regional Spatial and Economic Strategies and **shall not provide for blanket numerical limitations on building height.**'* [Our Emphasis]

It is our professional planning opinion that the imposition of the 14 No. storey height restriction at the subject site as set out in the Sandyford Urban Framework Plan would be contrary to Specific Planning Policy Requirement 1 which notes that blanket numerical limitations on building height shall not be provided for through statutory plans. The proposed development materially contravenes current local policy which does not take account of the subsequently adopted Building Height Guidelines, as such a Material Contravention Statement has been prepared by Thornton O'Connor Town Planning in regard to the proposed height and is submitted with this planning application.

The Guidelines further note that *'Planning Authorities must apply the following broad principles in considering development proposals for buildings taller than prevailing building heights in urban areas in pursuit of these guidelines:*

- 1. Does the proposal positively assist in securing National Planning Framework objectives of focusing development in key urban centres and in particular, fulfilling targets related to brownfield, infill development and in particular, effectively supporting the National Strategic Objective to deliver compact growth in our urban centres?***

TOC Response: The proposed scheme involves the redevelopment of an existing underutilised brownfield site within the Sandyford Mixed Use Core area which will contribute to delivering compact growth in urban centres. The scheme is therefore fully in accordance with the preferred approach of the National Planning Framework.

2. ***Is the proposal in line with the requirements of the development plan in force and which plan has taken clear account of the requirements set out in Chapter 2 of these Guidelines?***

TOC Response: SPPR 1 of the Guidelines sets out that blanket numerical restrictions on building heights shall not be provided for in plans, in order to support building height and density in locations with good public transport accessibility and particularly in town/ city cores. We note that Appendix 15 of the *Dún Laoghaire - Rathdown Development Plan 2016 - 2022* specifically set out a numerical limitation on height, with objective SUFP 3 in the *Sandyford Urban Framework Plan 2016* and the associated mapping guiding development at the subject site to be 5 – 14 No. Storeys, prior to the adoption of the *Building Height Guidelines, 2018*.

We re-iterate that it is our professional planning opinion that imposing height restrictions on the subject site through the *Sandyford Urban Framework Plan* would be contrary to Specific Planning Policy Requirement 1 which notes that blanket numerical limitations on building height shall not be provided for through statutory plans. Therefore, we consider the heights proposed consisting of partial heights part 16 to part 17 No. storeys towards the north-east of the site are appropriate in order to accord with Government policy to increase building heights in sustainable locations, having regard to the fact that no material impacts occur.

3. ***Where the relevant development plan or local area plan pre-dates these guidelines, can it be demonstrated that implementation of the pre-existing policies and objectives of the relevant plan or planning scheme does not align with and support the objectives and policies of the National Planning Framework?***

TOC Response: The objectives of the Development Plan to restrict the development of residential units beyond the heights set out in the *Sandyford Urban Framework Plan* and restricting development on the subject site to 5 – 14 No. storeys in height is now outdated as a result of the progression of National Policy, and implementing such an objective would be contrary to SPPR1 of the *Height Guidelines, 2018* as discussed above.

In addition to the above, SPPR3 of the Building Height Guidelines, 2018 sets out that:

'It is a specific planning policy requirement that where;

- (A) *1. an applicant for planning permission sets out how a development proposal complies with the criteria [below]; and
2. the assessment of the planning authority concurs, taking account of the wider strategic and national policy parameters set out in the National Planning Framework and these guidelines;*

then the planning authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise.'

We have demonstrated below how the proposed development satisfies the specified criteria set out in Section 3 of the Building Height Guidelines.

Development Management Criteria	
At the Scale of the Relevant City/Town	
Assessment Criteria	Comment
<ul style="list-style-type: none"> <i>The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport.</i> 	<ul style="list-style-type: none"> The application site is located less than 100 m to the south of the Stillorgan Luas stop with multiple bus routes serving the site along Blackthorn Drive. We note that the accessibility of the subject site via public transport has been extensively detailed in the Planning Report prepared by Thornton O'Connor Town Planning and submitted with this Strategic Housing Development planning application to ABP.
<ul style="list-style-type: none"> <i>Development proposals incorporating increased building height, including proposals within architecturally sensitive areas, should successfully integrate into/ enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views. Such development proposals shall undertake landscape and visual assessment (LVIA), by a suitably qualified practitioner such as a chartered landscape architect.</i> 	<ul style="list-style-type: none"> It has been detailed in Henry J Lyons Architectural Design Statement and Thornton O'Connor Town Planning's documents how the development will be assimilated into its surrounding context. We note that the subject site is not located within an architecturally sensitive area and is not surrounded by any unique locational characteristics, having regard to its position between Carmanhall Road and Blackthorn Drive. A Material Contravention Statement prepared by Thornton O'Connor Town Planning is enclosed with this application in respect to the proposed height of Block D. A pedestrian link between Carmanhall Road and Blackthorn Drive is provided, in addition to a pedestrian connection to the Rockbrook site. An LVIA and Daylight /Sunlight Analysis have been carried out and are submitted in conjunction of this application.
<ul style="list-style-type: none"> <i>On larger urban redevelopment sites, proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale</i> 	<ul style="list-style-type: none"> Notwithstanding the location of the site between Rockbrook Phases I and II to the west and existing commercial offices to the east, the proposed development provides a pedestrian thoroughfare between Carmanhall Road to Blackthorn Drive, in addition a connection to the Rockbrook site is

<p><i>of adjoining developments and create visual interest in the streetscape.</i></p>	<p>provided which will enhance connectivity and permeability within the surrounding area. The scheme provides for a number of pocket parks, courtyard and landscaped amenity areas as detailed within the accompanying Landscape Masterplan prepared by Bernard Seymour Landscape Architects.</p> <ul style="list-style-type: none"> • The higher element (Block D) is provided towards the least sensitive locations within the subject site where it will have minimal impacts on surrounding properties, with the scale and massing stepping down towards the western edge of the site responding to the adjacent Rockbrook scheme. The high quality design including a palette of simple materials, will allow the scheme to successfully integrate with the surrounding area and aid in the wayfinding of the surrounding area.
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Development Management Criteria	
At the scale of District/ Neighbourhood / Street	
Assessment Criteria	Comment
<ul style="list-style-type: none"> • <i>The proposal responds to its overall natural and built environment and makes a positive contribution to the urban neighbourhood and streetscape.</i> 	<ul style="list-style-type: none"> • The high quality design of the proposed development has regard to clear guidance provided in national planning policy which seeks the densification of brownfield sites in close proximity to significant employment locations and public transport such as the subject site. We submit that no significant and long term material impacts on residential amenity will occur as a result of the proposed development, having regard to the results of the Daylight /Sunlight Analysis and the LVIA. The high quality materials utilised in the scheme ensures that the development will make a positive contribution to the streetscape. The provision of a public pedestrian thoroughfare will encourage connectivity and permeability for the general public, which will create a vibrant sense of place.

<ul style="list-style-type: none"> • <i>The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of slab blocks with materials / building fabric well considered.</i> 	<ul style="list-style-type: none"> • The high quality scheme provides adequate relief between the proposed 6 No. Blocks which range in height from 5 No. storeys to part 17 No. storeys in height. A comprehensive Architectural Design Statement has been prepared by Henry J Lyons and is submitted with this planning application which demonstrates the rationale for the design approach and how conscious efforts have been made to provide architecturally interesting forms and spaces.
<ul style="list-style-type: none"> • <i>The proposal enhances the urban design context for public spaces and key thoroughfares and inland waterway/ marine frontage, thereby enabling additional height in development form to be favorably considered in terms of enhancing a sense of scale and enclosure while being in line with the requirements of "The Planning System and Flood Risk Management – Guidelines for Planning Authorities (2009)".</i> 	<ul style="list-style-type: none"> • The scheme will provide active surveillance of the public and communal open spaces throughout the development including the provision of a creche and café at ground floor level to provide animated daytime uses. Furthermore, we submit that the scale of the development is appropriate to its location as set out within the accompanying Planning Report prepared by Thornton O'Connor Town Planning. • We note that a Flood Risk Assessment has been carried out by RPS Consulting Engineers with due regard to the Flood Risk Management Guidelines.
<ul style="list-style-type: none"> • <i>The proposal makes a positive contribution to the improvements of legibility through the site or wider urban area within which the development is situated and integrates in a cohesive manner.</i> 	<ul style="list-style-type: none"> • The high quality design of the scheme will ensure the development will be a legible and attractive addition to the area. As previously noted, the pedestrian access provided between Blackthorn Drive and Carmanhall Road and the extension of the Boulevard at Rockbrook into the subject lands provides a nodal point of pedestrian routes at the subject site that will contribute towards enhancing the legibility of the scheme within its context.
<ul style="list-style-type: none"> • <i>The proposal positively contributes to the mix of uses and/ or building / dwelling typologies available in the neighbourhood.</i> 	<ul style="list-style-type: none"> • The proposed application seeks permission for a strategic housing development comprising 564 No. Build-to-apartments with ancillary residents' facilities. In addition, it is proposed to

	<p>provide a creche (354 sq m) and café (141 sq m). Having regard to the existing facilities and amenities in close proximity to the site it is clear that the provision of a café and creche will provide a sufficient quantum of supplementary uses to ensure the creation of sustainable communities with ease of access to services and facilities.</p>
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Development Management Criteria	
At the Scale of the Site/ Building	
Assessment Criteria	Comment
<ul style="list-style-type: none"> <i>The form, massing and height of proposed developments should be carefully modulated so as to maximise access to natural daylight, ventilation and views and minimise overshadowing and loss of light.</i> 	<ul style="list-style-type: none"> We refer to the Daylight/Sunlight Analysis prepared by O'Connor Sutton Cronin Consulting Engineers and submitted with this application. <p><u>Internal Daylight</u> <i>The analysis confirms that across the entire development excellent levels of internal daylight are achieved. A 95.6% compliance rate is achieved across the entire development. This percentage is above the 95% compliance ratio outlined within ARUP's daylight report issued as part of the currently permitted scheme at the subject site (ABP Ref. PLo6D.301428),</i></p> <p><i>Throughout the full development, comfortable and desirable spaces have been designed with floor to ceiling heights of a minimum of 2.6m for living rooms and minimum of 2.4m for bedrooms and extensive glazing to every room enabling deep daylight penetration and providing enhanced views to a beautiful landscaped courtyard area.</i></p> <p><u>Sunlight</u> <i>Sunlight analysis has shown that at least 2 hours of sunlight is achieved on March 21st on at least 50% of the amenity spaces, thus complying with BRE Guidelines. An additional study was carried out to analyse the summer sunlight, with excellent sunlight levels being achieved.</i></p>

	<p><u>Impact to surrounding properties</u></p> <p><i>The VSC analysis demonstrates that the proposed building has no daylight impact to adjacent properties when compared to the currently permitted scheme.</i></p> <p><i>The shadow analysis confirms that no further overshadowing is perceived to any of the surrounding properties when compared to the currently permitted scheme ABP Ref. PL06D.301428.</i></p> <p>In conclusion, the steps taken by the project team during design have ensured that levels of daylight and sunlight within the development have been safeguarded and the impact to adjacent properties is negligible.</p>
<ul style="list-style-type: none"> • <i>Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision outlined in guidelines. Where a proposal may not be able to fully meet all the requirements of the daylight provisions above, this must be clearly identified and a rationale for any alternative, compensatory design solutions must be set out, in respect of which the planning authority or An Bord Pleanála should apply their discretion, having regard to local factors including specific site constraints and the balancing of that assessment against the desirability of achieving wider planning objectives. Such objectives might include securing comprehensive urban regeneration and an effective urban design and streetscape solution.</i> 	<ul style="list-style-type: none"> • As noted above, the Daylight/Sunlight Assessment ultimately concludes that no material impacts will occur on neighbouring properties. • The report also notes that <i>'careful consideration has been given to room layout design attributing store rooms and circulation areas to the back of rooms and living spaces to the front where the highest level of daylight is experienced'</i>. • The report notes that <i>'the excellent daylight and sunlight access can also be attributed to the sunlight reflection from the building facades that have been carefully designed with light materials, thus creating comfortable and desirable spaces for the residents.'</i>

Development Management Criteria	
Site Specific Assessments	
Assessment Criteria	Comment
<ul style="list-style-type: none"> <i>Specific impact assessment of the micro-climatic effects such as down-draft. Such assessments shall include measurements to avoid/mitigate such micro-climatic effects and, where appropriate, shall include an assessment of the cumulative micro-climatic effects where taller buildings are clustered.</i> 	<ul style="list-style-type: none"> A Wind Report has been prepared by B-Fluid and is submitted as Chapter 13 of the EIAR. The Wind Report concludes: <i>'The proposed Sandyford Central Development will produce a quality environment that is attractive and comfortable for pedestrians.</i> <i>Good shielding is achieved on all critical roads. There are some funneling effects around both the roads abutting the Sandyford Central development and some high velocities in the main road on the east side of the development (Carmanhall Road). However, high velocity areas are limited to the part of the roads where the cars pass. Footpaths are successfully shielded by vegetation. The funneling across the development does not reach critical velocities and would be mitigated by the presence of the trees. These high velocities appear to be already present before construction of Sandyford Central Development and not a consequence of its construction.'</i> <i>'The pedestrian comfort assessment, performed accordingly to the Lawson criteria, identified the areas that are suitable for the different pedestrian activities in order to guarantee pedestrian comfort and showed that the entire development is suitable for any activities. Moreover, in terms of distress, no critical conditions were found for "Frail persons or cyclists", neither for members of the "General Public", in the surrounding of the development.'</i>
<ul style="list-style-type: none"> <i>In development locations in proximity to sensitive bird and/or bat areas, proposed developments need to consider the potential interaction of the building location, building materials and artificial lighting to impact flight lines and/ or collision.</i> 	<ul style="list-style-type: none"> The Appropriate Assessment Screening Report prepared by Openfield Ecology has found that the Project, alone or in combination with other projects, is not likely to have significant effects on the European sites considered in this assessment.

<ul style="list-style-type: none"> • An assessment that the proposal allows for the retention of important telecommunication channels, such as microwave links. 	<ul style="list-style-type: none"> • N/A
<ul style="list-style-type: none"> • An assessment that the proposal maintains safe air navigation. 	<ul style="list-style-type: none"> • N/A
<ul style="list-style-type: none"> • An urban design statement including, as appropriate, impact on the historic built environment. 	<ul style="list-style-type: none"> • An Architectural Design Statement prepared by Henry J Lyons Architects has been submitted with the planning application. The principle of demolishing the remaining structures on site was established previously.
<ul style="list-style-type: none"> • Relevant environmental assessment requirements, including SEA, EIA, AA and Ecological Impact Assessment, as appropriate. 	<ul style="list-style-type: none"> • An Appropriate Assessment Screening Report prepared by Openfield Ecology and EIAR prepared by a team of qualified experts and compiled by Thornton O' Connor Town Planning is submitted with the planning application.
<p>Having regard to the response to each element of the Development Management Criteria outlined above, it is clear that the proposed development is in accordance with the policies and objectives of the <i>Building Height Guidelines</i>. The application proposes a SHD development comprising 6 No. Blocks ranging in height from 5 No. storeys to part 16 – part 17 No. storeys, over part-basement, part semi-basement and part lower-ground which is considered to be appropriate within the surrounding context having regard to the location of the subject site within an existing Mixed Inner Core which is well served by public transport. We re-iterate that the subject site is located within minutes walking/cycling distance of various employment locations and services and facilities including <i>inter alia</i>, Beacon Hospital, Salesforce, Chill Insurance and ICON.</p> <p>We note that a scheme with maximum heights of 14 No. storeys (Ref.: ABP-3014280-18) was previously granted in 2018 however it is considered appropriate to propose an additional height and density on foot of the introduction of the <i>National Planning Framework</i> and the <i>Height Guidelines</i> which encourages increased height and density on appropriate sites. It is considered that the design response provided strikes a balance between respecting the planning parameters of the extant scheme and ensuring the development potential of a strategically positioned underutilised plot is maximised.</p>	

4.6 *Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, 2018*

The Department of Housing, Planning and Local Government published the updated *Sustainable Urban Housing: Design Standards for New Apartments* in March 2018.

These Guidelines update previous guidance in the context of greater evidence and knowledge of current and likely future housing demand in Ireland taking account of the Housing Agency National Statement on Housing Demand and Supply and projected need for additional housing supply out to 2020, the Government’s *Rebuilding Ireland – Action Plan for Homelessness, 2016* and the *National Planning Framework – Ireland 2040*, published since the 2015 Guidelines. We note that the Apartment Guidelines take precedence over any conflicting policies and objectives of development plans, local area plans and strategic development zone planning schemes.

The subject site is considered to be located in a ‘*central and/or accessible urban location*’ as set out in the Apartment Guidelines, which states the following:

‘Such locations are generally suitable for small- to large-scale (will vary subject to location) and higher density development (will also vary), that may wholly comprise apartments, including:

- *Sites within walking distance (i.e. up to 15 minutes or 1,000 – 1,500m), of principal city centres, or significant employment locations, that may include hospitals and third-level institutions;*
- *Sites within reasonable walking distance (i.e up to 10 minutes or 800 – 1,000m) to/from high capacity urban public transport stops (such as DART or Luas).’*

The subject site is located either within 15 minutes or 1,500 metres of numerous substantial employment locations including, inter alia the Beacon Hospital, Salesforce, Chill Insurance and ICON. In addition, the subject site is located less than 100 m to the south of the Stillorgan Luas stop, therefore the subject site can undeniably be described as a ‘*central and/or accessible urban location*’. The proposed development providing increased height and density is fully in accordance with the Apartment Guidelines, 2018.

In terms of meeting future housing need, the publication set out that ‘*demographic trends indicate that two-thirds of households added to those in Ireland since 1996 comprise 1-2-person, yet only 21% of dwellings completed in Ireland since then comprise apartments of any type*’. Furthermore, the 2016 Census indicates that ‘*if the number of 1-2-person dwellings is compared to the number of 1-2-person households, there is a deficit of approximately 150%, i.e. there are approximately two and half times as many 1-2- person households as there are 1-2- person homes.*’

The Apartment Guidelines recognises the need for alternative types of accommodation to facilitate the societal and economic changes that have affected household formation and housing demand. The proposed application comprising 564 No. Build-to-Rent units will provide suitable housing accommodation type for people seeking residential accommodation in Dublin. In addition, it is highlighted that the development provides 56 No. social housing units onsite.

The Specific Planning Policy Requirements set out in the Apartment Guidelines are addressed below:

Specific Planning Policy Requirement 1

'Apartment developments may include up to 50% one-bedroom or studio type units (with no more than 20-25% of the total proposed development as studios) and there shall be no minimum requirement for apartments with three or more bedrooms. Statutory development plans may specify a mix for apartment and other housing developments, but only further to an evidence-based Housing Need and Demand Assessment (HNDA), that has been agreed on an area, county, city or metropolitan area basis and incorporated into the relevant development plan(s).'

The proposed development comprises 46 No. studios (8.2%), 205 No. 1 bed units (36.3%), 295 No. 2 bed units (52.3 %) and 18 No. 3 bed units (3.2%). The development is consistent with SPPR1.

Specific Planning Policy Requirement 2

'For all building refurbishment schemes on sites of any size, or urban infill schemes on sites of up to 0.25ha:

Where up to 9 residential units are proposed, notwithstanding SPPR 1, there shall be no restriction on dwelling mix, provided no more than 50% of the development (i.e. up to 4 units) comprises studio-type units;

Where between 10 to 49 residential units are proposed, the flexible dwelling mix provision for the first 9 units may be carried forward and the parameters set out in SPPR 1, shall apply from the 10th residential unit to the 49th;

For schemes of 50 or more units, SPPR 1 shall apply to the entire development.'

As noted above, the proposed development is consistent with SPPR1.

Specific Planning Policy Requirement 3

'Minimum Apartment Floor Areas:

*Studio apartment (1 person) 37 sq m
 1-bedroom apartment (2 persons) 45 sq m
 2-bedroom apartment (4 persons) 73 sq m
 3-bedroom apartment (5 persons) 90 sq m'*

All apartments meet the minimum apartment floor areas as set out in SPPR3. We note a Housing Quality Assessment table is enclosed with the Architectural Design Statement prepared by Henry J Lyons Architects.

Specific Planning Policy Requirement 4

'In relation to the minimum number of dual aspect apartments that may be provided in any single apartment scheme, the following shall apply:

- (i) A minimum of 33% of dual aspect units will be required in more central and accessible urban locations, where it is necessary to achieve a quality design in response to the subject site characteristics and ensure good street frontage where appropriate.*
- (ii) In suburban or intermediate locations, it is an objective that there shall generally be a minimum of 50% dual aspect apartments in a single scheme.*
- (iii) For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise further discretion to consider dual aspect unit provision at a level lower than the 33% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects.*

The development proposes 57% of the units as dual aspect. This fully accords with the Apartment Guidelines, which requires a minimum of 33% in central and/or accessible locations, such as the subject site where it is necessary to achieve a quality design in response to the subject site characteristics and ensure attractive street frontage where appropriate.

Specific Planning Policy Requirement 5

Ground level apartment floor to ceiling heights shall be a minimum of 2.7m and shall be increased in certain circumstances, particularly where necessary to facilitate a future change of use to a commercial use. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise discretion on a case-by-case basis, subject to overall design quality.

The ground floor of the proposed scheme meets the requirement for 2.7 m floor to ceiling heights providing 3.5 m. The proposal is fully in compliance with SPPR5.

Specific Planning Policy Requirement 6

A maximum of 12 apartments per floor per core may be provided in apartment schemes. This maximum provision may be increased for building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, subject to overall design quality and compliance with building regulations.

Specifically, regarding apartments per floor core, the following is stated in SPPR 8 (v):

'The requirement for a maximum of 12 apartments per floor per core shall not apply to BTR schemes, subject to overall design quality and compliance with building regulations.'

Therefore, SPPR 6 is not relevant to Build-to-Rent as this typology falls under SPPR 7 and 8.

Specific Planning Policy Requirement 7

BTR development must be:

- (a) *Described in the public notices associated with a planning application specifically as a 'Build-To-Rent' housing development that unambiguously categorises the project (or part of thereof) as a long-term rental housing scheme, to be accompanied by 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 as such. Such conditions include a requirement that the development remains owned and operated by an institutional entity and that this status will continue to apply for a minimum period of not less than 15 years and that similarly no individual residential units are sold or rented separately for that period;*
- (b) *Accompanied by detailed proposals for supporting communal and recreational amenities to be provided as part of the BTR development. These facilities to be categorised as:*
 - (i) *Resident Support Facilities - comprising of facilities related to the operation of the development for residents such as laundry facilities, concierge and management facilities, maintenance/repair services, waste management facilities, etc.*
 - (ii) *Resident Services and Amenities – comprising of facilities for communal recreational and other activities by residents including sports facilities, shared TV/lounge areas, work/study spaces, function rooms for use as private dining and kitchen facilities, etc.*

In response to part (a), we note that the Statutory Notices reference that the development is a Build-to-Rent scheme. Furthermore, a legal covenant is submitted with this application.

In relation to part (b) of SPPR7, the proposed scheme will provide high quality communal and recreational amenity areas (1,095 sq m) within the designated resident areas located in Blocks A, C and D including a gymnasium, study areas facilitating working from home, lounges, games rooms and concierge. Laundry facilities will be provided in each individual apartment.

It is also proposed to provide outdoor recreational amenity spaces comprising 4,117 sq m of public open space and 4,761 sq m of communal open space. The provision of high – quality internal and external resident facilities and amenities will ensure that a very enjoyable standard of living is achieved and social interaction between future tenants will be encouraged.

Specific Planning Policy Requirement 8

'For proposals that qualify as specific BTR development in accordance with SPPR 7:

- (i) *No restrictions on dwelling mix and all other requirements of these Guidelines shall apply, unless specified otherwise;*
- (ii) *Flexibility shall apply in relation to the provision of a proportion of the storage and private amenity space associated with individual units as set out in Appendix 1 and in relation to the provision of all of the communal amenity space as set out in Appendix 1, on the basis of*

- the provision of alternative, compensatory communal support facilities and amenities within the development. This shall be at the discretion of the planning authority. In all cases the obligation will be on the project proposer to demonstrate the overall quality of the facilities provided and that residents will enjoy an enhanced overall standard of amenity;*
- (iii) There shall be a default of minimal or significantly reduced car parking provision on the basis of BTR development being more suitable for central locations and/or proximity to public transport services. The requirement for a BTR scheme to have a strong central management regime is intended to contribute to the capacity to establish and operate shared mobility measures;*
 - (iv) The requirement that the majority of all apartments in a proposed scheme exceed the minimum floor area standards by a minimum of 10% shall not apply to BTR schemes;*
 - (v) The requirement for a maximum of 12 apartments per floor per core shall not apply to BTR schemes, subject to overall design quality and compliance with building regulations.'*

The Build-To-Rent element of the scheme is fully in accordance with SPPR8 as set out in the *Apartment Guidelines, 2018*.

1. The scheme provides 46 No. studio apartment, 205 No. one bed apartments, 295 No. two bed apartments and 18 No. three bed apartments.
2. The proposed Build-to-Rent Apartments meet and, in some cases, exceed the standards set out in relation storage and private amenity space.
3. The site is located in a central and accessible location as discussed earlier in this section therefore reduced car parking is proposed (285 No. car parking spaces to serve the development); and
4. All apartments meet the minimum floor standards and, in some cases exceed the minimum floor area by 10% although this is not a criterion of Build-to-Rent.

The subject Build-to-Rent elements of the scheme is fully in accordance and consistent with the criteria set out in the *Apartment Guidelines, 2018*.

4.7 *Urban Design Manual – A Best Practice Guide (2009)*

Housing Location in Urban Areas

The Urban Design Manual sets out 12 No. key indicators for developments in urban areas:

- 1) Context – How does the development respond to its surroundings?

The proposed development has been subject to a high-quality design by Henry J Lyons Architects. Although a higher density scheme is now proposed than the extant permitted scheme on the subject lands, the design team have made a concerted effort to respect the principal planning parameters of the extant permission.

The scheme provides a north-south pedestrian link from Carmanhall Road to Blackthorn Drive, in addition to a pedestrian connection to the Rockbrook development. These linkages will contribute significantly to the permeability of the surrounding area and ensure that the development appropriately assimilates into its neighbouring context.

In regard to the material palette for the scheme, the high quality design includes a complimentary mix of selected brick/brick panel systems, aluminum windows and backpainted glass in selected colours.

Please refer to the Architectural Design Statement prepared by Henry J Lyons Architects and a Landscape Design Statement and Masterplan by Bernard Seymour Landscape Architects enclosed with this application submission for more details on proposed materials.

2) Connections – How well connected is the new neighbourhood?

As previously noted, the application site fronts Blackthorn Drive and is served by a high frequency Luas service as identified at Section 3.3.

As extensively detailed in the accompanying Planning Report, the scheme is located within walking and cycling distance of many employment locations, services and facilities and is well served by public transport. It is evident that the site is well connected, and sustainable modes of transport are encouraged within the proposed scheme.

3) Inclusivity – How easily can people use and access the development?

The proposed development has been designed to encourage sustainable modes of transport e.g. walking, cycling and public transport.

The DMURS Design Statement prepared by OCSC Consulting Engineers states that:

'the proposed development has incorporated a series of design measures to promote more sustainable modes of transport and support vulnerable road users which is in line with the core principles of DMURS and all other relevant guidance'.

The site layout including set down areas on both Carmanhall Road and Blackthorn Drive allow for efficient refuse collection from the designated bin storage areas. Emergency vehicles can also safely access the site via the north-south link.

There are a number of access points for residents of the scheme both from the public footpath and the internal communal open spaces. We note that significant efforts have been made to ensure accessible routes have been created throughout the scheme, particularly with the provision of a pedestrian route connecting from Carmanhall Road and Blackthorn Drive providing a valuable north-south connection improving permeability for existing and future residents of the surrounding area.

In addition, a dedicated lift is provided for the creche and wheelchair users. A Universal Access Statement has been prepared by O'Herlihy Access Consulting and is enclosed with the application.

4) Variety – How does the development promote a good mix of activities?

The development provides 564 No. Build-to-Rent apartments. It is our professional opinion that the proposed mix of primarily one and two bed units directly respond to the need of this type of tenure, reflecting the societal and demographic trends. Build-to-Rent units are particularly attractive to the cohort of the population who do not have the financial means or desire to get on the property ladder.

We note the provision of the Build-to-Rent units are supported by communal amenity areas located in Block A, C and Block D. In addition, a creche and a café are proposed at Level 1 overlooking the landscaped public open space and the pedestrian link. The proposed scheme has been designed ensuring that a wide variety of amenities and facilities are available for future residents to utilise within the development.

5) Efficiency – How does the development make appropriate use of resources, including land?

National policy expressly seeks the densification of underutilised lands such as the subject site. The 1.54 hectare site is currently vacant. The subject lands are situated in a highly accessible location in Sandyford in close proximity to the green Luas line, which is a high frequency mode of public transport.

The proposed development is consistent with the 'MIC' zoning as set out in the *Dún Laoghaire-Rathdown County Development Plan 2016-2022* which includes residential units as a permitted in principle use. The proposed development represents the appropriate densification of this underutilised site while having regard to the need to protect the amenity of surrounding residential properties. The proposed scheme provides for high quality and valuable landscaped areas which will provide amenity and biodiversity.

6) Distinctiveness – How do the proposals create a sense of place?

As set out in the Architectural Design Statement by Henry J Lyons which is enclosed, a key tenet in considering the design approach in the subject scheme is to *'complete the Rockbrook phase 1 residential development, finishing the existing 'Boulevard' with a connection through the subject site on to Blackthorn Drive, and to complete the courtyard commenced by the Rockbrook Block D, extending the truncated gables at the north eastern corner of this development in a manner that created an appropriate context for both the established residential units and the new units'*. The subject development will complete the urban quarter creating strong connectivity and linkages to the adjacent scheme to allow the zone to provide a cohesive presentation from an urban realm perspective. By incorporating a high quality pedestrian link through the site, members of the public will be provided with easy access from Carmanhall Road to Blackthorn Drive, ensuring that a sense of community is achieved among the future residents and neighbouring residents.

The use of a varied design approach (height, materials and presentation) to the differing blocks proposed within the scheme will ensure that the development is defined by architectural variety which will add in the creation of sense of place and the creation of enjoyable and diverse spaces.

The inclusion of a variety of resident amenities, in addition to a café and creche at ground floor level will encourage social interaction through the creation of a local sense of community.

7) Layout – How does the proposal create people friendly streets and spaces?

As noted above, the pedestrian link is to be incorporated through the scheme which is considered a significant planning gain and will complete the development of lands zoned MIC.

The proposal is designed to adhere to the provisions set out in the *Design Manual for Urban Roads and Streets (2013)*.

8) Public Realm – How safe, secure and enjoyable are the public areas?

The outdoor residential amenity spaces will be subject to a high level of passive surveillance as they will be overlooked by the apartments and resident amenities, ensuring that these areas are safe and secure.

The proposed development includes a comprehensive Landscape Plan and Landscape Design Report prepared by Bernard Seymour Landscape Architects which sets out the strategy for the provision of safe, secure and enjoyable public spaces.

9) Adaptability – How will the buildings cope with change?

The ground floor level of the development allows for greater floor to ceiling heights (3.5 metres) which are capable of internal modification where deemed necessary as per SPPR 5 of the *Sustainable Urban Housing: Design Standards for New Apartments (2018)*.

10) Privacy and Amenity – How does the scheme provide a decent standard of amenity?

The contemporary design provides for versatile private units. The scheme has been developed to maximise open plan apartment layouts which will result in larger and brighter living room/ kitchen spaces and equal bedroom sizes and all units benefit from private open space.

Dún Laoghaire – Rathdown County Development Plan 2016-2022 requires 10 % of the total site area as public open space, stating:

'The Planning Authority shall require an absolute default minimum of 10% of the overall site area for all residential developments to be reserved for use as Public Open and/or Communal Space irrespective of the occupancy parameters set out in the previous paragraph'

We note that the scheme provides for 4,117 sq m of public open space and 4,761 sq m of communal open space.

In addition, some 1,095 sq m of indoor communal resident amenity space is provided (gymnasium, lounges, study area, games rooms and multi-functional space) to enable social interaction between residents within the development, if desired.

The proposed scheme provides for a high quality Build-to-Rent residential development as detailed in the accompanying Planning Report prepared by Thornton O'Connor Town Planning and Architectural Design Statement by Henry J Lyons Architects.

11) Parking – How will the parking be secure and attractive?

The scheme proposes 285 No. Car Spaces within the development comprising 254 No. at lower ground and 31 No. at ground level. Some 30 No. electric car parking spaces and 10 No. car Club spaces are included in the quantum.

Sustainable modes of transport such as cycling and walking are promoted within the scheme, with the provision of 1,178 No. cycle parking spaces.

We note that the Build-to-Rent scheme will benefit from a management company. The Traffic Impact Assessment prepared by O'Connor Sutton Cronin Consulting Engineers states:

'Access to the car park will be restricted to authorised users only who have been allocated a parking space. A barrier system will be in place at the car park entrance/exit to facilitate this which will only permit access to approved personnel/vehicles'.

12) Detailed Design: How well thought through is the building and landscape design?

A detailed Architectural Design Statement prepared by Henry J Lyons Architects and Landscape Report by Bernard Seymour Landscape Architects are submitted as part of this application submission which sets out the design rationale of the proposed development providing a high-quality innovative scheme.

The proposed mixed use scheme is consistent with the guidance as set out in the *Urban Design Manual – A Best Practice Guide (2009)*.

4.8 Design Manual for Urban Roads and Streets (2013)

The *Design Manual for Urban Roads and Streets (DMURS)* sets out an integrated design approach for creating new and redeveloping existing routes to ensure that they are secure, connected and attractive. The guidance document outlines several key objectives and design principles, most notably the promotion of sustainable modes of transport such as; prioritising walking, cycling and use of public transport. DMURS outlines practical guidance for the design of roads and streets which have been taken into consideration during the design process of the proposal at the subject of the report.

4.8.1 Policy Background

The *Design Manual for Urban Roads and Streets* references the *Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland 2009 – 2020* document which was published by the Department of Transport. The key goals as set out within the *Smarter Travel* document include:

To reduce overall travel demand;

- (i) To maximise the efficiency of the transport network;
- (ii) To reduce reliance on fossil fuels;
- (iii) To reduce transport emissions; and
- (iv) To improve accessibility to public transport.

Given the accessible location of the application site in proximity to a high frequency public transport, it is projected that tenants of the scheme would largely rely on walking, cycling or utilising existing public transport routes to reach their place of work. There will be 285 No. car parking spaces available on site (including 10 No. Go Car and 30 No. electric car parking spaces). The scheme is considered to be consistent with the key policy goals as set out in *Smarter Travel – A Sustainable Transport Future A New Transport Policy for Ireland 2009 – 2020*.

4.8.2 Site Layout and Legibility

There is an extant permission for a residential scheme containing 459 No. units on the subject site (ABP Ref. PLo6D.301428), with further details on this extant permission are outlined in Section 4.0 of the Planning Report prepared by Thornton O'Connor Town Planning. Whilst the proposed scheme proposes increased height and density at the subject site, it principally follows the site layout of the extant scheme.

The proposed development scheme provides active frontage onto both Carmanhall Road and Blackthorn Drive by virtue of the resident amenity spaces, creche and café. Carparking is provided at both ground (Level 1) and basement level which is accessed from Carmanhall Road.

The proposed high-quality designed layout of the scheme by Henry J Lyons Architects will ensure that the scheme will be legible in the streetscape while also sitting comfortably within its immediate context. We note that the development has been designed in accordance with DMURS.

4.8.3 Sustainable Transport

The site is well served by public transport with particular emphasis on the green Luas line and provision of bus routes serving the site. The Stillorgan Luas stop is located less than 100 m walking distance (1 No. minute) from the subject site. The Planning Report extensively details the existing and planned national bus network investments which will further enhance the accessibility of this key site in Sandyford.

The DMURS publication references that the Smart Travel document includes a '*vision to create a strong cycling culture in Ireland and ensure that all cities, towns and villages will be cycling friendly and that cycling will be a preferred way to get about, especially for short trips.*' The proposed scheme provides for 1,178 No. cycle parking spaces in total ensuring that sustainable modes of transport are encouraged.

As established in the above commentary, it has been demonstrated that the proposed mixed use scheme is consistent with the guidance as per the *Design Manual for Urban Roads and Streets (2013)*.

4.9 *The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009)*

The *Planning System and Flood Risk Management Guidelines (2009)* published by the Government of Ireland includes the following core objectives:

- Avoid inappropriate development in areas at risk of flooding;
- Avoid new developments increasing flood risk elsewhere, including that which may arise from surface water run-off;
- Ensure effective management of residual risks for development permitted in floodplains;
- Avoid unnecessary restriction of national, regional or local economic and social growth;
- Improve the understanding of flood risk among relevant stakeholders; and
- Ensure that the requirements of EU and national law in relation to the natural environment and nature conservation are complied with at all stages of flood risk management.

The Flood Risk Assessment prepared by RPS states:

'A portion of the site can be considered to be in Flood Zone B. This means that a Justification Test will be required for all types of development apart from those considered to be 'Water-compatible'. As the proposed development is for residential apartments a full Justification Test will be required.'

The Flood Risk Assessment has concluded that:

- *'The model has shown that the proposed development and mitigation measures will ensure that the risk of flooding to the proposed development is minimised. For all three events assessed neither the proposed buildings nor the basement are impacted by flood waters with adequate freeboard provided.'*
- *The model has also demonstrated that the proposed development causes no additional properties to flood and no increase in flood risk in the surrounding area during the 1% AEP, 1% AEP plus climate change or the 0.1% AEP events.*
- *Following the development of the site the flow in the culverted Carysfort Maretimo stream downstream of the site will be reduced due to the attenuation of the runoff from the site.*
- *Furthermore, RPS assessed the scenario in which, in addition to the Sandyford Central site, the adjacent Rockbrook site is also developed. In this scenario the model demonstrated that with both developments in place there is no increase in flood risk to the properties in the surrounding area.*
- *The 'Planning System and Flood Risk Management Guidelines' has been applied. It classifies different types of development in terms of their vulnerability. The proposed development will consist of residential apartment blocks incorporating a crèche and café which under the guidelines is classed as 'highly vulnerable'. The modelling*

results show that the site is considered to be in Flood Zone B and due to the high vulnerability usage a Justification Test has been applied.

- *Each of criteria in the Development Management Justification Test was shown to be satisfied for the proposed development. Therefore, it was concluded that the proposed development complies with the requirements of the Development Plan Justification Test.*
- *The proposed development will not be at risk of flooding and will not give rise to an increase in flood risk elsewhere. The proposed development has therefore been shown to be compliant with the 'Planning System and Flood Risk Management Guidelines'.*

Thus, the proposed development is acceptable having regard to the objectives of The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009).

In determining the extant permission, the Inspector recommended the Board grant permission stating that she was 'satisfied that the development does not result in a significant flood risk at the development site or upstream or downstream.'

4.10 Guidelines for Planning Authorities on Childcare Facilities (2001)

The Guidelines on the provision of childcare facilities sets out that:

'Access to quality childcare services contribute to the social, emotional and educational development of children. There are clear economic benefits from the provision of childcare. The lack of accessible, affordable and appropriate childcare facilities makes it difficult for many parents/guardians to access employment and employment related opportunities.'

In response the Guidelines set out that the:

'The Planning and Development Act, 2000, makes it a mandatory requirement on planning authorities to include in their Development Plan objectives on the provision of services for the community, including creches and other childcare facilities.'

As a result, the Guidelines outline the objectives to:

- Update and develop baseline data on the quality of existing and prospective childcare needs in association with the County Childcare Committees;
- Promote childcare facilities in the following locations as a key element in the provision of sustainable communities:
 - Residential areas;
 - Places of employment;
 - Educational establishments;
 - City and town centres, neighborhood and district centres;
 - Convenient to public transport nodes.
- Establish a system of monitoring the achievements of the above objectives.

The Guidelines identify appropriate locations for childcare facilities as identified below:

- **New communities/Larger new housing developments** - *'Planning authorities should require the provision of at least one childcare facility for new housing areas unless there are significant reasons to the contrary.*
- **The vicinity of concentrations of work places**, such as industrial estates, business parks and any other locations where there are significant numbers working – *facilitating safe and efficient journeys to/from the workplace of parents/guardians.*
- **In the vicinity of schools** – *facilitating parents dropping off school-going children and children attending childcare facilities on route to their place of employment;*
- **Neighborhood, District and Town Centres** – *combating competitive pressure from larger commercial areas.*
- **Adjacent to public transport corridors, park and ride facilities, pedestrian routes and dedicated cycle ways.**

The Childcare Guidelines, 2001 stipulate that planning authorities should require the provision of a childcare facility for every 75 No. residential units. The childcare facility will be located within the proposed development to serve the 564 No. residential units. The childcare facility is conveniently located along the northern boundary fronting Blackthorn Drive. For the minority of children being dropped to the facility by car, a short term set down area is provided. Additionally, the childcare facility is suitably located within 2 kms of a variety of primary, secondary and special needs schools which will allow for efficient drop off/collection for parents with multiple children. A lift has also been provided for accessibility.

Regardless of the locations identified above, the Guidelines state that proposals should have regard to:

- *The Child Care (Pre-School Services) Regulations, 1996, in relation to the planning implications of these regulations;*
- *Suitability of the site for the type and size of facility proposed;*
- *Availability of outdoor play area and details of management of same;*
- *Convenient to public transport nodes;*
- *Safe access and convenient parking for customers and staff;*
- *Local traffic conditions;*
- *Number of such facilities in the area; and*
- *Intended hours of operation.*

The proposed childcare facility provides for 5 No. classrooms facilitating different age groups and associated office and staff facilities in addition to an outdoor play area. As detailed at Section 3.4 of this report the subject site is well served by public bus services. We note that car parking has also been provided and the new future residents will benefit from the provision of such a facility.

5.0 REGIONAL POLICY

This section will demonstrate that the proposed development has been brought forward with due consideration of Regional Policy and is consistent with the objectives and guidance as set out within each of the respective policy documents. Within this section the development will be assessed against the *Regional Planning Guidelines for the Greater Dublin Area 2010-2022* and the *Regional Spatial and Economic Strategy for the Eastern and Midland Region*.

5.1 *Regional Planning Guidelines for the Greater Dublin Area 2010-2022*

The *Regional Planning Guidelines for the Greater Dublin Area 2010-2022* (RPG's) provides a long term sustainable planning framework for the GDA. The Regional Planning Guidelines (RPGs) is a policy document which aims to direct the future growth of the Greater Dublin Area over the medium to long term.

The RPG's set out that *'quality housing should be reflected equally in terms of the overall layout of the scheme and its urban design characteristics, the internal layout, form and design of housing and the external architectural form of housing which should relate to the wider urban area of which it is part while facilitating the creation of areas of distinct character.'*

In relation to area of the subject site, the RPG's states that

'Sandyford has experienced rapid growth in high value business services and opportunities exist to build upon high value added jobs and development. While the role of manufacturing has declined, it remains a strong component of employment in the area, and diversification options should be explored in accordance with relevant departmental planning guidance documents.'

The following Strategic Policies are considered relevant and have been assessed in respect to the consistency of the proposed development:

Strategic Policy EP1 outlines the importance of the integration of climate change considerations into Development Plans, Flood Risk Assessments and Bio-diversity and Heritage plans.

The proposed development has had due regard to climate change, flood risk and biodiversity. An EIAR prepared by a team of qualified experts has been compiled by Thornton O'Connor Town Planning is submitted with the application, in addition to an Appropriate Assessment Screening Report by Openfield Ecology, a Flood Risk Assessment by RPS and Energy and Sustainability Report prepared by O'Connor Sutton Cronin Consulting Engineers which assess the specific environmental issues.

The proposal is consistent with Strategic Policy EP1.

Strategic Policy EP2 refers to the need to facilitate new employment opportunities for existing populations and seek to reduce the volume of unsustainable long distance commuting.

The proposed Build-to-Rent residential scheme will assist in addressing the housing shortage for studios, 1 No. bed and 2 No. bed units in the Sandyford area. The availability of affordable, high quality and suitable tenure close to a number of significant employment nodes will allow employees to live closer to their place of work and reduce commuting distances.

Strategic Policy SP1 stipulates that the delivery of new housing in the GDA shall support the NSS, Smarter Travel and the DoEHLG Guidelines on Sustainable Residential Development. The RPG Settlement Strategy encourages the focusing of new housing development on:

- (i) *consolidation within existing built footprint with particular focus on the metropolitan area;*
- (ii) *supporting the achievement of sustainable towns;*
- (iii) *supporting national investment in public transport services by focusing new development areas to key locations to achieve the integration of land use and high quality public transport provision, and*
- (iv) *build up economics of scale for services in identified growth towns.*

The proposed scheme will positively address each of the criteria as set out above. As noted at Section 3.3 and throughout this report, the subject lands are located in a sustainable location and will promote the increase in population at a location designated for regeneration.

The scheme is considered to be consistent with Strategic Policy SP1.

Strategic Policy PIP5 relates to waste management and aims to ensure environmental, business and public health needs are met. It also sets out to promote and facilitate reuse and recycling.

An Operational Waste Management Plan and Construction and Demolition Waste Management Plan have been prepared by AWN and are enclosed as Appendix 15.2 and 15.1 of the EIAR respectfully. Designated waste storage areas are provided at the lower ground floor (Level 0) of Block C with a dedicated central waste compound. A segregated service/ bicycle access ramp is provided off Blackthorn Drive to facilitate bin collection.

The proposal is consistent with Strategic Policy PIP5.

Strategic Policy GIP1 is concerned with the protection of built heritage and protected species.

The site does not comprise of any Protected Structures.

The subject site is not located within or directly adjacent to any Special Protection Areas (SPA), Special Areas of Conservation (SAC) or National Heritage Areas.

An Appropriate Assessment Screening Report prepared by Openfield Ecological Services is enclosed and concludes that no significant effects are likely to arise from the proposed development.

The proposal is consistent with Strategic Policy GIP1.

Strategic Policy GIP2 aims to protect and conserve the natural environment, in particular EU designated sites.

The site is not located on or in close proximity to any EU designated sites. As noted above in GIP1, the AA Screening Report concludes that no significant effects are likely to arise from the proposed development.

Furthermore, it is noted that the application is supported by an EIAR scoping report.

The proposal is consistent with Strategic Policy GIP2.

Strategic Policy GIP6 sets out to ensure the protection, enhancement and maintenance of the natural environment with specific emphasis on the value of green spaces.

The proposed scheme has been designed with due regard for the natural environment and the value of green space. As part of the planning application, outdoor public and communal open spaces, balconies and green roofs have been provided. A comprehensive Landscape Design Report has been prepared by Bernard Seymour Landscape Architects and is submitted in conjunction with the application.

The proposed Landscape Plan has due regard for the existing landscape character of the site and surrounding area. The report stipulates that the design aim is to *'bring some movement to the communal spaces with the presence of water and create a more naturalistic landscape design that wraps around the buildings in a more asymmetrical manner. Moreover, we thought that it would be more subtle to separate spaces and uses by changing surfacing materials and planting schemes from a space to another'*.

The proposal is consistent with Strategic Policy GIP6.

Strategic Policy SIP1 is in relation to planning for communities and outlines the need to identify and respond to the most vulnerable in planning for growth, for change or regeneration.

The scheme responds to the housing shortage for suitable tenure by primarily providing 1 and 2 No. bed units. The provision of Build-to-Rent units will accommodate those who do not have the financial means to purchase their own property and need immediate access to housing. It is also noted that the scheme will provide 10% social housing as per Part V of the *Planning and Development Act, 2000*.

The proposal is consistent with Strategic Policy SIP1.

Strategic Policy SIP2 acknowledges planning policy as a tool in creating a quality of life.

The proposed scheme will provide for 564 No. high quality apartments as illustrated in the supporting Design Statement and CGIs in addition to various communal resident amenity spaces. It is considered that the proposal will provide for a high quality of life.

The sustainable location will reduce commuting times, in addition to the provision of a gym for the residents of the Built-to-Rent units and the promotion of public transport, walking and cycling as main modes of transport will contribute to the quality of life of tenants.

The proposal is consistent with Strategic Policy SIP2.

Strategic Policy FP1 states that flood risk requires active management throughout the planning process.

The proposal has had due regard of flood risk and it is noted that the application site is located within Flood Zone B. A Flood Risk Assessment has been prepared by RPS Consultants for the application site as noted at Section 4.9 which concludes that the development is consistent with the guidance set out in *The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009)*.

This section has clearly demonstrated that the proposed residential development with supporting resident amenities in addition to a café and creche is consistent with the relevant strategic policies set out in the *Regional Planning Guidelines for the Greater Dublin Area 2010-2022*.

5.2 **Regional Spatial and Economic Strategy for the Eastern and Midlands Region**

The Regional Spatial and Economic Strategy (or RSES) for the East and Midlands Regional Assembly was adopted in May 2019. This document comprises a number of core Regional Policy Objectives (RPO) which coincide with the National Planning Framework (NPF). The purpose of the guidelines are to guide all Local Authority future plans, projects and activities requiring consent of the Regional Assembly.

Under RPO 4.3 '*Consolidation and Re-intensification*', the following objective is set:

'Support the consolidation and reintensification of infill/brownfield sites to provide high density and people intensive uses within the existing built up area of Dublin city and suburbs and ensure that the development of future development areas is coordinated with the delivery of key water infrastructure and public transport projects.'

The subject scheme will consist of 564 No. unit residential development with a resultant density of 365.6 No. units per hectare in the overall scheme. Therefore, the proposed development will result in the appropriate intensification of a underutilised site in an established residential area beside high quality public transport.

The Metropolitan Area Spatial Plan (MASP) for Dublin contained within the RSES states the following:

RPO 5.4 states:

'Future development of strategic residential development areas within the Dublin Metropolitan area shall provide for higher densities and qualitative standards as set out in the 'Sustainable Residential Development in Urban Areas', 'Sustainable Urban Housing; Design Standards for New Apartments' Guidelines, and Draft 'Urban Development and Building Heights Guidelines for Planning Authorities'.

As stated previously in this Statement, the proposed development fully responds to the National Planning Policy, in particular Section 4.6 - Sustainable Urban Housing; Design Standards for New Apartments' Guidelines and Section 4.5 - Urban Development and Building Heights Guidelines for Planning Authorities.

In regard to MASP Housing and Regeneration, RPO 5.5 states:

'Future residential development supporting the right housing and tenure mix within the Dublin Metropolitan Area shall follow a clear sequential approach, with a primary focus on the consolidation of Dublin and suburbs, and the development of Key Metropolitan Towns, as set out in the Metropolitan Area Strategic Plan (MASP) and in line with the overall Settlement Strategy for the RSES. Identification of suitable residential development sites shall be supported by a quality site selection process that addresses environmental concerns.'

The subject site is contained within an area designated as Mixed Inner Core 'MIC' where residential development is permitted in principle with an objective to 'to consolidate and complete the development of the mixed-use inner core to enhance and reinforce sustainable development'. The scheme subject to this application is located on a large and underutilised plot fronting both Carmanhall Road and Blackthorn Drive.

It is our professional opinion that the subject site will assimilate into the established MIC land uses as per the Dún Laoghaire – Rathdown Development Plan 2016-2022. We note that the accompanying Planning Report prepared by Thornton O'Connor Town Planning provides a robust rationale for the provision of a high density residential development with commercial uses (creche and café) at this location.

Economic Strategy: Smart Specialisation, Clustering, Orderly Growth and Placemaking.

*'Orderly Growth. Though the identification of locations for strategic employment development and our growth and settlement strategy the compact growth will be achieved. This involves managing and facilitating the growth of Dublin and to increase the scale of our regional centres to be able to provide the range of functions to their hinterlands. **This needs to be facilitated by appropriate, effective and sustainable infrastructure development in these centres, and at the same time avoid sprawl. This encompasses connectedness aimed at facilitating a network of skills and talent living in our settlements. It requires a support network of infrastructure - including broadband - in order to make the Region more connected and competitive. This will help to deliver high quality jobs that are well-paid and sustainable.'***

The proposed development is located on appropriately designated lands where residential development is permitted in principle. Furthermore, it is reiterated that the subject lands are in close proximity to a range of public transport and major centres of employment. The proposed scheme addresses the economic strategy by providing an appropriate, effective and sustainable development by virtue of the high quality design and higher density residential development preventing urban sprawl. Appropriately located residential accommodation is important to the continued growth and maintenance of Ireland's competitiveness in both the private residential market and Build-to-Rent sector and its response to the evolving needs of the workforce.

Under Section 8.1, the RSES states the following with regard to integrating land use and transport planning:

'The RSES identifies regional strategic outcomes which include integrated transport and land use planning, the transition to a low carbon economy by 2050, compact growth, enhanced regional and international connectivity, enhanced green infrastructure and the provision of sustainable settlement patterns.'

The subject development contributes to consolidated growth and the reduction in carbon emissions through lower parking standards and provision of 1,178 No. bicycle parking spaces and 30 No. electric car charging spaces.

Through the provision of blue and green roofs and proposed landscaping, the development will help to achieve a high standard of natural and green infrastructure within an intensified and more dense residential setting.

By locating on a key public transport corridor and in close proximity to employment, the subject development can be seen as a sustainable development pattern, which seeks to increase density, reduce car dependency, and provide permeability throughout the scheme.

Under Section 8.2, the RSES discusses responses to urban sprawl and justification for the move towards compact growth:

*'The Strategy aims to provide a spatial framework **to promote smart compact growth** as an alternative to continued peri-urban sprawl around our cities and towns, with a resultant negative impact on the environment and people's health and wellbeing due to increased commuting and loss of family and leisure time.'*

The subject development seeks to provide a welcoming and attractive alternative to car dominated development, which is well located on a high-quality public transport corridor and is locally and regionally accessible by foot and by bicycle. The majority of the car parking facilities are provided at basement level (level o) allowing for maximum use of the available ground level outdoor amenity space.

Additionally, the provision of green roofs, amenity spaces and communal facilities aid in the facilitation and promotion of healthy lifestyles and social-cohesion between residents. Similarly, the location of this higher density development on public transport routes and proximity to major employers allows for reduced commuting time and greater work life balance for future residents as envisaged by policy documents.

The RSES Objective RPO 9.4 states:

*'Design standards for new apartment developments **should encourage a wider demographic profile which actively includes families and an ageing population.**'*

The surrounding area of the subject site is primarily traditional low density semi-detached dwellings located to the north of the subject site, with more recent mixed-use higher density developments to the west. The proposed development is a direct response to the ominous housing crisis which has seen a shortage in suitable accommodation particularly the provision of primarily one and two bed apartments.

6.0 LOCAL POLICY

This section will demonstrate that the proposed development has been designed in accordance with Local Policy and is consistent with the objectives and guidance as set out within the *Dún Laoghaire – Rathdown County Development Plan 2016-2022* and *Sandyford Urban Framework Plan 2016* which forms Appendix 15 of the Development Plan.

6.1 *Dún Laoghaire – Rathdown County Development Plan 2016 – 2022*

This section will assess the consistency of the proposed scheme with the relevant policies and objectives of the *Dún Laoghaire – Rathdown County Development Plan 2016 – 2022*. We note the Sandyford Urban Framework Plan, Building Height Strategy and Interim Housing Strategy form part of the Development Plan appendices and will be referred to throughout this section.

The Development Plan is required to be consistent with the targets set out in the Regional Planning Guidelines. The RPGs define the settlement hierarchy for the Greater Dublin Area (GDA) by identifying key growth zones within Metropolitan and Hinterland areas. The *Dún Laoghaire – Rathdown County Development Plan 2016 – 2022* indicates that the subject site is located in a 'secondary centre' as illustrated at Figure 6.1 below.

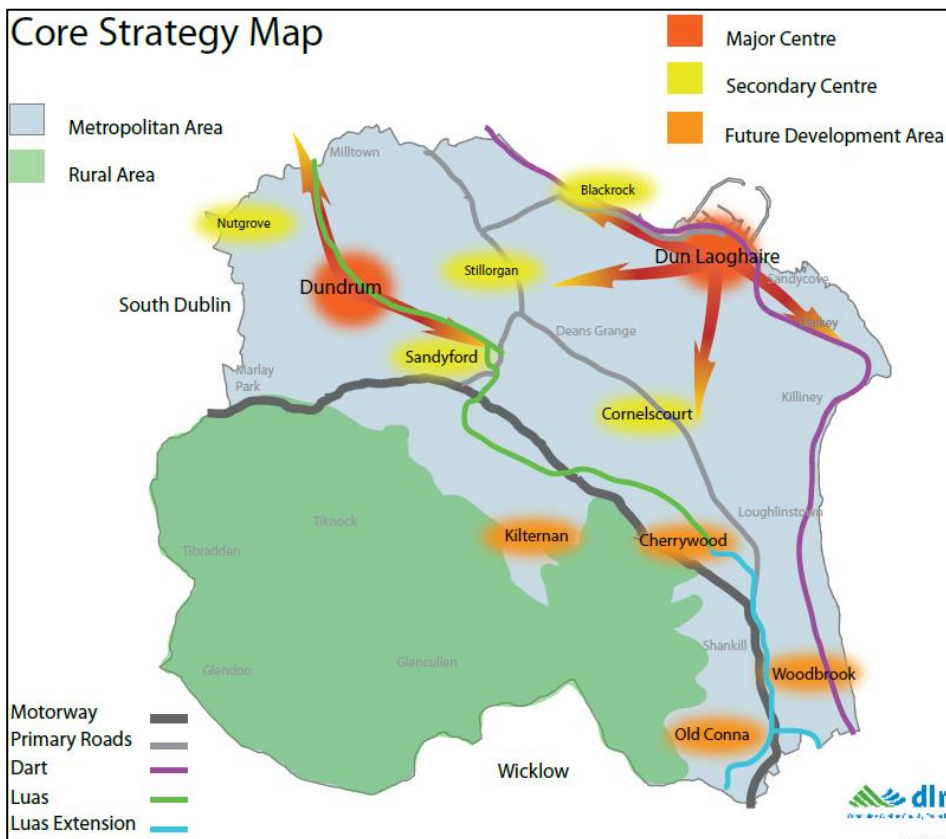


Figure 6.1: Core Strategy Map Illustrating Major, Secondary and Future Development Areas

Source: *Dún Laoghaire – Rathdown County Development Plan 2016 – 2022*

The Development Plan sets out the vision of Dún Laoghaire – Rathdown:

'to continue to facilitate appropriate levels of sustainable development predicated on the delivery of high quality community, employment and recreational environments – allied to the promotion of sustainable transportation and travel patterns - but all the while protecting Dún Laoghaire – Rathdown’s unique landscape, natural heritage and physical fabric to ensure the needs of those living and working in the County can thrive in a socially, economically, environmentally sustainable and equitable manner'

We refer to the Core Strategy which establishes the approach to achieving medium to long term development. In respect of residential development, the focus of the Core Strategy is to ensure the sufficient balance between the supply of zoned serviced land for residential development and the projected demand for new housing over the lifetime of the plan.

The Development Plan provides a diagram of the serviced, part serviced and unserviced lands within the county, we note that the subject site is located within an area indicated as serviced lands.

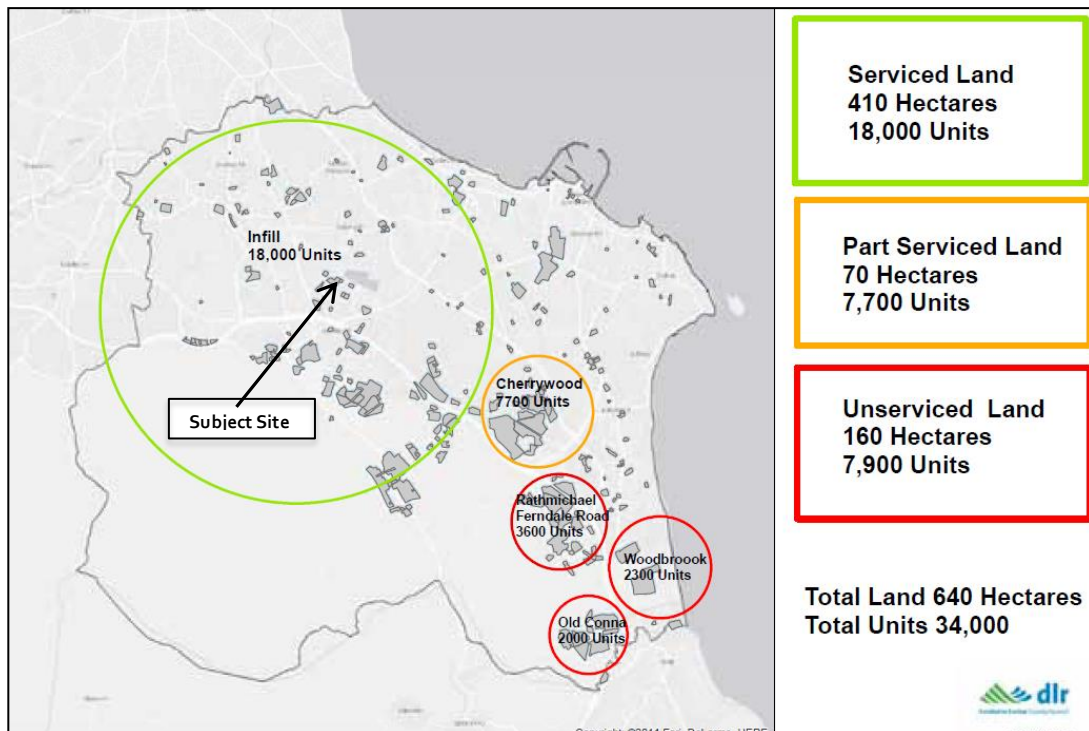


Figure 6.2: Extract from Map Illustrating Serviced, Part Serviced and Unserved Lands in Dún Laoghaire – Rathdown County

Source: Dún Laoghaire – Rathdown County Council 2016 -2022

Thus, it is evident that the underutilised site subject to this Strategic Housing Development planning application is clearly intended for development. The detailed design of the proposed residential development is contained within the architectural drawings and the Architectural Design Statement prepared by Henry J Lyons Architects in addition to a comprehensive Planning Report prepared by Thornton O’Connor Town Planning.

As noted throughout this Statement, the proposed development will provide for 564 No. high quality Build-to-Rent residential units with ancillary resident amenities, a creche (354 sq m) and café (141 sq m). In addition, 4,117 sq m of public open space, 4,761 sq m of communal open space and 4,229 sq m of private open space is provided. The provision of this Build-to-Rent typology providing primarily one and two bed apartments in addition to a proportion of studio units and a small number of three bed apartments will contribute towards the development of a balanced sustainable community responding to the need for suitable tenure.

6.2 The Sandyford Urban Framework Plan 2016 (SUFP) - Appendix 15 of the Dún Laoghaire – Rathdown County Development Plan 2016 -2022

The Sandyford Urban Framework Plan is incorporated as Appendix 15 of the *Dun Laoghaire Rathdown County Development Plan 2016-2022*. It envisages the ongoing development of Sandyford primarily as an employment area but with complementary mixed uses including residential development.

The Development Plan states that the Urban Framework is a direct response to:

‘the fact that development in Sandyford, had, in previous years occurred at an unprecedented pace and in an uncoordinated and piecemeal fashion’.

The area defined by the Sandyford Urban Framework Plan includes Sandyford Business Estate, Stillorgan Industrial Estate, Central Park and South County Business Park as indicated on the map below.

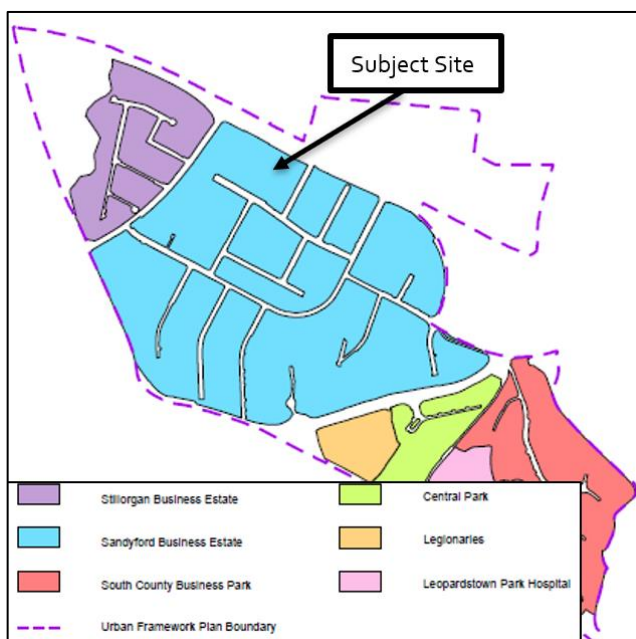


Figure 6.3: Extract Illustrating the Six Areas within the Sandyford Business District

Source: Appendix 15 of the *Dún Laoghaire – Rathdown County Development Plan 2016 - 2022*. annotated by Thornton O’Connor Town Planning, 2019.

The application site is located within Sandyford Business District with the Urban Framework stating:

'Sandyford Business Estate is at a pivotal stage of development in terms of type of business. Parts of Sandyford Business Estate are in the process of transforming from an area of low-density freestanding buildings formed around a road network, to higher density development within a tighter urban grain. This transition in form and land use has been driven primarily by a landownership rather than by a master plan for the overall area. Recent high density developments have little spatial relationship with their neighbours and as a consequence the area has become fragmented. The current mix of uses lack co-ordination and rationale.'

We highlight that the proposed high density scheme will complete and consolidate the development of the MIC zoned lands in which the subject site is located. The scheme has been designed with consideration of the adjacent Rockbrook developments, we note that a pedestrian connection is proposed between the sites which provide greater permeability within the area.

6.3 Material Planning Policy Considerations

6.3.1 Zoning

Development Plan

The subject lands are zoned objective "MIC" – Mixed Use Inner Core in the *Dún Laoghaire – Rathdown County Development Plan 2016-2022*, where the stated aim is *'to consolidate and complete the development of the mixed use inner core to enhance and reinforce sustainable development'*

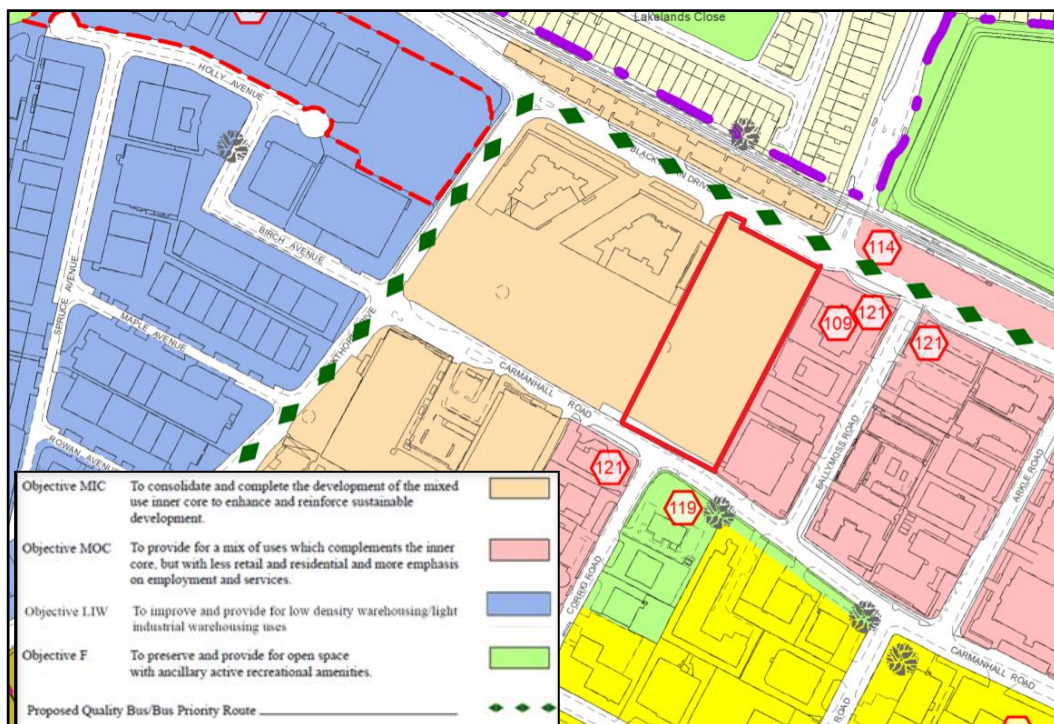


Figure 6.4: Zoning Map with Subject Site Outlined Indicatively in Red

Source: Zoning Map Extract (Map No. 6) from *Dún Laoghaire - Rathdown County Development Plan 2016-2022*.

The site does not contain any Protected Structures or any conservation designations. Blackthorn Avenue located to the north of the subject site is designated as a proposed quality bus/bus priority route. The proposed development which comprises 564 No. residential units with ancillary resident amenities, creche and café are consistent with the above policy guidance.

We note a number of Site Specific Local Objectives on lands to the east of the application site as listed below:

SLO 109: To seek the provision of a use that animates the street corners e.g Hotel/Apart Hotel at north western end of Ballymoss Road at the junction with Blackthorn Drive.

We note that the subject site does not front Ballymoss Road and thus this objective does not relate to the site subject to this application. The application scheme proposes active frontage along Blackthorn Avenue with a feature building framing the entrance to the scheme.

SLO 114 To provide a Public Transport Interchange adjacent to the Stillorgan Luas Stop.

The proposed development does not impact on the above specific local objective. It is our opinion that any improvements to public transport would be of benefit to future residents of the proposed scheme and support the rationale for a high density development at this sustainable location.

SLO 121 To ensure the provision of pocket parks and civic spaces in accordance with locations specified on Map 1 and Drawing No. 10 of the Sandyford Urban Framework Plan.

We note that there are no designated pocket parks located within the subject site indicated on Map 1 and Drawing No. 10 of the SUFP. Notwithstanding the above, the proposed scheme provides 2 No. pocket parks at each entrance to the scheme as detailed in the accompanying Landscape Plan and Landscape Report prepared by Bernard Seymour Landscape Architects.

Sandyford Urban Framework Plan (SUFP)

The Urban Framework Plan is consistent with the Dún Laoghaire – Rathdown Development Plan, as such the lands are also zoned 'MIC' (Zone 1) in the *Sandyford Urban Framework Plan 2016* (SUFP).

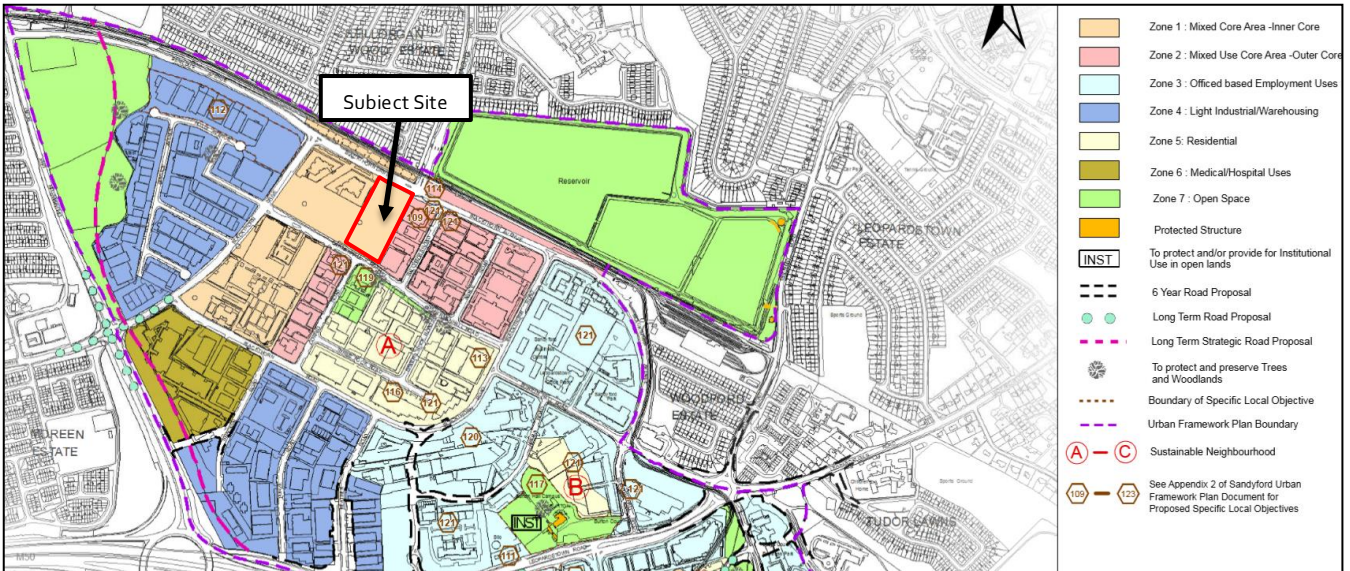


Figure 6.5: Map Showing the Zoning of the Subject Site

Source: Map No. 1 Sandyford Urban Framework Plan Annotated by Thornton O'Connor Town Planning

As previously mentioned, the objective of the Mixed Use Inner Core is to 'consolidate and complete the development of the Mixed Use Inner Core to enhance and reinforce its sustainable development'.

The Urban Framework Plan states that:

'it is considered that the number of apartments permitted to date in the Mixed Use Core Areas is sufficient to provide vitality to these areas. Future residential development should primarily be focused within the residential zoned land'.

- As such Objective MC4 states that 'it is an objective of the Council to limit the number of additional residential units within Zone 1 (MIC) and Zone 2 (MOC) to circa 1,300 residential units. Of these 1,300 residential units, 835 have planning permission as of October 2014. This scale of residential development accords with the SUFP 2011.'

The proposed scheme if granted will result in a total of 1,356 No. residential units within Zone 1 and Zone 2 of the current SUFP (calculation provided below). We highlight that the policy objective clearly states 'circa' 1,300 residential units and therefore is non exact in its quantitative guidance.

In our opinion the provision of a total of 1,356 No. residential units within Zones 1 and 2 of the SUFP complies with the policy set out above by reference to the inclusion of word 'circa' in the policy which clearly demonstrates that it was not intended to be an exact limitation. In this regard we note that 'circa' is defined in the Cambridge dictionary as 'approximately'. As such the 56 No. units above this figure represents a negligible 6% excess. It is our professional planning opinion that 1,356 No. units is circa 1,300 No. units.

The calculation for the 1,356 No. units is provided below and has been prepared and agreed in conjunction with Dún Laoghaire Rathdown County Council. Furthermore, An Bord Pleanála have verified our calculations of unit numbers in the Inspector's Report

for the Rockbrook Phase II development (Ref.: ABP-304405-19). The Inspector in their report states:

'The PA opinion concludes that there is capacity for c. 413 units remaining within the 'Mixed Use Core Area' and that while the proposed development would exceed the cap by 15 units, this is an approximate cap and the proposed development represents a minor increase on the cap.'

The Inspector recognised the miscalculation of 413 No. units and continues on in their report to rectify the anomalies between the Board's calculations and the Local Planning Authority. The revised calculations have been taken into account by Thornton O'Connor Town Planning below:

Under the revised SUFP (adopted in March 2016), as part of the County Development Plan, it was stated that as of October 2014, 835 No. units have planning permission leaving a shortfall of 465 No. units. We have liaised with Dun Laoghaire Rathdown County Council and are advised that in July 2016 a further permission (Do5A/1159E) withered thus releasing an additional 480 No. units into future capacity. Account is also taken to the extant permission pertaining to the subject site for 459 No. units. Also, permission has recently been granted permission for 84 No. apartment units in the Beacon South Quarter area (B4) within the MIC zoning (Reg. Ref. D18A/0785). The Planning Authority have acknowledged that there was previously proposed 64 units on this B4 site (Do4A/0618) which was included in the original calculations and therefore the actual 'new' units over and above is 20 No. only (assuming it is constructed). An SHD has granted by An Bord Pleanála (Reg. Ref.: ABP-304405-19) at Rockbrook Phase II for 428 No. units which brings the number up to 1,251 No. units. Therefore, there is remaining capacity for 49 No. units.

October 2014	835 No. units permitted leaving shortfall of 465 No. units (+465)	465
July 2016	Reg. Ref. Do5A/1159E withered releasing an additional 480 No. units (+491)	956
July 2018	SHD ABP Ref. PLo6D.301428 granted permission for 459 No. units at subject site (extant permission) (-459)	497
June 2019	Reg. Ref. D18A/0785, ABP Ref. PLo6D.303738 granted permission for 84 No. units which is 20 No. new units as 64 No. previously permitted at site were included in calculations) (-20)	477

	SHD ABP Ref. PLo6D.304405 granted permission for 428 No. units at Rockbrook Phase II (-428)	49
Therefore, 49 No. units in addition to the 459 No. units (total of 508 No. units) already permitted at subject lands can be accommodated without exceeding 1,300 No. units within Zones 1 and 2 of the SUFP.		

As demonstrated in the table above, a quantitative analysis demonstrates that a total of 508 No. units may be accommodated at the subject site (previously permitted 459 No. in addition to 49 No. surplus units available) without exceeding 1,300 No. units. Thus, the proposed development of 564 No. units will result in an excess of 56 No. units beyond the indicative 1,300 No. unit target. Therefore, we calculate that the proposed development subject to this application will result in the development of 1,356 No. units within Zone 1 and Zone 2.

Since the Section 5 tripartite meeting the design has been subject to a number of design amendments resulting in the reduction of units from 575 No. to 564 No. which is reflected in the unit figure calculations agreed with Dún Laoghaire Rathdown County Council.

It is our professional planning opinion that the excess of 56 No. units is marginal, and the policy is non exact by reference to 'circa', as such a material contravention statement is not required in this instance. We further note that the SUFP would have been drafted in circa 2015, significantly in advance of the publication of current national planning policy which seeks densification and increased height on the appropriate sites, such as the subject site. Finally, we also note that the Local Authority advised during pre-planning discussions that a review of the Development Plan is due to be undertaken in the coming months. Thus, in our professional planning opinion it is likely that this indicative cap will be amended to reflect current national policy direction to increase heights particularly at sites that benefit from high quality public infrastructure.

- Policy objectives MC4 and MC5 of the Council require all residential developments within the plan boundary to benefit from public open space and private open space.

The proposed development provides for 4,117 sq m of public open space, 4,761 sq m of communal open space and 4,229 sq m of private open space as detailed in the accompanying Landscape Plan and Landscape Report.

We note that the Urban Framework acknowledges that:

'within the Sandyford Business District there are uses that do not conform to the Zoning Objectives of the area. The Council will support the expansion and/or improvement of existing non-conforming uses that are not considered likely to impact negatively on the development potential of adjoining sites, in accordance with the policies and objectives as set out in the Sandyford Urban Framework Plan'.

We note that residential uses are permitted in principle on MIC zoned lands, similarly creche and café uses are also permitted in principle. Therefore, the proposed scheme is consistent with the zoning objectives of the area.

6.3.2 Building Height

(SUFPP)

The *Sandyford Urban Framework Plan 2016* outlines that the 'building heights within Sandyford Business District range from 1 to 2 storey developments within the established areas of the Sandyford Business Estate and Stillorgan Industrial Estate to between 4/5 and 14 storey in recently permitted schemes within Sandyford Business Estate.'

The *Sandyford Urban Framework Plan* provides an indicative masterplan of suitable heights within Sandyford with the subject site shown with a 'Permitted/Developed Building Height' of 5-14 No. storeys as shown below.

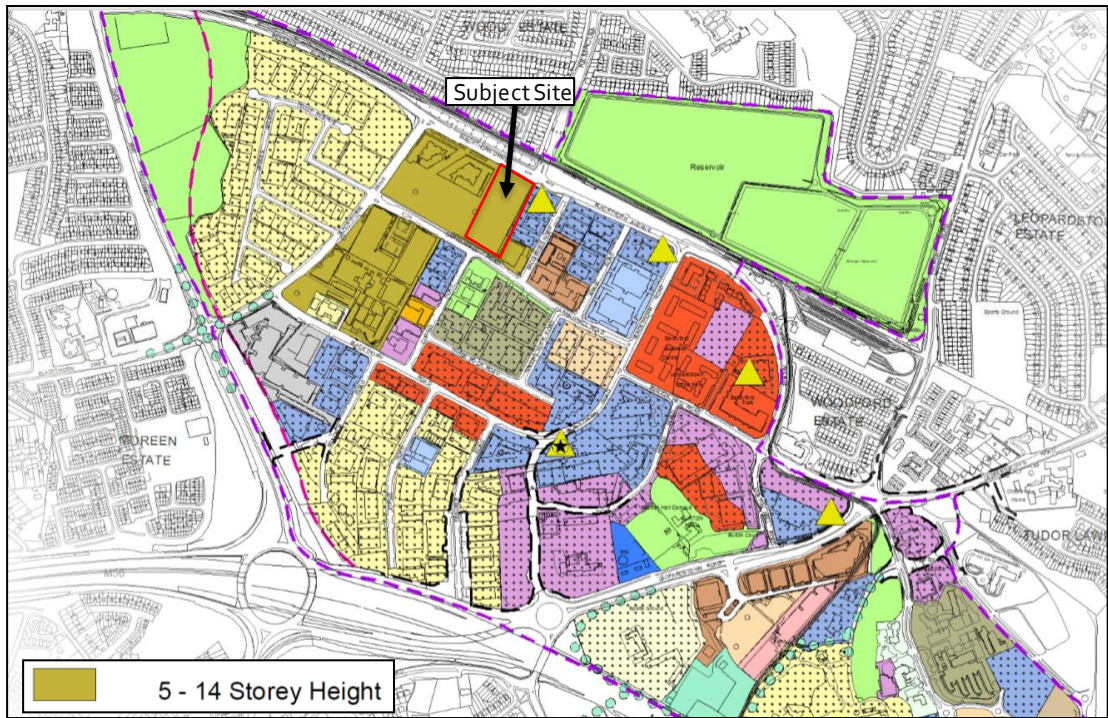


Figure 6.6: Map Showing the Building Heights Envisioned in Sandyford

Source: Map No. 3 *Sandyford Urban Framework Plan* Annotated by Thornton O'Connor Town Planning)

Policy SUFP 3 Building Height in Sandyford Business District states:

'It is Council Policy that building height in Sandyford Business District accords with the height limits indicted on Building Height Map 3'.

Notwithstanding the above, the Urban Framework states that:

'it is essential that a building makes a positive contribution to the built form of the area and shall have particular regard to the need to minimise adverse impact on residential properties, thus building height shall be informed by:

- *Location;*
- *The function of the building in informing the streetscape;*
- *Impact on open space and public realm, in particular shadow impact;*
- *Impact on adjoining properties; and*
- *Views into the area.'*

In addition to the aforementioned policies, the SUFP has a number of objectives specifically relevant to building heights. We note BH2 requires Applicants to include an analysis of the impact of the height and positioning of buildings.

Henry J Lyons Architects have provided a comprehensive Architectural Design Statement providing a rationale for increased height on this key underutilised site. Furthermore, Visual Lab have prepared Photomontages and CGI's which form part of the Landscape and Visual Impact Assessment that has been prepared by Mitchell + Associates Landscape Architects. A 3D model has also been constructed and is submitted with the application.

Building Height Strategy – Appendix 9 of the *Dún Laoghaire – Rathdown County Development Plan 2016 - 2022*

The Building Height Strategy aims to *'ensure the protection of the built heritage of the County and general residential amenities while encouraging higher densities of quality where appropriate in accordance with national legislation and to ensure a plan-led approach to the assessment of taller buildings in the County'* whilst also acknowledging that *'tall buildings can mark points of significant activity such as central places, create fine landmarks, highlight civic buildings and emphasis important transport connections or nodes.'*

The proposed development has been carefully designed to provide a high quality residential development in immediate proximity to the high frequency green Luas line. A Material Contravention Statement has been prepared by Thornton O'Connor Town Planning with regard to the height of one building within the proposal and is submitted with this planning application.

6.3.3 Density

Development Plan

Section 8.2.3.2 (ii) of the *Dún Laoghaire Rathdown Development Plan 2016-2022* states:

'In Dún Laoghaire Rathdown, apart from in exceptional circumstances (e.g. where an LAP has identified sites where lower densities may be considered or in sites where mature tree coverage prevents minimum densities being achieved across the entire site) minimum residential densities should be 35 dwellings per hectare. Significant parts of

the existing built-up area of the County are, however, readily accessible to public transport corridors – QBCs, Luas, DART. In these circumstances Government guidance is to provide densities at higher than 50 dwellings per hectare.'

New development should also accord with the housing strategy policies Res 3, and Res 4 of the Development Plan, as outlined below:

Res 3: Residential Density:

'It is Council Policy to promote higher residential densities provided that proposals ensure a balance between the reasonable protection of existing residential amenities and the established character of areas, with the need to provide for sustainable residential development.'

Res 4: Existing Housing Stock and Densification:

'It is Council policy to improve and conserve housing stock of the County, to densify existing built-up areas, having due regard to the amenities of existing established residential communities and to retain and improve residential amenities in established residential communities.'

As the subject site is in very close proximity to the Stillorgan stop of the Luas line (less than 100 metres), a higher minimum density of 50 No. dwellings per hectare is required. The extant scheme has established the acceptability of very high density at the subject site with a permitted density of 307 No. units per hectare. The subject scheme is seeking to further increase the density by providing Build to Rent units which are typically more compact in their arrangement in addition to additional height in selected locations (which is mitigated by reduced floor to ceiling heights). It is therefore considered that the proposed density of 365.6 No. units per hectare is appropriate to the site. It is noted that in the assessment of the extant scheme, Dun Laoghaire Rathdown County Council in assessing the density of 307 No. spaces per hectare stated that:

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

The Board Inspector concurred with the Planning Authority's Opinion regarding density and concluded that the extant scheme is successful in *'achieving a residential density reflecting the strategic nature of the site and the importance of sustainable development of zoned and serviced lands.'*

SUFP

The indicative plot ratio map extracted from the Sandyford Urban Framework Plan indicates a plot ratio of 1:4 on the subject lands. Plot ratio is calculated on the plot size to the ratio of gross external floor area and is typically used for mixed use developments.

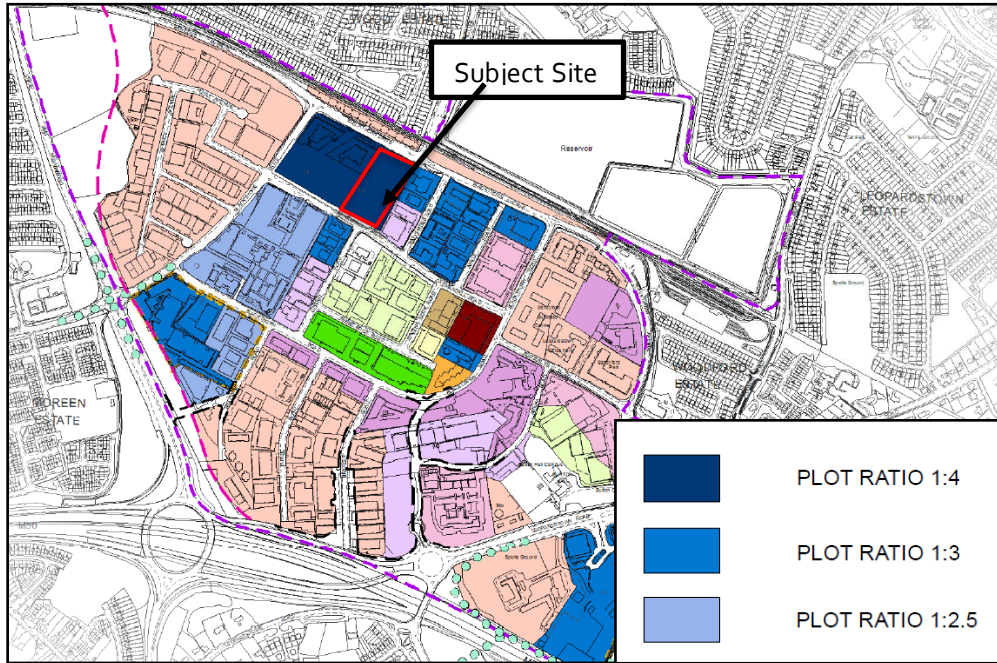


Figure 6.7: Extract from Appendix 15 -Sandyford Urban Framework Plan Illustrating the Plot Ratio and Residential Densities.

Source: Appendix 15 of the *Dún Laoghaire – Rathdown County Development Plan 2016-2022*

We note that the Rockbrook Estate has a site area of 31,118 sq m and a GFA of 100,444 sq m. This includes the Sentinel (13,213 sq m), existing Phase I (45,884 sq m) and permitted Phase II (41,347 sq m).

The site area of the Rockbrook Estate and the subject scheme combined is 46,544 sq m with a combined GFA of 149,786 sq m (the Rockbrook Estate of 100,444 sq m in addition to the proposed 49,342 sq m) exists across both landholdings which equates to a plot ratio of 1:3.21 within the block.

6.3.4 Dwelling Mix

Development Plan

Section 8.2.3.3 (iii) of the *Dún Laoghaire-Rathdown Development Plan 2016-2022* notes the following in relation to the current occupancy patterns in the County:

'CSO results from the 2011 Census indicate that 55% of all private households are composed of one or two persons in the County, compared with 53% Nationally. These 2011 results also indicated that 62% of private households in the County were residing in detached or semi-detached houses with 19.4% in a flat or apartment.'

As such, Dún Laoghaire Rathdown County Council recognises that a wider mix of housing and apartment types are required within the County with policy Res 7 ('Overall Housing Mix') of the Development Plan stating that:

'The provision of a range of housing types and sizes in the County will increase in importance as trends show a decline in family housing and an increase in elderly and single person households. Many of the new households that will form in the County during the period of this Development Plan will be below the current average size and will often consist of one or two persons.'

As such the provision of a Build-to-Rent scheme providing 564 No. units comprising 46 No. studio bed units, 205 No. 1 bed units, 295 No. 2 bed units and 18 No. 3 bed units provides an alternative accommodation scale and typology to meet the changing housing requirements of the County.

6.3.5 Sustainable Transport

Development Plan

The following standards apply as per Table 8.2.3 of the *Dun Laoghaire-Rathdown County Development Plan 2016 – 2022*:

Land Use	Car Parking
Apartments, Flats, Sheltered housing (1 No. Bed Unit)	1 space
Apartments, Flats, Sheltered housing (2 No. Bed Unit)	1.5 spaces
Apartments, Flats, Sheltered housing (3 No. Bed Unit)	2 spaces

It also sets out that residential developments require 1 short stay visitor cycle parking per 5 No. units and 1 No. designated cycle parking space per unit.

As noted throughout this document, the car parking standards set out in the *Dún Laoghaire - Rathdown County Development Plan 2016 – 2022* are maximum parking standards and as such the proposed scheme provides a reduced number of car parking spaces. Some 730 No. car parking spaces would be required to align with the maximum standards set out in the Development Plan.

The criteria set out within the Apartment Guidelines indicates that the subject site is located in an 'Central and/or Accessible Urban Location' and notes that in such locations 'the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances'.

The scheme provides for 285 No. car parking spaces including 30 No. electric car parking spaces and 10 No. GoCar spaces. A Mobility Management Plan has been prepared by O'Connor Sutton Cronin Consulting Engineers and is enclosed with this application.

SUFP

Policy SUFP 7 – Sustainable Transport Infrastructure; walking, cycling, public transport and car outlines the Councils objective to 'develop and support a culture of sustainable travel in the Sandyford Business District'.

We note that Objective TAM₁ on Smarter Travel Targets that all future development in the Sandyford Business District should achieve 'a peak hour transport mode split of 45% trips by

car drivers (maximum) and 55% trips by walking, cycling and public transport and other sustainable modes (minimum targets).

We refer to the Traffic Impact Assessment prepared by O'Connor Sutton Cronin Consulting Engineers which states the following:

'The Census data has again been interrogated, this time from a car usage point of view, specifically to identify the number of residents who drive for their daily commute, which is considered to represent the majority of people's day to day travel. The results are presented in Table 6.8 following for workers.'

Area	No. Workers	No. Workers that Drive	% Workers that Drive
1	233	78	33.48%
2	93	26	27.96%
3	271	66	24.35%
4	298	67	22.48%
5	895	237	26.48%
Total	233	78	33.48%

Figure 6.8: Number of Workers who drive to work in Sandyford**

** (Small Areas of 267078012; 267078022; 267078013/03; and 267078013/02)

Source: CSO Census 2016 Car Usage Data – Workers

As can be seen, despite the level of car ownership noted previously, an average of just 33% of people in the locality currently drive for work.'

Further to the above, we note that 10 No. Go Car spaces are provided. The Traffic Impact Assessment states the following:

'GoCar have carried out a survey of their existing users to show the effectiveness of such a service, with the key results summarised as follows:

- 86% of GoCar use was for personal use with 14% for business use;
- 59% of GoCar users have used the service to replace a personal vehicle;
- 69% of users cite convenience as the biggest advantage of GoCar;
- 30% of users cite insurance costs as the biggest issue with owning a car while 26% cite maintenance and fuel costs as the biggest issue;
- Each GoCar takes 14 cars off Dublin streets;
- Top uses of GoCar are:
 - Day trips;
 - Family taxi;
 - Big shopping trips.
- The average GoCar is used for just 1 hour a day.'

We re-iterate that the subject site is excellently located less than 100 m from the Luas and its station at Stillorgan.

6.3.6 Urban Design Principles

The Development Plan outlines a number of key urban design principles to be taken into consideration as outlined below:

- UD1 outlines that it is Council Policy to ensure that all development is of high quality design that assists in promoting 'a sense of place';
- UD2 stipulates that medium to large scale planning application require a Design Statement to be prepared;
- UD3 states that *'it is council policy that all development proposals, whether in established areas or in new growth nodes, should contribute positively to an enhanced public realm and should demonstrate that the highest quality in public realm design is achieved'*;
- The use of Urban Framework Plans forms policy UD4; and
- Policy UD6 refers to the Building Height Strategy.

The proposed development is supported by an Architectural Design Statement prepared by Henry J Lyons Architects and a Landscape Report prepared by Bernard Seymour Landscape Architects. We note that this Statement of Consistency has addressed the Sandyford Urban Framework Plan and the Building Height Strategy.

The proposed development is fully compliant with Urban Design Policies set out within the *Dún Laoghaire – Rathdown County Development Plan 2016-2022*.

SUFP

Policy SUFP - Public Realm sets out that it is Council policy to *'promote a high standard of public realm within Sandyford Business District.'* The framework defines Public Realm as *'all external spaces that are publicly accessible, including streets, parking areas, footpaths, squares and parks.'*

We note that it is an objective of the Council to *'protect the mature trees and their setting at Burton Hall and along Carmanhall Road.'*

There are no protected trees located on the subject site. A tree survey has been prepared by the Tree File and is enclosed with the application. The Tree Survey notes that:

'it is advised that none of the material encountered on the site can be regarded as sustainable. Most is already compromised by its existing context and proximity to features that will be damaged through ongoing tree growth. Equally, the demolition, removal or disturbance of adjoining features will fundamentally disturb the existing trees. Therefore, and in consideration of the immense sizes as might be attained in time by some of the noted individuals, it is advised that the existing trees are neither sustainable nor suitable for retention from the existing context into a new and design led context.'

6.3.7 Environmental Policies

Chapter 8 of the Development Plan states:

'The Planning and Development Regulations 2001 specify mandatory thresholds above which Environmental Impact Statements (EIS) are required in relation to types and scale of development proposals.'

An Environmental Impact Assessment Report (EIAR) has been prepared and is submitted with this Strategic Housing Application.

6.3.8 Social Housing

Policy RES8 – Provision of Social Housing stipulates that it is:

'council policy to promotes the provision of social housing in accordance with the projects outlined in the Council's Interim Housing Strategy and Government policy as outlined in the DoECLG 'Social Housing Strategy 2020.'

The proposed development provides 56 No. social housing units.

6.4 Interim Housing Strategy – Appendix 2 of the *Dún Laoghaire – Rathdown Development Plan 2016 – 2022*

The Interim Housing Strategy forms Appendix 2 of the *Dún Laoghaire – Rathdown Development Plan 2016 – 2022* where it is noted that *'the data collected in the Census 2011 indicates that a number of areas, including Dún Laoghaire, Sandymount and Dundrum environs, which were previously in decline, are now displaying a pattern of growth. It is notable that these areas of population growth in the Census 2011 correspond with areas of employment concentration'* and thus are in need of the development of suitable accommodation such as the scheme subject to this report.

We note that the Planning Authority is obliged to carry out a Housing Strategy:

'Under Section 94 (1) (A) of the Planning and Development Act 2000 (as amended), each planning authority shall include in any development plan that it makes in accordance with section 12 a strategy for the purpose of ensuring that proper planning and sustainable development of the area of the development plan provides for the house of the existing and future population of the area in the manner set out in the strategy.'

As such the primary aim of the Act is to ensure that each Local Authority has adequately zoned and serviced residential lands available in appropriate locations to meet the requirements of the Housing Strategy and the existing and future housing demand. In meeting such demands, the Housing Strategy must ensure that housing is available to people of different income levels and that a mixture of house types and sizes are developed.

We refer to the below relevant Interim Housing Strategy objectives outlining that:

- HS2 of the Interim Housing Strategy stipulates that it is an objective of the Council *'to seek to facilitate all households access to good quality housing appropriate to their circumstances, and in a community of choice'*; and
- Objective HS6 states that the Council must engage in a range of options for housing provision, including direct new stock acquisition or build, leasing and RAS.

We re-iterate that the proposed development provides for 564 No. apartment units (46 No. studios, 205 No. one bed apartments, 295 No. two bed apartments and 18 No. three bed apartments) in a Build to Rent development. We note that 56 No. of these apartment units will be social housing.

7.0 CONCLUSION

This Statement of Consistency document has comprehensively reviewed all relevant national, regional and local planning policy documents which are considered to be of relevance to the proposed development on an underutilised site in the Sandyford Business District.

We submit that the proposed development is in accordance with all relevant policy documents discussed throughout this report and therefore the proposed development represents the proper planning and sustainable development of the area. National planning policy expressly seeks the densification of underutilised sites such as the subject site through increased building heights.

A Material Contravention Statement in respect of height and local planning policy is enclosed with this planning submission. Overall it is considered that the proposal represents an innovative and creative design solution which will contribute towards alleviating the housing crisis while also contributing to the urban fabric of this area designated for residential development and associated uses.

