

**Development Composition Assessment  
To Inform the Design of a Scheme at Airton  
Road, Dublin 24**

*March 2019*

*2-0745 RPT Airton Road Development Composition Assessment v1.0*

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## 1.0 Introduction

This report has been prepared by Future Analytics Consulting Ltd (FAC) of 23 Fitzwilliam Square (South), Dublin 2 on behalf of Greenleaf Properties with respect to the possibility of a development at Airton Road, Dublin 24.

FAC has been commissioned to provide insights to guide the type and composition of the development to be pursued. Collation and analysis of data has been principally drawn from the area immediately around the subject site, extending to 2km from same (Figure 1.1) – referred to below as the ‘study area’. It should be noted that similar work was carried out for the South Dublin County Council (SDCC) local authority area, however, there was limited difference between these spatial areas. Consequently, the assessments below have principally focused on the study area.

It is understood that the current development preference is to pursue a primarily residential development, with the possibility of secondary (or ancillary) uses. This understanding has guided the approach taken in the sections below.

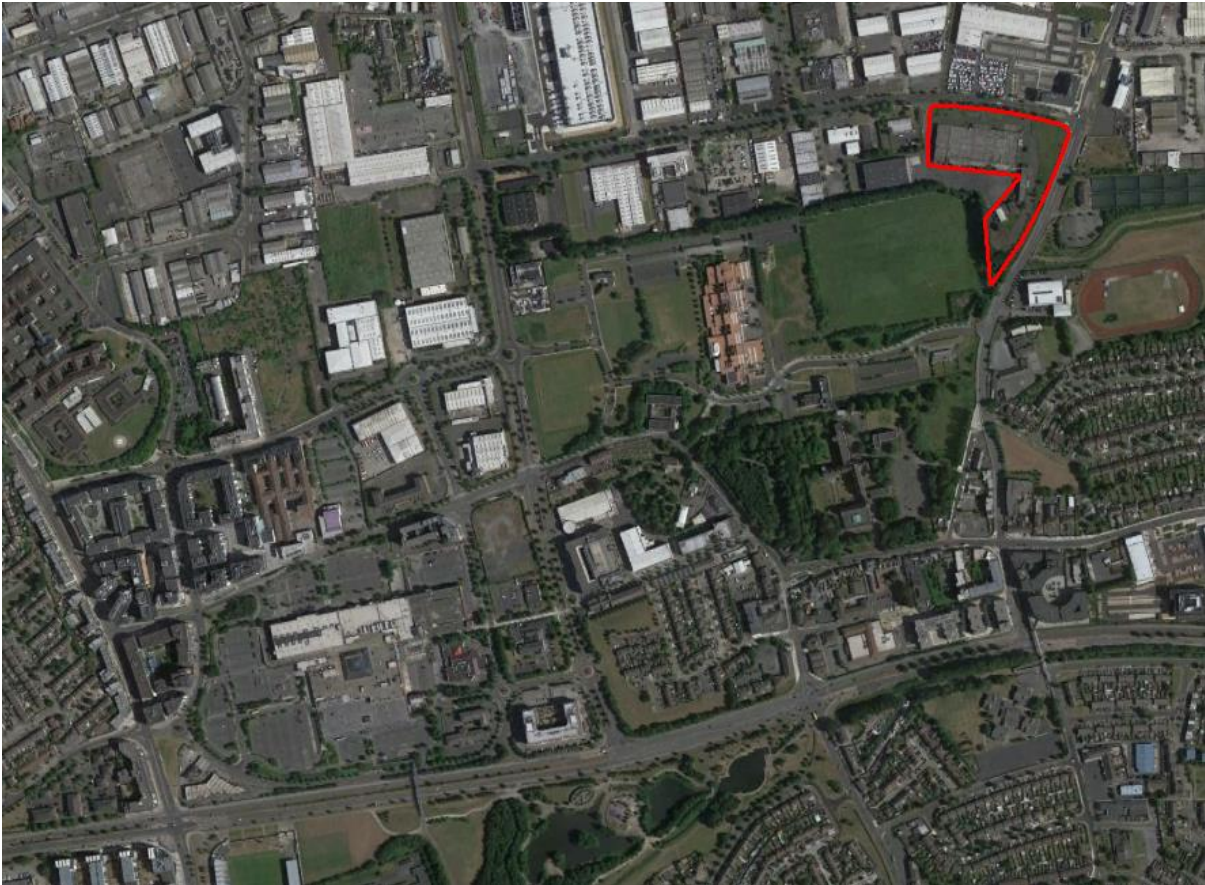


**Figure 1.1:** Study area extending to include the population within the electoral divisions that are 2km from the subject site.

### 1.1 Site Location and Context

The subject site is located at Airton Road, Dublin 24. It is a 20-minute walk to the Tallaght Luas stop and the Square Shopping Centre. The M50 motorway is a 4-minute drive to the east. Its location is detailed in Figure 1.2.

Retail warehousing, manufacturing, industry, warehousing and distribution are the main land-uses to the north and west. To the east, there is a public park and leisure facilities. The Tallaght campus of the Technological University Dublin (TUD) is located immediately to the south of the site.



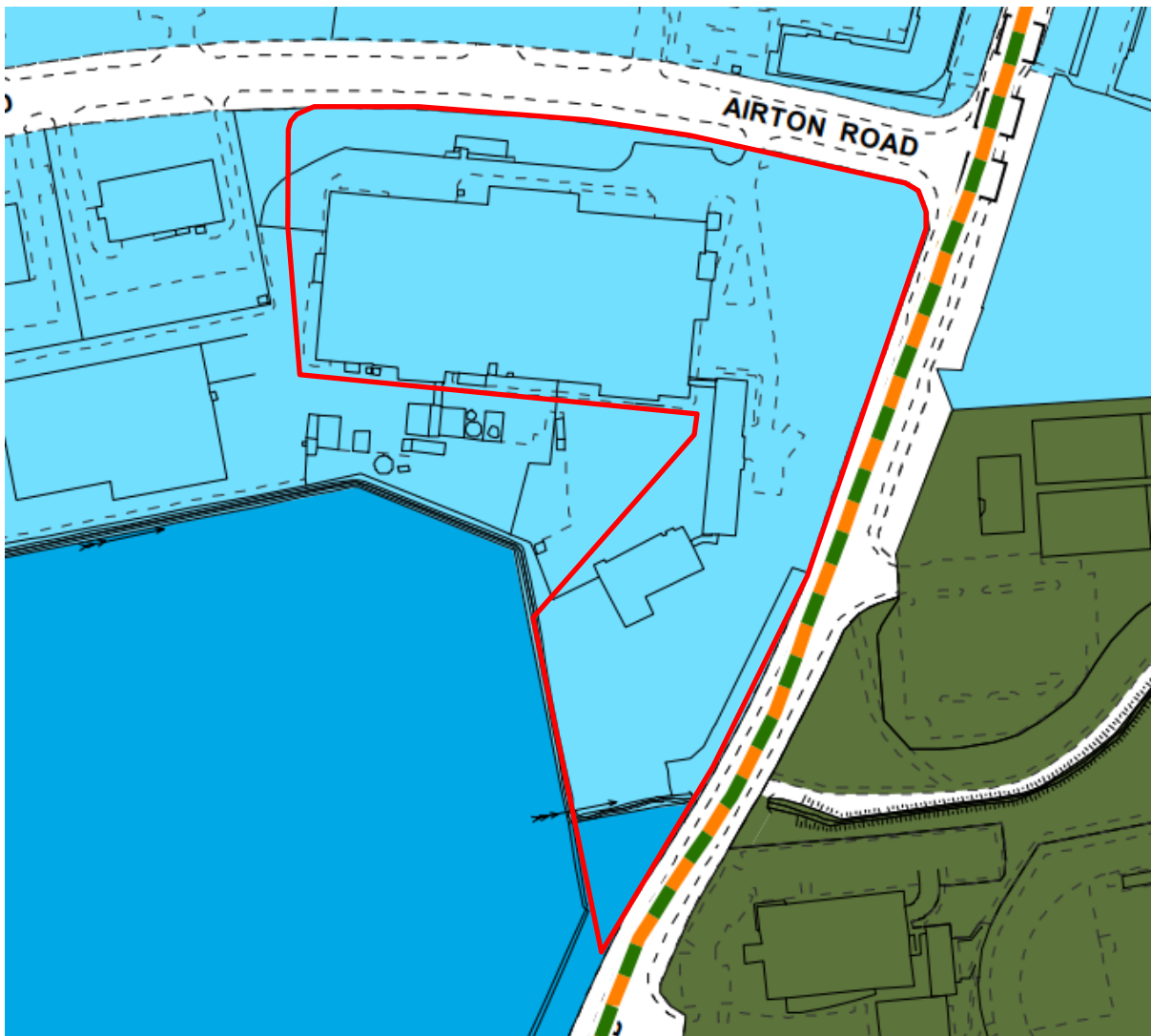
**Figure 1.2:** Wider subject site location.

The site is irregular in shape, measuring approximately 2.4 ha (5.9 acres). Its principal frontage is along Airton Road to the north, although it also has a considerable road frontage along Greenhills Road to the east (Figure 1.3). The site is understood to be comprised of low-rise manufacturing, administration, storage buildings and car parking, having previously been a cigarette manufacturing plant. Mature trees are a key feature of the site and define the southernmost corner.



**Figure 1.3:** Site specific location.

Figure 1.4 details the land-use zoning designation of the subject site as prescribed by the *South Dublin County Council Development Plan 2016–2022 (SDCCDP)*. The site is zoned as ‘Regeneration – ‘REGEN’ – with an objective “to facilitate enterprise and/or residential-led regeneration.” Core Strategy 2 Objective 4 of the Plan states that it is an objective of the Council “to promote and support the regeneration if underutilised industrial areas designated with Zoning Objective Regeneration’ REGEN’...”



**Figure 1.4:** REGEN land-use zoning of the subject site.

The site is particularly well located with respect to opportunities for redevelopment. It is on the southern edge of the extensive REGEN-zoned lands within the local authority area and is closest to the established town centre zoned lands, which include the TUD's Tallaght campus and the retail and leisure offers of the Square Shopping Centre.

The scope of the REGEN zoning is very broad, with a wide range of permitted and open for consideration land-uses, as detailed below for reference.

#### **Permitted in Principle**

Advertisements and Advertising Structures, Childcare Facilities, Community Centre, Education, Enterprise Centre, Health Centre, Home Based Economic Activities, Hotel/Hostel, Housing for Older People, Industry-Light, Live-Work Units, Motor Sales Outlet, Office-Based Industry, Office less than 100 sq.m, Offices 100 sq.m –1,000 sq.m, Offices over 1,000 sq.m, Open Space, Petrol Station, Public Services, Recreational Facility, Residential, Restaurant/Café, Residential Institution, Science and Technology Based Enterprise, Shop-Local, Sports Club/Facility, Stadium, Traveller Accommodation.

**Open for Consideration**

Allotments, Bed & Breakfast, Betting Office, Boarding Kennels, Car Park, Crematorium, Cultural Use, Doctor/Dentist, Embassy, Funeral Home, Garden Centre, Guest House, Hospital, Industry-General, Nursing Home, Off-Licence, Place of Worship, Primary Health Care Centre, Public House, Recycling Facility, Retail Warehouse, Retirement Home, Service Garage, Shop-Neighbourhood, Social Club, Veterinary Surgery, Warehousing, Wholesale Outlet.

**Not Permitted**

Abattoir, Aerodrome/Airfield, Agriculture, Camp Site, Caravan Park-Residential, Cemetery, Concrete/Asphalt Plant in or adjacent to a Quarry, Conference Centre, Fuel Depot, Heavy Vehicle Park, Industry-Extractive, Industry-Special, Nightclub, Outdoor Entertainment Park, Refuse Landfill/Tip, Refuse Transfer Station, Rural Industry-Food, Scrap Yard, Shop-Major Sales Outlet, Transport Depot, Wind Farm.

## 2.0 Housing Supply and Demand

The continuing Irish housing crisis is defined by the persistent failure of supply to meet the housing requirement and its expression as demand. The rate of residential completions has failed to return to sustainable supply levels having fallen dramatically following the economic difficulties that emerged in 2007.

Albeit it at localised levels, the analysis below illustrates how supply is expected to continue failing to meet the minimum housing requirement to accommodate the population.

### 2.1 Housing Supply

The current residential planning and development pipeline (including (1) granted but yet to commence and (2) commenced) for the SDCC local authority area accounts for 9,691 no. units. Of these houses, duplexes and apartments, some 5,126 no. are at varying stages of construction (53%).

Narrowing the scope to the study area, the planning and development pipeline (including (1) granted but yet to commence, (2) commenced and (3) also planning decision pending) totals 789 no. units. The majority – 438 no. – of these units are within the large mixed-use development proposed under ABP Ref. 303306. This development is to be located to the west of the subject site, on a redevelopment site just north of the Square Shopping Centre.

### 2.2 Population Growth and Housing Requirements

FAC has used the demographic cohort component method (CCM) to project the population of the SDCC local authority area and study area forward to 2026 (10 years beyond the 2016 census). CCM is used by other established entities such as the Central Statistics Office as a flexible and powerful approach to population projections. It heeds historic trends and utilises qualified assumptions in mortality, fertility and migration.

The population of the SDCC local authority area is expected to increase by over 37,000 in the 10 years to 2026; equivalent to 13% growth. Relatively, the study area's growth will be lower at a lower rate of 10% (over 5,700 people). Details are contained in Table 2.1.

Area	2016	2021	2026	2016–2026 Absolute Change	2016–2026 Percentage Change
SDCC	278,767	297,618	315,893	37,126	13%
Study Area	57,435	60,508	63,152	5,717	10%

**Table 2.1:** Population change 2016–2026.

The interplay between demographic change and future housing requirements consists of many individual factors, including the drivers of population change, settlement patterns, migratory flows, changing household composition and the supply of housing (including stock completion and obsolescence). Analysing the growing population's changing household composition allows for an estimation of the expected number of households and the minimum number of housing units required to accommodate them.

The minimum housing requirement in the 10 years to 2026 is estimated to be 23,407 no. units within the SDCC local authority area and 4,269 for the study area. These figures represent growth of 25% and 21% respectively. In both instances, they are considerable. Details are contained in Table 2.2.



Area	2016	2021	2026	2016–2026 Absolute Change: Minimum Housing Requirement	2016–2026 Percentage Change
SDCC	92,523	105,116	115,930	23,407	25%
Study Area	19,867	22,263	24,136	4,269	21%

**Table 2.2:** Minimum housing requirements 2016–2026.

The above minimum housing requirements are just that; minimum *requirements* and should importantly be recognised as being such. They are a demographic estimation based on internal population dynamics. Actual *demand* will be driven by market forces, urban planning policy and personal preference. Therefore, there is a real possibility that demand may actually exceed the requirements.

### 2.3 Comparing Supply with the Minimum Housing Requirement

When the pipeline supply is compared with the minimum housing requirements, it becomes clear that a shortfall of units is expected (Table 2.3). **At the current time, only 41% of SDCC's housing requirement would be met by the delivery of all the units currently in the pipeline, and only 18% would be met in the study area.**

However, while additional units may be brought forward by developers in the years to 2026, it is unlikely that 100% of proposed units will be delivered. Site specific issues, funding availability, speculation, changing institutional and market preferences and shifting planning and development policy may be factors in inhibiting or preventing the delivery of housing.

Area	Supply	Requirement	Difference	Requirement Met
SDCC	9,691	23,407	13,716	41%
Study Area	789	4,269	3,480	18%

**Table 2.3:** Comparing supply and minimum housing requirements.

### 3.0 Residential Unit Mix and Sizes

As highlighted above, the population is expected to grow within the study area and throughout the SDCC local authority area. There will also be change ‘within’ the population, with household composition shifting; generally getting smaller in size. This structural change to the population will compound the requirement to deliver additional housing.

#### 3.1 Changing Household Compositions

The change in household compositions is detailed in Figure 3.1 and Table 3.1, below. In the 10 years to 2026, it is expected that the number of households comprised of 1–4 persons will grow in absolute terms. Households of 5 or more people will fall in absolute terms. 1-person households are envisaged as growing most robustly; by up to an estimated 45%. 2-person households will grow by 33%. The number of 3-person and 4-person households will grow at more moderate rates, while households with 5 or more people are anticipated to reduce in numbers.

However, an analysis of the projection data indicates that as a percentage of total households, only those comprised of 1 person and 2 persons will increase (Figure 3.1 and Table 3.1). The relative number of households with 3 or more persons is expected to fall in the 10 years to 2026.

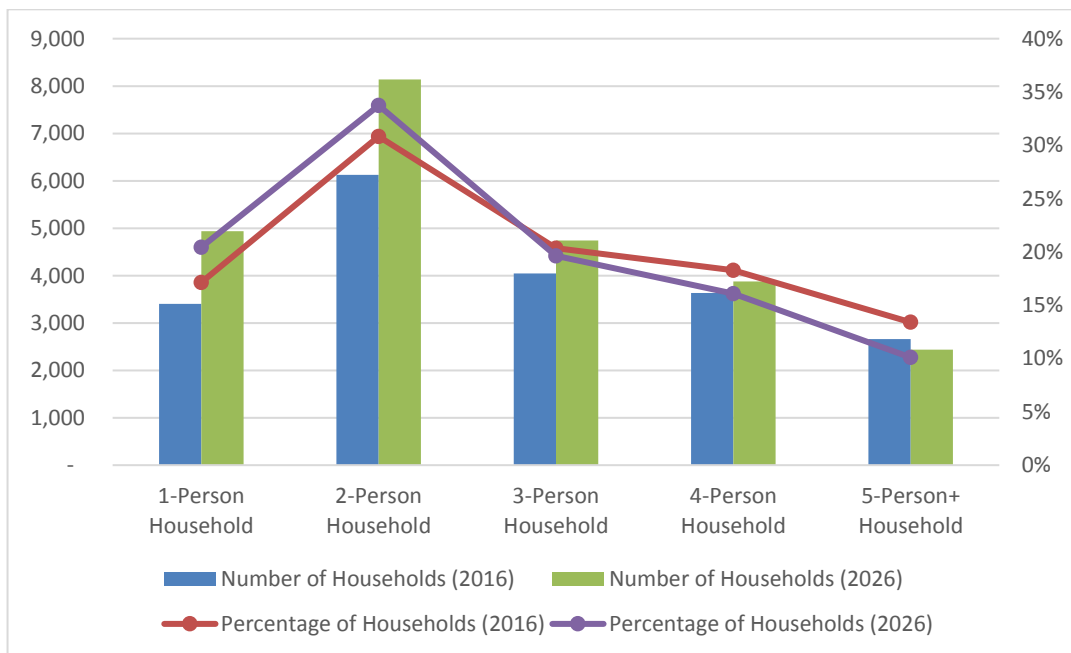
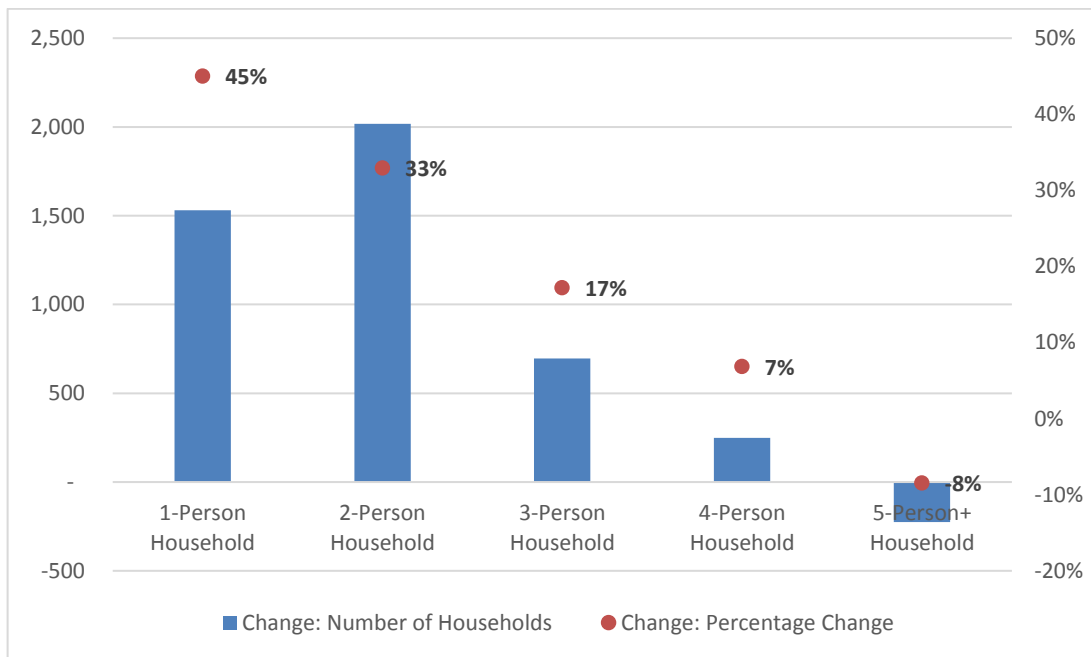


Figure 3.1: Number of households and percentage of total, 2016–2026.

Households	1-Person Household	2-Person Household	3-Person Household	4-Person Household	5-Person+ Household	Total
Number of Households (2016)	3,403	6,125	4,045	3,631	2,663	19,867
Percentage of Households (2016)	17%	31%	20%	18%	13%	1
Number of Households (2026)	4,934	8,143	4,741	3,880	2,438	24,136
Percentage of Households (2026)	20%	34%	20%	16%	10%	1
Change: Number of Households	1,531	2,018	696	249	-225	4,269 <sup>1</sup>
Change: Percentage Change	45%	33%	17%	7%	-8%	21%
Change: Percentage of Households	3 p.p.	3 p.p.	-1 p.p.	-2 p.p.	-3 p.p.	N/A

**Table 3.1:** Number of households, percentage of total and change (by household size), 2016–2026.

Figure 3.2 further illustrates the data outlined in Table 3.1, clearly demonstrating the expected growth of 1-person and 2-person households in particular.



**Figure 3.2:** Absolute and percentage change in households by size, 2016–2026.

### 3.2 Understanding Household Composition and Unit Mix

Demand for units of different sizes (as defined by number of bedrooms) will ultimately be determined by a variety of factors. While the principal factor will be the size of households, cost (purchase or rent), supply of options (number, size, location, etc.) and personal/household preference will all play roles.

In converting household composition to unit mix, it is important to be aware that the number of persons per household does not directly equate to a number of bedrooms per residence. For instance, a family of 4 people (2 parents and 2 children) could live in a 2-bed unit if the parents share a bedroom and the children share a bedroom. They could also live in a 3-bed unit, with the parents sharing a bedroom and the children occupying

<sup>1</sup> Takes into account the expected loss of 225 5-Person households.

their own bedrooms. However, changing familial structures mean that the family could indeed require and live in a 4-bed residence, with both parents and both children occupying their own bedrooms.

**However, what the analysis ultimately shows is that the composition of households is changing, becoming smaller. Therefore, there is an increasing requirement to deliver a greater number of 1-bed and 2-bed apartments and houses**

A review of the planning applications in the pipeline within the study area reveals that 32% of proposed units are 1-bed and 49% are 2-bed (Table 3.2). Only 17% are 3-bed and 1% are 4-bed or larger. Clearly, the market in this part of the city is beginning to respond to the changing demographic composition and shifting social structures.

Units	1-Bed	2-Bed	3-Bed	4-Bed	Total
Number of Units	256	383	138	10	789
Percentage of Units	32%	49%	17%	1%	100%

**Table 3.2:** Number of residential units in the planning and development pipeline and percentage total within the study area.

Notwithstanding the foregoing, ‘Specific Planning Policy Requirement 1’ of the *Sustainable Urban Housing: Design Standards for New Apartments* guidelines (Apartment Design Guidelines) limits the mix of 1-bed and studio apartments to 50% of an apartment development’s mix, with the latter limited to 20–25% of the total. Statutory plans can prescribe a preferred residential mix, but can only do so upon preparation and adoption of a Housing Need and Demand Assessment. It is understood that SDCC has yet to prepare such an assessment. However, should a development be specifically identified as build-to-rent (BTR), ‘Specific Planning Policy Requirement 7’ removes the limitations on unit mix, thereby providing developers with flexibility in terms of design and delivery.

### 3.3 Considering Unit Size

Ultimately, the unit size – in sq. m of floor area – will be guided by the Apartment Design Guidelines. The 2018 revision to these Guidelines amended the minimum floor areas to those detailed in Table 3.3. To provide a mix to the residential units being delivered and to improve living environments, the Guidelines require that the “majority” (i.e. greater than 50%) of units exceed the minimum floor areas by 10%.

However, in an effort to expedite development, increase yields and densities and reduce costs, ‘Specific Planning Policy Requirement 7’ of the Guidelines exempts BTR proposals from the requirement for 10% additional floor area in the majority of units.

Unit Type	Minimum Floor Area
Studio	37 sq. m
1-Bed	45 sq. m
2-Bed (3 person)	63 sq. m
2-Bed (4 person)	73 sq. m
3-Bed	90 sq. m

**Table 3.3:** Minimum floor area standards of apartments.

## 4.0 In-House Residential Amenities

The in-house amenities available to residents can assist in differentiating a housing offer on the market and can help in securing stronger rents and/or purchase prices. In addition, it justifies higher management fees, particularly in institutionally-run residences.

### 4.1 Expected Amenities

Some amenities will be expected to be delivered in a residential scheme or will be sought by a Planning Department during the consultation stages or planning process. However, some of these amenities may only be necessary or required should the scheme reach a certain number of residential units and be of a specific housing mix.

Amongst these amenities are communal open space, public open space and additional storage space for smaller units. National guidance also requires consideration to be given to childcare provision as an integral component of larger residential developments. This would likely be provided as a privately-run operation that would be open to the public, rather than as a private, in-house amenity. Childcare provision is discussed as an ancillary development option below.

Notwithstanding the need to provide high-quality living environments and appropriate amenities and facilities for residents, 'Specific Planning Policy Requirement 7' of the Apartment Design Guidelines provides scope for some flexibility in BTR developments. Specifically, this relates to a reduction in the *"...storage and private amenity space associated with individual units... on the basis of the provision of alternative, compensatory communal support facilities and amenities within the development."* This flexibility is noted as being at the discretion of the Planning Department.

#### 4.1.1 Communal Open Space

Communal open space can be provided in a variety of forms, including as courtyards and rooftop gardens. The minimum standards for same are prescribed by the Apartment Design Guidelines and summarised in Table 4.1.

Unit Size	Minimum Communal Open Space per Unit
Studio	4 sq. m
One bedroom	5 sq. m
Two bedrooms (3 person)	6 sq. m
Two bedrooms (4 person)	7 sq. m
Three bedrooms	9 sq. m

**Table 4.1:** Minimum communal open space areas per unit as per the Apartment Design Guidelines.

#### 4.1.2 Public Open Space

SDCC will expect that at least 10% of the site area will be made available as public open space. Therefore, the entirety of the development site will not be available for development. Such space should be for a combination of passive and active uses as its provision serves multiple functions: providing play space, aesthetics, environmental/ecological, sustainable urban drainage and preventing overdevelopment.

The SDCCDP requires developments of 10 units or more to be supported by a landscape plan, outlining the extent and detail of the works proposed. The SDCCDP also requires that developments of 50 units or more include an accessible, well-sited and supervised young children's area of play (YCAP), local equipped area for play (LEAP) or natural play area.

### 4.1.3 Additional Storage Space

The Apartment Guidelines prescribe minimum storage areas for residential units of different sizes (Table 4.2). This storage space should be in addition to that provided in kitchens and by bedroom furniture for the orderly storage of bulky personal or household items. In some instances, the incorporation of such space in apartments can be difficult to achieve due to design constraints and parameters. Therefore, additional storage may be provided outside of the residence in separate areas, often in basements or at ground floor level.

Unit Size	Minimum Storage Space per Unit
Studio	3 sq. m
One bedroom	3 sq. m
Two bedrooms (3 person)	5 sq. m
Two bedrooms (4 person)	6 sq. m
Three or more bedrooms	9 sq. m

**Table 4.2:** Minimum storage areas per unit as per the Apartment Design Guidelines.

## 4.2 Additional Amenities

Developers may seek to provide additional non-obligatory amenities so as to improve the attractiveness of their residential offer. Examples of such amenities include gyms, cinema rooms, prayer rooms, community rooms and meeting rooms. However, it can be a fine balance between the costs associated with providing and maintaining such amenities, and the value of their delivery in terms of attaining higher rents, management fees and purchase prices.

There is no indication that residents living in the area of the subject site would demand some of the abovementioned in-house amenities. Furthermore, a residential development in this location would not necessarily be expected to provide them, unless the intention is to enhance the desirability of living in the development and deliver a luxury product.

However, the building's location and the established socio-economic context may inhibit the creation or perception of the development being luxury in nature. While it is *relatively* well located, it is within a predominantly industrial and economical area and not in a central location within a town or commercial centre, nor is it within the immediate walking distance of same. Adding to this, it is not served within its immediate vicinity by a high-frequency, high-quality public transport option (e.g. Luas).

Nonetheless, recent trends have illustrated a commitment by, and requirement for, Developers to enhance the living experience of residents. For example, the strategic housing development proposed in Tallaght under ABP Ref. 303306 incorporates residents' lounges, 'hot desk' work stations and community / residential amenity rooms. Therefore, the inclusion of some additional amenities may be advisable in a proposed development at the subject site.

Additional amenities will be expected of a residential development should it explicitly identify itself as being BTR (see below).

## 4.3 BTR Amenities

Should a BTR scheme be pursued, the Planning Department of SDCC will require that 'Resident Support Facilities' be provided. Such facilities will include *"laundry facilities, concierge and management facilities, maintenance/repair services, waste management facilities, etc."* As BTR units may be smaller in size, with reduced private open space areas, there is an expectation that such facilities will be provided to improve residential amenity for tenants.

In addition to the above, a range of 'Resident Services and Amenities' will also be required. These services and amenities may include *"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."* There is no definitive list of what is required; however, the Apartment Design Guidelines pragmatically state that *"...the nature and extent of the resident services and amenities may be agreed by the project developer and the planning authority having regard to the scale, intended location and market for the proposed development."*

## 5.0 Car Parking Rates

### 5.1 Car Parking Development Standards

Car parking standards are set by the SDCCDP and prescribed as maxima, rather minima. Setting the standard in such a way is intended to reduce the obligation and costs incurred by developers, while also seeking to promote more the use of more sustainable modes of transport.

The SDCCDP applies the standards based on the ‘zone’ within which a development is located. **Zone 1** is a “general rate applicable throughout the County”. **Zone 2 for residential development** is within a town or village centre or within 400 m of a high-quality public transport service (train station, Luas stop, bus stop). For reference, **Zone 2 for non-residential developments** is within a town or village centre, within 800 m of a train or Luas station or within 400 m of a bus stop.

It is understood that the development site is located within Zone 1. These maximum standards are detailed in Table 5.1, with Zone 2 standards included as a comparison.

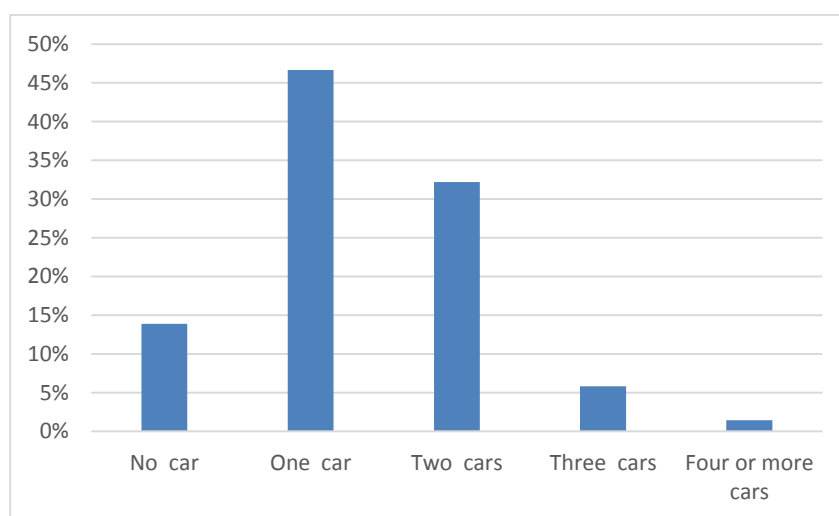
Dwelling Type	No. Bedrooms	Zone 1	Zone 2
Apartment/Duplex	1-Bed	1 space	0.75 space
	2-Bed	1.25 spaces	1 space
	3-Bed+	1.5 spaces	1.25 spaces
House	1-Bed	1 space	1 space
	2-Bed	1.5 spaces	1.25 spaces
	3-Bed+	2 spaces	1.5 spaces

**Table 5.1:** Average maximum car parking provision rates within Zones 1 and 2 of SDCC’s local authority area.

### 5.2 Car Ownership Rates in the Study Area

Household car ownership rates in the study area are detailed in Figure 5.1. The data, collected as part of Census 2016, reveals that while 14% of households do not own a car, 47% of households own only 1 car and 32% of households own 2 cars.

Therefore, it would appear that residents in the area do not have particularly high car ownership rates.



**Figure 5.1:** Household car ownership rates in the study area (excluding not stated).



### 5.3 Estimating Appropriate Car Parking Rates

As highlighted above, the SDCCDP prescribes maximum car parking rates, rather than minimum rates. Therefore, they are not deemed to be a target and *realistic* lower rates will be accepted by the Council's Planning Department.

Greater access to car parking spaces can make residences more attractive for occupants and improve attainable rents, management fees and purchase prices. Increasing the desirability of the offer is the primary goal in this instance.

However, there are potentially significant trade-offs associated with providing additional car parking. There is a direct cost involved with its construction. This can be especially high if extensive excavation works are required to provide same at a sub-surface level or levels. There can also be indirect costs associated with providing car parking, especially parking that is surplus to requirement or demand in a residential development. Indirectly, the construction of greater numbers of car parking spaces may be instead of greater numbers of residential units, thereby resulting in fewer units actually being delivered. This would be more likely on sites that have restricted development potential due to site coverage or building height limitations.

An indication of the car parking to be provided in a scheme that reflects the average unit-mix of the study area (see Section 3.2) at a residential density of 100 units per hectare and meets the maximum car parking standard has been calculated in Table 5.2, below.

The 2.4 ha site would deliver a yield of 240 no. residential units and would equate to a car parking provision of 286 no. spaces (averaging 1.2 spaces per unit).

Unit Sizes	Site Area (ha)	Residential Density (uph)	Residential Yield	Unit-Mix Percentage	Unit-Mix	Maximum Car Parking Standard	No. Car Parking Space
1-Bed	2.4	100	240	32%	77	1	77
2-Bed				48%	115	1.25	144
3-Bed				18%	43	1.5	65
							286

**Table 5.2:** Maximum car parking provision for a 'proposed' development in accordance with the SDCCDP.

However, if the car ownership rates described in Section 5.2 are applied to the 'proposed' 240 no. residential units, the possible expected car parking requirement equates to 317 no. spaces (Table 5.3). This would be a provision rate of 1.3 spaces per unit.

No. Cars in Households	No Car	1 Car	2 Cars	3 Cars or More <sup>2</sup>	Total
Percentage of Households with No. Cars	14%	47%	32%	7%	100%
Number of Households in the Development	34	113	77	17	240
No. Spaces that may be Required	0	113	154	50	317

**Table 5.3:** Number of car parking spaces that may be required to meet the rate of car ownership in the 'proposed' development.

The foregoing assessments are examples, but illustrate the variance between the maximum standard and the possible requirement. The rates of car ownership are expected to be slightly higher amongst the existing population than those of amongst an incoming population due to the changing household size and housing stock.

<sup>2</sup> Assumes only 3 cars per household.

Therefore, it is likely that the future car ownership rate may indeed be lower; closer to the car parking standard rates.

Nonetheless, it is prudent to be aware that 'Specific Planning Policy Requirement 7' of the Apartment Design Guidelines recognises that:

*"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"*

#### **5.4 Future-Proofing Car Parking Provision**

With electric vehicles increasingly becoming the 'norm', there is now a greater requirement to provide the infrastructure of the future. With respect to car parking, this specifically relates to electric charging points. While it may not be deemed critical to deliver such points at this stage, the basic infrastructure to facilitate same at some stage in the future should be provided as part of a forthcoming development (e.g. ducting, cabling, sufficient space, etc.).

## 6.0 Ancillary Development Uses

The brief overview of the planning policies that apply to REGEN-zoned lands suggest that mixed-use developments may not be strictly requested by the Council. The principal objective of this zoning type is to drive the regeneration of underutilised industrial lands (often vacant/derelect buildings and sites) for more intensive enterprise and residential uses. Therefore, it is not expected that there will be a definitive obligation to provide uses other than residential, should such a scheme be pursued.

However, the provision of mixed-use schemes adds vibrancy and vitality to the urban realm and delivers services to meet the needs of residents and local workers alike. Non-residential uses are generally present at ground floor level, where SDCCDP recognises that residents can otherwise be disturbed by activity along busy roads (e.g. the passing of heavy goods vehicles in primarily industrial and employment areas). Therefore, the results of any Engineer's traffic and transport assessment should be studied carefully and used to guide the design process and the provision of mitigatory measures (e.g. triple-glazing windows, types of ground floor use, etc.).

### 6.1 Primary and Secondary Development Uses

Considering the existing property market, it is indeed preferable to deliver residential development as the primary use at the subject site. This property type is in demand (as highlighted above), with the subject site being in a good location on the edge of the town centre zoned lands and adjacent to the Tallaght campus of TUD.

As assessment of services and local amenities proximate to the subject site was undertaken to inform options should secondary uses be included in the development. The result (see Figure 6.1 overleaf) indicate a paucity of convenience retail, pharmacy, medical<sup>3</sup>/dental and personal service (barbers, hairdresser, launderette / dry cleaning, etc.) options within the vicinity of the subject site. While some childcare facilities are available to the south of the subject site, SDCC may deem that the scale of the proposed development necessitates the inclusion of a crèche or other such facilities.

The foregoing is principally influenced by the site context being defined by the Tallaght campus of TUD and the significant areas of industrial and employment lands. The current uses in the immediate area do not feature significant residential development.

Key observations on secondary development uses are detailed below.

- A **convenience retail** outlet would serve future residents of this development and others that may be delivered, students and staff attending the TUD campus, local workers and passers-by. The subject site appears to be at the centre of a gap in provision; Dunnes Stores is to the north, Iceland and Aldi are to the south and the broad offering of the Square Shopping Centre with Tesco and another Dunnes Stores are to the west.
- A **medical practice** (with services such as general practice, physiotherapy and podiatry) may be an appropriate development type. While the HSE's Primary Care Centre is on the opposite side of Airton Road, it provides a limited range of services as detailed in the footnote below. Therefore, a healthcare centre may be an appropriate use and would complement a dental practice and pharmacy if they were provided.

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<sup>3</sup> Assuming the range of service's at the HSE's Primary Care Centre across Airton Road remains the same. According to its website, such services are currently understood to be limited to, *inter alia*: nursing, speech and language therapy, child psychology, child immunisations, intellectual disability services, addiction services and counselling.

- A **dental practice** may be an appropriate secondary use at the development site, drawing on the presence of the Primary Care Centre and a healthcare centre if provided.
- There are no **pharmacies** in the immediate environs of the site and while the Primary Care Centre provides a specific range of services, practical synergies may be attainable. The pharmacy would complement a healthcare centre and dental practice if included in a proposed development.
- Some local **childcare facilities** are present in the Tallaght campus of TUD and in Tallaght Village. However, the provision of same within the development may be required in accordance with the requirements of the Apartment Design Guidelines and the *Planning Guidelines for Childcare Facilities*. Both Guideline documents state that a childcare facility (with a minimum of 20 child places) should be provided for every 75 dwellings in a new residential scheme (although 1-bed units are excluded from this requirement).
- There are limited **personal services** (barbers, hairdressers, launderette / dry cleaning, etc.) present in the environs of the subject site (although a tanning salon is noted to the north-east). This is likely to be as a consequence of the types of uses currently in the area (relatively extensive industrial, warehousing and employment). These services will become increasingly viable as the resident population of the area grows following the redevelopment of the subject site and adjacent REGEN-zoned lands.

## 6.2 Considering Purpose-Built Student Accommodation

The subject site’s adjacency to the Tallaght campus of TUD initially suggests that purpose-built student accommodation (PBSA) may be an optimal development type thereat. However, an analysis of student enrolments reveals that this may not be the case.

Full-time students are generally the target market of PBSA operators, as part-time students are generally older, work while they are not studying and have housing arrangements and preferences that do not align with the standard PBSA offer. The vast majority of the 2,832 full-time students that were enrolled in the Institute of Technology Tallaght (ITT) (precursor to the amalgamation of several of Dublin’s Institute of Technology into TUD) during the 2016/17 academic year originated in Dublin (Table 6.1). 627 students – 22% of enrolments – originated outside Dublin (545 were from other Irish counties and 82 were international). **This is significantly lower than the average of 57% of students studying in Dublin originating from outside the county.**

However, not all students who need housing will have a preference to live in PBSA (e.g. there are those who live at home or with other family or own their own homes). Therefore, the reality is that not all 627 identified students are likely to demand PBSA.

Enrolments	Students	Proportion of Total Full-Time Enrolment
<b>Total Full-Time Enrolments</b>	<b>2,832</b>	<b>100%</b>
<b>Irish Origins</b>	<b>2,750</b>	<b>97%</b>
<i>Dublin Origins</i>	<i>2,205</i>	<i>78%</i>
<i>Outside Dublin Origins</i>	<i>545</i>	<i>19%</i>
<b>International Origins</b>	<b>82</b>	<b>3%</b>
<b>Total Outside Dublin Origins</b>	<b>627</b>	<b>22%</b>

**Table 6.1:** Summary of ITT’s full-time student enrolments during the 2016/17 academic year.

As it is the only HEI in the area, there will be a limited local market and while the subject site is better located, there will be significant local competition with the 403 no. PBSA bedspaces already being proposed as part of ABP Ref. 303306.

The success of the development may also be defined by its location relative to high-quality, high-frequency public transport routes. It is not immediately adjacent to same, therefore, accessing other HEIs (particularly the large HEIs of UCD and DCU) would prove difficult.

Therefore, it may not be advisable to pursue PBSA on the development site, although should a residential scheme be constructed and the units be rented, it is highly likely that students will be amongst those seeking to occupy them.



## 7.0 Concluding Remarks

The foregoing assessment has illustrated the shortfall in housing supply within the SDCC local authority area and specifically with the area surrounding the subject site. Consequently, pursuing residential as the primary development use is should secure strong occupation upon completion.

The shortfall is due to both a lack of sufficient supply coming on stream, but also due to the expansion of the population and the changing composition of households. The growth in the number of 1-person and 2-person households means that smaller houses and apartments will be required in the future as more appropriate and affordable accommodation options.

The size of individuals units and the provision of in-house amenities will be determined by the section of the market which the Developer seeks to target. Providing a 'luxury' offer with larger apartment floor areas and facilities such as gyms, common rooms, etc. However, the context of the site may not favour such an approach. However, should a residential development be pursued as a BTR property, the developer will be obliged to provide some amenities, although will have greater flexibility with respect to units mix and floor areas.

The maximum car parking rates set by SDCC are reflective of the intent to reduce private car used and to promote sustainable modes of transport. Taking cues from census data, it is a *possibility* that the requirement for a residential proposal on the subject site may exceed these rates. Therefore, it may be appropriate to seek to maximise them.

Finally, in relation to secondary development uses – those that would be ancillary to the residential component – as assessment revealed a lack of some uses in the area of the sites. Albeit this is as a result of the prevalent industrial and economic activity in the area, possible ground floor uses may include: convenience retail, pharmacy, medical/dental, personal services and childcare.