

2 Site Context

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2.1 Site Location

The site has the benefit of an extensive site area at c. 2.14 ha on greenfield lands bounded to the north/east by the N11, to the south/east by Willow Grove housing, to the south/west by Cornelscourt Neighbourhood Centre and to the north/west by AIB lands. The site is located c.270m west of Cornelscourt District Centre. Vehicular access to the site is provided via the Old Bray Road.

An aerial view and site location map for the subject site is identified in the figures below.



Figure 2.1 - Subject Site (shaded red)



Figure 2.2 - Site Location Plan

The land use context in the vicinity of the site ranges from residential to commercial including a Service Station, offices, shops and restaurants.

The site is well located in terms of access to public transport. It is directly bounded by the N11 QBC with bus services to the City Centre running every 6 minutes on average. The N11 route also features dedicated cycle tracks connecting to the wider cycle network throughout the county. The nearest LUAS stop is located at Carrickmines Park & Ride (c. 1.8km).

Surrounding Area

The land use context in the vicinity of the site ranges from residential to commercial including a Service Station, offices, shops and restaurants. The site is proximate to the Cornelscourt District Centre and offers the opportunity to complete the street frontage along Old Bray Road in the Village core. The superb location of the site between the N11 and the Village also offers a significant opportunity for increased pedestrian and cyclist permeability and this is a fundamental factor in assessment of the potential associated with the site. The additional population arising from this development will add activity and vibrancy to the core of Cornelscourt, thereby supporting the viability of the existing commercial offering.

Access to Public Transport

The site is exceptionally well located in terms of access to existing public transport.

Bus - The site itself is directly bounded by the N11 Quality Bus Corridor or Bus Priority Route to the north with bus services to the City Centre running every 6 minutes on average. The N11 route also features dedicated cycle tracks connecting to the wider cycle network throughout the county.

Luas - The nearest LUAS stop is located at Carrickmines Park & Ride (c. 1.8km).

2.2 Development Proposed

The current proposal provides for a Build to Rent development consisting:

- 468 residential units (452 apartments and 16 houses) as follow:
 - 41 no. studio apartment units,
 - 257 no. 1 bed apartment units,
 - 136 no. 2 bed apartment units;
 - 18 no. 3 bed apartment units;
 - 10 no. 3 bed semi-detached house units; and
 - 6 no. 1 bed bungalow units.
- A café / restaurant of c. 140 sq m; office space of 149 sq m; concierge of c. 149 sq m; and a residential tenant amenity space of c. 458 sq m is also proposed.
- 274 Car Parking Spaces (273 at basement level and 1 at ground level)
- 12 Motor Cycle Spces
- 616 Bicycle Parking Spaces
- Public Open Space
- Vehicular Access
- Basement Areas
- Sub Stations and 3 Switch Rooms

- All Associated Site Development Works

The proposal is considered sub-threshold having regard to the following class of development as set out in the Regulations under Schedule 5, Part 2:

10. Infrastructure Projects

“(b)

(i) Construction of more than 500 dwellings”.

(iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.

(In this paragraph, business district means a district within a city or town in which the predominant use is retail or commercial use”).

The development proposal provides for of 468 Built to Rent residential units, a café / restaurant, office space and residential tenant amenity space, all located on a site of c. 2.14 ha.

The proposed development therefore falls below the thresholds set out above for mandatory Environmental Impact Assessment. Notwithstanding this, an EIAR has been prepared to accompany the subject strategic housing development application to An Bord Pleanála, having regard to the specific characteristics and features of this site, its size, and the quantum of development proposed.

2.3 Planning History

A brief synopsis of the planning history pertaining to the site subject of this pre-planning submission is set out below.

We note the planning history mapping of the site and its surrounds as follows:



Figure 2.3 - Planning History of surrounding lands

The key applications of relevance (the subject site and AIB lands to the north) are summarised in brief below.

2.4 Subject Site

The planning history associated with the site relates to 1 planning application and 1 vacant site levy entry. This history is set out in brief below.

1. Reg. Ref: D17A/0597 & ABP 301315-18

Retention permission was granted for a temporary car park for retail staff and construction staff associated with the on-going retail operation at Dunnes. This application was the subject of an appeal to An Bord Pleanála. The application was withdrawn in July 2018.

2. VS - 0011 & PL06D.301161

An Bord Pleanála confirmed the entry of the subject lands on the Vacant Sites Register. The Bord noted that the majority of the site was and is vacant or idle, there is a need for housing in the area, the site is suitable for the provision of housing as demonstrated by the residential land use zoning for the area, and that insufficient reason is put forward to cancel the entry on the Vacant Sites Register.

Evidently, the site is currently subject to a vacant site levy. There is clear direction from An Bord Pleanála under the above assessment that there is a need for housing in the area and that the site is suitable for the provision of housing as demonstrated by the residential land use zoning for the site.

2.5 AIB Bank Site

The following 4 applications are considered relevant to the AIB site to the north of the site.

Reg Ref: D04A/1285

Permission was refused for the demolition of existing single storey circular bank building on existing site and (2) erection of new 3 storey 1,595 sq metres branch bank building comprising of banking hall/offices and ancillary accommodation, parking, signage and site development works. The reason for refusal was as follows;

‘having regard to the prominent location of the site within a Neighbourhood Centre Zone and to the proposed site layout and orientation of the proposed building, it is considered that the proposed development, by reason of its location within the site, orientation toward the N11 and Old Bray Road only, design and height, would have an adverse impact on the existing Cornelscourt Village by virtue of it being seriously injurious to the visual amenity of the area low site coverage and plot ratio, underutilisation of the site and lack of integration with the existing streetscape’

There was no appeal on this file.

Reg Ref: D05A/0559

Permission was granted for the demolition of existing single storey, circular bank building on existing site and (2) erection of new 3 storey, 1,639 sq m branch bank building comprising of banking hall/office and ancillary accommodation, parking, signage and site development works, subject to 17 conditions.

There was no appeal on this file.

Reg. Ref: D08A/0703

Permission was refused for a development consisting the following description:

“The development, with a gross floor space of 10,268sq.m approximately (over a single basement level of 2,674sq.m approximately), will range in height from five to eight storeys, and comprise 82 no. residential units (including balconies) (comprising 14 no. 1 bedroom apartments; 56 no. 2 bedroom apartments and 12 no. 3 bedroom apartments) consisting of 7,172 sq.m of residential accommodation 156 sq.m of crèche accommodation (with associated outdoor play area comprising 155 sq.m); and a single level basement, including 134 no. car parking spaces (including stackers) (of which 43 no. are replacement car parking spaces); 86 no. cycle parking spaces; ancillary plant and associated switchrooms; waste management and storage areas. The development will also include: the provision of 7 no. surface car parking spaces, roof terraces, street furniture, the provision of diversion and connection into existing services as required; boundary treatments, lighting, attenuation, all hard and soft landscaping changes in level, and all associated site development site excavation works above and below ground. Vehicular and pedestrian access to the proposed development will be provided via an existing access road, off the Old Bray Road.”

Permission was refused for the following reasons:

Reason 1: ‘Given that the proposed development occupies a very prominent site overlooking the N11, the Planning Authority considers that a high quality, imaginative and site specific design, which relates well with existing developments and has due regard to the overall context at this location, would be required to successfully accommodate a new development into the existing streetscape without adversely impacting on existing visual amenities and the character of this area... would be out of character with the existing streetscape and thereby have an adverse and injurious impact on the visual amenities of the streetscape at this location’

Reason 2: ‘Scale, bulk and poor mix of proposed uses would be out of context with and would relate poorly both visually and functionally to the existing neighbourhood centre at this location.

Reason 3: ‘With regard to the layout and provision of open space, serious concerns exist that the proposed layout does not afford adequate useful open amenity area. Serious concerns also exist regarding the lack of adequate play / amenity facilities for children within the overall proposal’

Reason 4: ‘Having regard to the proposed building's proximity to the eastern / south eastern site boundary and taking into account the extensive balconies and windows over five stories on this elevation, serious concerns exist that the proposal would have a seriously injurious impact on the amenities of adjacent property to the east and south east and would seriously compromise any future development proposals for these lands, which are zoned for the protection of residential amenity under the current County Development Plan’

There was no appeal on this file.

Reg. Ref: D09A/0295 & PL06D.234337

Permission was refused for development at this 0.62 ha approximately, at Old Bray Road, Foxrock, Co. Dublin. The development, with a gross floor space of 6,812sqm approximately (over a single basement level of 2,735 sqm approximately) will range in height from five to six storeys, and comprise 55 no. residential units (including balconies and roof gardens) (comprising 15 no. 1 bedroom apartments; 33 no. 2 bedroom apartments and 7 no. 3 bedroom apartments) consisting of 5,254sqm of residential accommodation; 205sqm of crèche accommodation (with associated outdoor play area); 756sqm of local retail and retail services accommodation; 469 sqm of office accommodation; 128sqm of cafe accommodation and a single level basement, including 122 no. car parking spaces (including. Vehicular and pedestrian access to the proposed development will be provided via existing access road, off the Old Bray Road.

Reason 1: ‘it is considered that the proposed development, by reason of its scale and massing, constitutes overdevelopment of the site, fails to adequately respond to its context or integrate

successfully with its immediate and surrounding built environment and as such, would be seriously injurious to the amenity of property in the area'

Reason 2: *'it is considered that the proposed development fails to provide a coherent link or high quality addition to Cornelscourt Village, in terms of building form and pedestrian permeability, and as such contravenes the land use zoning objective 'to protect and provide for neighbourhood centre facilities'.*

This was appealed to the bord and later refused for the following reason;

'Having regard to the massing and scale of the proposed development on a site located on the edge of Cornelscourt Village, to the provisions of the Dun Laoghaire Rathdown County Development Plan 2004 – 2010 including the sites Neighbourhood Centre Zoning and to the existing pattern of development in the area, it is considered that the proposed development would constitute overdevelopment of the site, would fail to adequately respond to its context or integrate successfully with its immediate and surrounding built environment and as such, would seriously injure the amenities of the area. The proposed development would, therefore, be contrary to the proper planning and sustainable development of the area'