

PLANNING STATEMENT

STAGE 3: PLANNING APPLICATION

RE: CHARLESTOWN PLACE SHD AT CHARLESTOWN
PLACE AND ST. MARGARET'S ROAD,
CHARLESTOWN, DUBLIN 11

APPLICANT: PUDDENHILL PROPERTY LIMITED

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1.0 INTRODUCTION

1.1 PURPOSE OF REPORT

This Planning Statement has been prepared on behalf of Puddenhill Property Limited (Applicants) to accompany a Stage 3 Planning Application to An Bord Pleanála for a proposed Strategic Housing Development on lands at Charlestown Place and St. Margaret's Road, Charlestown, Dublin 11.

The proposed development comprises a Strategic Housing Development as defined within Section 3 of the *Planning and Development (Housing) and Residential Tenancies Act 2016*. The Planning Statement has been prepared in accordance with the requirements of the *Planning and Development (Strategic Housing Development) Regulations 2017*.

The proposed development is described in full in Section 2.0 below.

The purpose of this Planning Statement is to provide background information on the site, a description of the proposed development and an outline of the main issues which will inform the Board's assessment of this application.

1.2 STATEMENTS OF CONSISTENCY/ MATERIAL CONTRAVENTION STATEMENT

The required **Statement of Consistency/ Material Contravention Statement** in relation to the relevant Development Plan and Ministerial Guidelines is included as a separate Report.

On the basis of the information included in the Statement of Consistency/ Material Contravention Statement, it is considered that the proposed development is an appropriate response for the site which is consistent with the relevant Development Plan for the area (the *Fingal Development Plan 2017 - 2022*) and the relevant Ministerial Guidelines and other planning policy sources.

The proposed development Materially Contravenes the *Development Plan* in respect of apartments per floor per individual stair life core. The proposed development includes up to 9no. apartments per floor in the case of the proposed east/ west stair and lift cores. Objective DMS23 of the Development Plan permits up to 8 apartments per floor per individual stair/ lift core. The enclosed Statement of Consistency/ Material Contravention Statement addresses the associated procedural issues and justification for the proposed Material Contravention.

1.3 SUPPORTING REPORT

This Planning Statement should be read in conjunction with the technical reports enclosed with this planning application. A list of all Reports is included in the accompanying Cover Letter.

In particular, we refer the Board to the Architects Design Report by MCORM Architects which outlines the masterplan approach for the scheme and provides information on the design rationale, heights and massing, materials and finishes etc.

1.4 PRE-PLANNING CONSULTATION (SECTION 247)

The site is within the administrative area of Fingal County Council.

The site has been the subject of a number of meetings with the Planning Authority over the past number of years both in the context of a previous SHD proposal in 2017 (Bord Ref: ABP-300255-17) and in the context of the SHD scheme now being progressed.

Section 247 pre-planning consultation in relation to the current scheme took place with the Planning Authority on 11th November 2019. A further meeting was scheduled for the 13th March 2020 however this was cancelled due to the measures arising from the Covid-19 virus outbreak. Comments were subsequently received from the planning authority by email.

Following the completion of Stage 2, further discussions were had between the design team and departments within Fingal Co Co to agree technical solutions to the proposed open space provision, water services infrastructure and roads and access arrangements respectively.

1.5 STAGE 2 PRE-APPLICATION CONSULTATION WITH AN BORD PLEANALA

The Stage 2 Pre-Consultation Meeting with An Bord Pleanala was held on 18th November 2020 and the Board's *Notice of Pre-Application Consultation Opinion* was received on 18th December 2020.

Appendix A contains a copy of the Board's Opinion.

The Board's Opinion and the overarching responses to the Opinion are contained within Section 3.0 below.

2.0 PROPOSED DEVELOPMENT

2.1 THE SITE

Site Context

Charlestown is located c.1.5kms to the north of Finglas Village, east of the N2/ North Road, south of the M50 and west of St. Margaret's Road within the townland of Charlestown, Dublin 11.

The Charlestown Centre Shopping Centre is located directly to the north of the current application site and the northern and eastern boundaries of the site are defined by Charlestown Place and St. Margaret's Road respectively. **Figure 2.1** illustrates the site in context.

The surrounding land uses comprise a mix of commercial, light industrial and residential development with a pocket of undeveloped urban fringe lands adjoining the site to the west.

The Charlestown Centre to the north is a mixed-use retail, commercial and residential development. The Centre comprises 5 levels of residential accommodation above double height commercial space and basement level car parking with a 12-storey residential tower element at its south eastern corner.

The undeveloped lands to the west are zoned '*GE – General Employment*' in the Fingal Development Plan 2017 - 2022 and '*Z6 – Employment/ Enterprise*' in the Dublin City Development Plan 2016 - 2021. To date no applications have been submitted for these undeveloped lands to the west of the current application site.

The McKelvey housing estate is located to the south of the site. The boundary to the McKelvey development is also the Dublin City Council / Fingal County Council administrative boundary. The existing McKelvey estate comprises 2 storey terraced houses with the rear gardens of the existing houses on McKelvey Avenue backing onto the current application site. To the south west of the current application site existing land uses comprise light industrial warehouse units fronting onto the North Road/ N2.

The lands to the east of the current application site accommodate the Century Business Park comprising a series of elongated light industrial blocks orientated on a north south access. These blocks are generally double or triple height units with associated car parking to the foreground. Century Business Park forms part of the wider Jamestown Industrial Estate which extends to the east and south to Jamestown Road.

The Meakstown residential neighbourhood is located to the north east of the current application site. Centred around a large landscaped park the existing residential units comprise a mix of 2 storey terraced houses and 3/ 4 storey apartment blocks within a large neighbourhood bound by St. Margaret's Road to the west, the M50 to the north, Jamestown Road to the east and Melville Road to the south.

Site Description

The current application site (c.3.6ha) comprises an existing surface car park (567no. spaces) and undeveloped lands located to the south of the Charlestown Centre and Charlestown Place and west of St. Margaret's Road, Finglas, Dublin 11.

Figure 2.2 is an aerial view of the site illustrating the site boundary and context.

The site currently comprises a temporary surface car park associated with the Charlestown Centre to the north and undeveloped greenfield areas. The temporary surface car park was constructed in 2007 as a temporary measure for customer convenience and as the planning and construction programmes for the Charlestown Centre Phase 1 and Phase 2 below podium works were being finalised.

The site is accessed via an existing access road and signalised junction from Charlestown Place. This access road also serves McKelvey Celtic AFC clubhouse and playing pitch located to the southeast of the subject site.

Planning History

The planning history for the current application site and wider Charlestown Centre is summarised in **Table 2.1** below and with reference to **Figure 2.1**.

Permission was granted on the current application site under Reg. Ref. F07A/0121 for a temporary (3 years) surface car park accommodating 567no. car parking spaces and associated pedestrian crossing with vehicular access from the permitted junction off Charlestown Place. Permission was subsequently granted for an additional 5 years in 2009 and again in 2014 under Reg. Refs. F09A/0542 and F14A/0304.

Proposals for a Strategic Housing Development on the site comprising 162no. residential units, a creche and community floorspace were submitted to An Bord Pleanala in 2017 (Bord Ref: ABP-300255-17). Pre-application consultation with An Bord Pleanala took place in January 2018 however the proposals did not proceed to a formal application for Strategic Housing Development.

Map Ref.	Reg. Refs.	Description of Development
Application Site	F07A/0121 F09A/0542 F14A/0304	Permission was granted on the current application site for a temporary (3 years) surface car park (567 spaces) and associated pedestrian crossing with vehicular access from the permitted junction off Charlestown Place. Permission was subsequently granted for an additional 5 years in 2009 and again in 2014.
1	F05A/0230 F05A/1223 F07A/0255	Permission was granted for the existing Charlestown Centre (known as Phase 1) in 2005 and subsequently amended in 2005 and later in 2007. This development is located directly to the north of the current application site. The Charlestown Centre was constructed by the applicant and commenced trading in late 2007. It comprises a mixed-use development anchored by Dunnes Stores and a range of retail, commercial and café/restaurant units. Residential accommodation (285no.

		apartments) is provided in 5 levels above the double height commercial space. Car parking is provided at basement level.
2A 2B	F07A/0682 F08A/0431 F09A/0403 F17A/0215 F18A/0718 F19A/0146	Phase 2 is located directly to west of Phase 1 of the Charlestown Centre and commenced construction in 2007 but ceased at podium level in 2009 due to the economic downturn. The duration of the Phase 2 permissions was extended in 2013 until Autumn 2018. Today the Phase 2 site comprises: - Phase 2A - a cinema and leisure plex building (Reg. Ref. F09A/0403) operated by Odeon Cinemas since 2014 and, Phase 2B - a development site. In early 2017 the applicant submitted an application (Reg. Ref. F17A/0215) for completion of Phase 2B to comprise a mixed use commercial and residential development of c.33,200sq.m in 5 blocks of 2 to 5 storeys in height. This development was subsequently modified under Reg. Refs. F18A/0718 and F19A/0146 and now comprises a total of 375no. apartments and 194sq.m of retail floorspace. Construction commenced on this development in 2019 and is ongoing.
3	F09A/0212	Located directly to the north of the signalised junction on Charlestown Place and the access to the current application site is a site (0.4ha) occupied by 2no. drive thru restaurants operated by McDonalds and KFC. Permission was granted for this development in 2009 (Reg. Ref. F09A/0212) and the restaurants commenced trading in 2011.
4	F17A/0091	Further to the north and directly to the south of the M50 is an L-shaped site (c.2.3ha). The Joe Duffy Property Company Limited received permission for 3no. motor showrooms on these lands under Reg. Ref: F17A/0091 and commenced trading in 2019.
5	NA	To date no applications have been submitted for the undeveloped lands to the west of the current application site. These lands are zoned GE – General Employment and Z6 – Enterprise/ Employment within the <i>Fingal Development Plan 2017 – 2023</i> and <i>Dublin City Development Plan 2016 – 2022</i> respectively.

2.2 PROPOSED DEVELOPMENT

The proposed development will consist of 590no. apartment units comprising of 234no. 1 bed apartments, 316no. 2 bed apartments and 40no. 3 bed apartments. The proposed apartments are arranged in 4no. 2 to 10 storey blocks known as Blocks 1 to 4.

Permission is also sought for non residential uses at ground floor level within Blocks 1 and 2 comprising 2no. retail/ commercial units totalling 350sq.m, a creche of 542sq.m with external play space, 4no. office suites totalling 224sq.m and a health centre of 526sq.m.

The proposed development also includes a central landscaped public open space - labelled Public Open Space No. 1 - extending to c. 4,737sq.m and a linear public open space - labelled Public Open Space No. 2 - extending to 1,848sq.m. The proposed public open space is linked to a north south pedestrian street connecting to the Charlestown Centre and associated Charlestown Square to the north of the site. Communal open spaces are provided within the courtyard areas at the ground floor levels of Blocks 1 to 4 and roof gardens within Blocks 1, 2 and 4. Private amenity space comprises balconies serving each of the proposed apartment units.

The central landscaped public open space is also the site of an attenuation tank permitted under Reg. Ref. F19A/0146. This attenuation tank was designed to accommodate surface water outflow from the Phase 1 Charlestown Shopping Centre, the adjoining Phase 2 apartment scheme and the current application site. Construction of the attenuation tank permitted under Reg. Ref. F19A/0146 is scheduled for completion in 2021. Surface water from the current application site will be intercepted and redirected to this attenuation tank. Refer to enclosed **Engineering Report** by Pat O’Gorman & Associates for further details regarding the surface water strategy.

Vehicular access to the proposed development will be from the existing signalised junction on Charlestown Place. Amendments to the southern arm of this junction to facilitate the proposed development include removal of the existing pedestrian islands and reductions to the junction radii.

Provision is also made for vehicular access from Charlestown Place through the site to McKelvey Celtic AFC at the south eastern corner of the site and a future access to the undeveloped greenfield site to the west. During the construction phase of the development, temporary access to McKelvey Celtic AFC will be provided from St. Margaret’s Road.

The proposed development includes cycle and pedestrian access routes from the northern boundary with Charlestown Place and eastern boundary with St. Margaret’s Road. Pedestrian access from the current application site to the Charlestown Centre to the north will be via a relocated pedestrian crossing aligning with the proposed pedestrian boulevard and existing central street within the Charlestown Centre.

515no. car parking spaces are proposed within the current application including 351no. spaces within a shared basement level within Blocks 1 and 2 and 81no. spaces at basement level within Block 4. An additional 83no. spaces are provided at surface level. A total of 474no. spaces are provided for the proposed residential accommodation at a ratio of 0.8 spaces per unit. The remaining 41no. spaces are provided to cater for the proposed non residential uses and Go Car provision and are located at basement level within Blocks 1 and 2 and at surface level.

A total of 1068no. cycle parking spaces are proposed. This includes 899no. cycle spaces within dedicated cycle stores within Blocks 1, 2, 3 and 4. A further 169no. spaces are provided externally at surface level to cater for visitors to the proposed residential and non residential accommodation.

Permission is also sought for bin storage, hard and soft landscaping, ESB substations, public lighting, boundary treatments, surface water drainage infrastructure and all associated site development and infrastructure works.

Section 285 (2) of the Planning and Development (Strategic Housing Development) Regulations 2017 set out the requirements and contents of a request for consultation with An Bord Pleanála. **Table 2.2** below summaries the key development parameters with reference to the requirements of Section 285 (2)(b) – (k) of the Regulations.

Figure 2.3 below is an extract from the proposed Site Layout Plan.

Table 2.2: Summary - Proposed Development Statistics			
	Comment		
Gross Floor Space	Summary Schedule of Accommodation		
	Block	Units	GFA (sqm)
	Block 1 (2 – 10 storeys)		
	- Apartments	211	18,849
	- Retail/ Commercial	1	170
	- Office Suites	3	160
	- Creche	1	542
	Block 2 (2 to 7 storeys)		
- Apartments	184	17,443	
- Retail/ Commercial	1	180	
- Office Suite	1	64	
- Health Centre	1	526	
Block 3 (8 storeys)			
- Apartments	95	8021	
Block 4 (2 to 6 storeys)			
- Apartments	100	9472	
Total			
- Apartments	590	53,881	
- Non Residential Units	8	1642	
Proposed Numbers and Types of Houses	A total of 590 units are proposed. The unit mix is as follows: - <ul style="list-style-type: none"> • One bed 234 (40%) • Two bed 316 (53%) • Three bed 40 (7%) 		
Housing Density	Gross Residential Density: 165 dph Net Residential Density: 189 dph		
Plot Ratio	1.8		
Site Coverage	29%		
Building Heights	Block 1: 2 to 10 storeys Block 2: 2 to 7 storeys Block 3: 8 storeys Block 4: 2 to 6 storeys		
Aspect	52% of the proposed apartments are dual aspect.		
Public & Private Open Space Provision	Public and private amenity spaces are provided in accordance with the standards contained in the 2018 Apartment Guidelines. Refer to architect's Housing Quality Assessment for further details.		

Ancillary Services/ Other Proposed Uses	<p><u>Block 1</u> 1no. Retail/ Commercial Unit 170sq.m 3no. Office Suites 160sq.m Creche 542sq.m</p> <p><u>Block 2</u> 1no. Retail/ Commercial Unit 180sq.m 1no. Office Suite 64sq.m 1no. Health/ Medical Centre 526sq.m</p>
Proposals to Integrate with Surrounding Land Uses	<ul style="list-style-type: none"> • To St Margaret’s Road: - Pedestrian and cycle access will be created at the south eastern corner of the site south of Block 1. • To Charlestown Place: - Multiple Pedestrian/ cycle accesses and a vehicular access to the site. Pedestrian/ cycle access will link to the existing Charlestown Centre to the north via a relocated pedestrian crossing on Charlestown Place. • To western boundary: - Provision is made for a link to the lands to the west as part of any future development of that site. • Southern boundary: - Potential for links to the lands to the south is limited due to the presence of existing private gardens at McKelvey Avenue and light industrial premises. The proposed development provides for landscaping and pedestrian routes along the southern boundary to facilitate passive surveillance and activity in this area.
Protected Structures	There are no Protected Structures on the site.
Likely Significant Effects on the Environment	An Environmental Impact Assessment Report has been prepared and is enclosed with the current application.
Phasing Proposals	The development will commence with the excavation of the basement areas for Blocks 1/ 2 and Block 4. The smaller Block 4 basement excavation will be completed in the first instance followed by Block 1/2 basement. The development of Blocks 1, 2, 3 and 4 will then proceed in sequence. The overall construction period is currently envisaged as being 3 years.

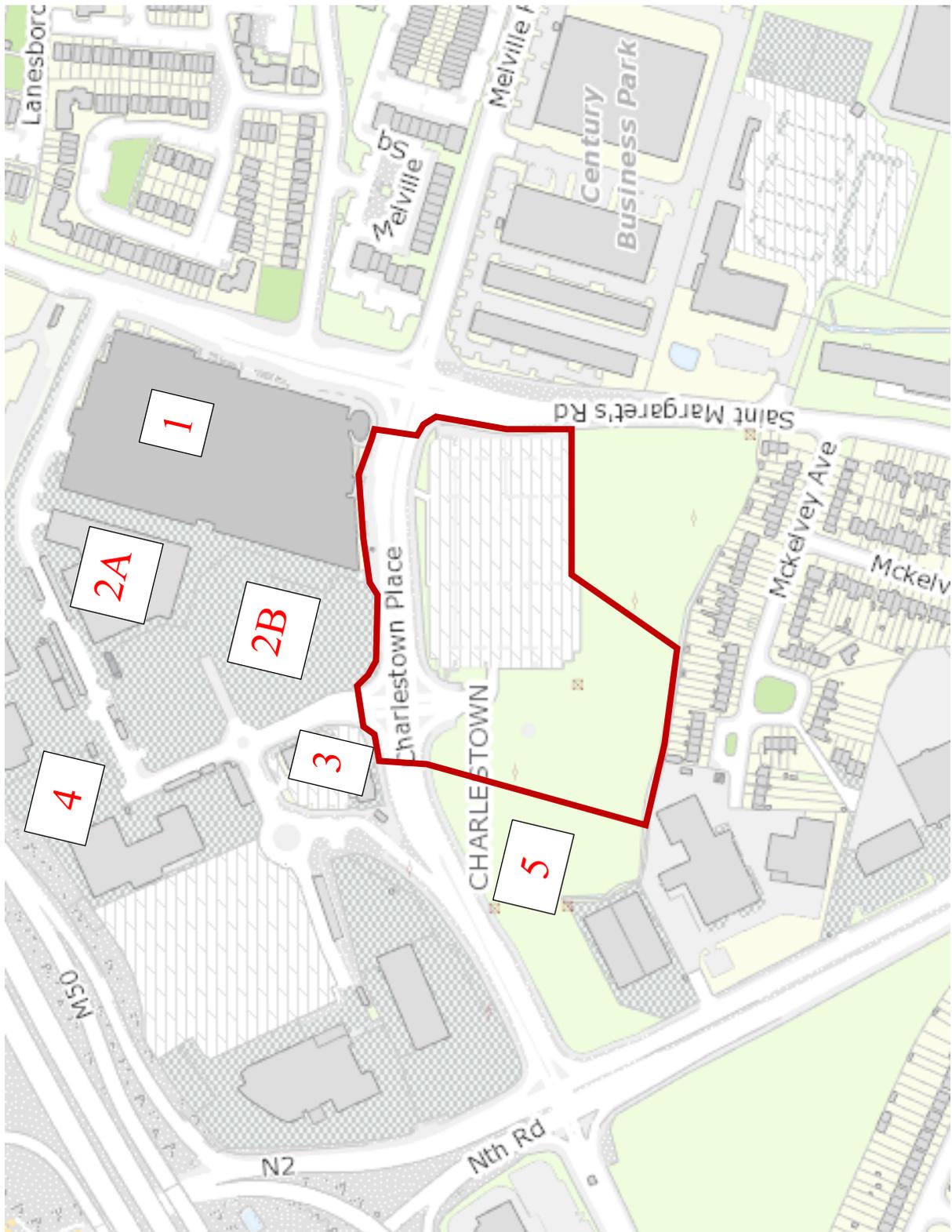


Figure 2.1 Site Location and Context (Source: Myplan.ie)



Figure 2.2 Site Aerial View (Source: Googlemaps)



Figure 2.3 Proposed Site Layout Plan

3.0 RESPONSE TO AN BORD PLEANALA OPINION

The Board's Notice of Pre-Application Consultation Opinion was issued in December 2020. A copy of the Opinion is contained within Appendix A.

The responses below describe the additional information that accompanies the planning application and the design amendments that have been incorporated into the proposed scheme to address the Board's Opinion.

3.1 RESPONSE TO ABP OPINION ITEM 1 – LANDSCAPING, MATERIALS AND CHARACTER

Item 1 states as follows: -

- '1. Further consideration/ justification of the documents as they relate to the visual impact, materials and finishes to the proposed buildings and hard & soft landscaping. The further consideration / justification should address the proposed human scale, character and identity and creation of family friendly neighbourhood, regard being had, inter alia, to the architectural treatment, landscaping, quality public and communal open spaces, pedestrian way finding and connectivity. The further consideration of these issues may require an amendment to the documents and/or design proposals submitted.'*

The enclosed Architect's Design Report by MCORM Architects describes the proposed architectural design rationale and full details of the proposed materials and finishes to the buildings and the proposed public and communal open spaces and proposed streetscapes.

The description of architectural design rationale and architectural treatment is supplemented by drawings and photomontages prepared by MCORM Architects with additional input from Ronan MacDiarmada Landscape Architects in the form of a Landscape Rationale and landscape drawings.

In conjunction with MCORM Architects, Modelworks have produced a series of CGIs that illustrate the key features of the design and layout of the proposed development.

The wider visual impact of the proposed development has been assessed in the landscape and visual impact assessment contained within Chapter 14.0 – Landscape of the Environmental Impact Assessment Report.

In summary, it is submitted that the proposed architectural and landscape design proposals will create a vibrant new urban neighbourhood within Charlestown that is visually and physically linked to the existing Charlestown Centre and wider neighbourhood via Charlestown Place and St. Margaret's Road. The proposed mix of uses, site layout, architectural treatment and landscape design creates a series of active streetscapes and urban spaces that will encourage pedestrian movement and activity within and through the development.

The landscape and visual impact assessment confirms that landscape impacts will be significant due to the magnitude of change which will occur on this site. However, the low-quality character and sensitivity values of the existing landscape means that there will be a

positive impact to the quality of the landscape when the development is completed and in use. This is due to the fact that the mixed-use urban development proposed will have higher landscape quality value than that of the existing environment. It will also provide additional landscape amenity for future residents and the wider public.

3.2 RESPONSE TO ABP OPINION ITEM 2 – INTERACTION WITH CHARLESTOWN PLACE AND CHARLESTOWN DISTRICT SHOPPING CENTRE

Item 2 states: -

- ‘2. *Further consideration and/ or justification of the documents as they relate to the proportion of live work units, own door units, end use of non-residential units along the central spine area to activate the proposed pedestrian street and provide facilities for the future residential population specifically the contribution proposed to the character and identity of the neighbourhood.’*

MCORM Architects have undertaken a detailed review of the interface of the proposed development with Charlestown Place and the Charlestown Shopping Centre and the function and activation of the proposed north-south pedestrian street. Full details are provided in the enclosed Architect’s Design Report.

Interaction with Charlestown Place and Charlestown District Centre is enhanced through the detailed design proposals for pedestrian and cycle crossing facility linking the existing north-south street within the Charlestown Centre and the proposed north-south pedestrian boulevard within the current application site. The proposed pedestrian crossing is located to allow direct access for pedestrians between the existing/ under construction public square within the Charlestown Centre and the proposed central public open space within the current application site. A common approach is utilised across the Charlestown lands whereby streets and public spaces both north and south of Charlestown Place are linked with priority given to pedestrians and car movements prohibited within these spaces.

The nature and use of the proposed ground floor uses on the central pedestrian street has been reviewed in the context of Item 2 above. The proposed non-residential units will now include retail/ commercial uses, a creche, small scale office suites and a health/ medical centre. This mix of uses will activate the central pedestrian street and provide a sense of place and destination for local services within the development.

Outside the central pedestrian street, activation of the streetscapes on Charlestown Place and the central east-west street will be provided by the non-residential corner units which wrap around the street edges. In addition, further activation is provided by own-door residential units fronting Charlestown Place and the proposed east-west street. Combined, the proposed non-residential uses and the own-door residential units will animate the streetscapes and contribute to the character of the development.

Further details of the interaction with Charlestown Place, Charlestown Shopping Centre and the proposed uses and activation of the central pedestrian street are provided within the Architect’s Design Report by MCORM Architects.

3.3 RESPONSE TO ABP OPINION ITEM 3 – RESIDENTIAL DESIGN

Item 3 states: -

- ‘3. *Further consideration/ justification of the documents as they relate to the quality of the proposed residential amenity. This consideration should have regard to, inter alia, the ‘Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas’ (including the associated ‘Urban Design Manual’); the ‘Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities’ in particular with regard to number of single aspect and north facing units, and daylight and sunlight access to internal habitable areas and in particular to communal courtyards. Shadow Impact Assessment of communal open spaces, private open space and public open spaces. The further consideration of this issue may require an amendment to the documents and/or design proposals submitted relating, inter alia, to layout of the proposed development, improving the quality and providing extended hours of daylight and sunlight to the internal courtyards and to the public open space.’*

The enclosed Architect’s Design Report by MCORM Architects sets out how the proposed layout, design and built form is guided by the principles contained within the ‘Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas’ and associated ‘Urban Design Manual’.

The residential amenity is considered in detail within the enclosed **Housing Quality Assessment** prepared by MCORM Architects. Apartment schedules are submitted and together with the associated floor plans, demonstrate compliance with the quantitative standards in the 2018 Apartment Guidelines.

The proposed design and layout of apartment units has been informed by a **Daylight and Sunlight Assessment** by 3D Design Bureau. The Daylight and Sunlight Assessment addresses the site context and interpretation of the BRE guidelines ‘Site Layout Planning for Daylight and Sunlight’. The principal conclusions of the assessment are: -

- The overshadowing impact of the proposed development on existing residential amenity at the Charlestown Centre and McKelvey Avenue is imperceptible.
- Sunlight to the proposed public open space and communal courtyards within the proposed development areas will be in excess of the BRE guidelines. The proposed communal roof terraces will also receive high levels of sunlight.
- The proposed apartment units will receive good levels of daylight throughout the habitable areas. In addition, the Daylight and Sunlight Assessment has identified improvements to the building facades and apartment layouts and these have been incorporated into the architectural floor plans and elevations. The Architect’s Design Report provides details of the compensatory design solutions integrated into the design.

3.4 SPECIFIC INFORMATION ITEMS

3.4.1 Specific Information Item 1 – Statement of Consistency and Planning Rationale

1. *A detailed statement of consistency and planning rationale, clearly outlining how in the prospective applicant's opinion, the proposal is consistent with local planning policies having specific regard to the zoning objective of the site, "TC" - town centre and its applicability to the development site in question having regard to the concerns raised in the Planning Authority's opinion.'*

The required **Statement of Consistency/ Material Contravention Statement** in relation to the relevant Development Plan and Ministerial Guidelines is included as a separate Report.

In summary, consistency with the Development Plan zoning objective and local policies and objectives for Charlestown is demonstrated as follows: -

Land Use Zoning

The current application site is zoned 'TC - Town and District Centre' in the *Fingal Development Plan 2017 – 2022*.

All of the proposed uses – residential, retail, office, childcare facilities and health/ medical centre for health practitioner – are all '*Permitted in Principle*' within the TC zone.

The proposed mix of uses is, in our view, also in accordance with the stated Development Plan zoning objective and vision for 'TC' zoned lands which generally seek the protection and enhancement of the physical and social character of town and district centres while developing and consolidating these centres with a mix of commercial, recreational, cultural, leisure and residential uses.

Across the 'TC' zoned lands at Charlestown, comprising the existing Charlestown Shopping Centre, the adjoining cinema and leisureplex building, the neighbouring residential development currently under construction and the current application site, there will be a broad mix of commercial, recreational, leisure and residential uses.

Following on from the Planning Authority's Opinion and in addition to much needed residential accommodation, the proposed development will provide: -

- Small scale retail/ commercial uses serving the local community that will complement the larger scale and higher order convenience and comparison retail and commercial uses within the existing Charlestown Centre. It is envisaged that the proposed 2no. retail/ commercial units will be occupied by a pharmacy or shop and a financial services operator/ credit union.
- A creche with capacity to serve the childcare needs of both the future residents of the development and the wider community. This childcare facility will augment the services provided by the existing creche facility within the Charlestown Centre.

- A health centre with accommodation for local health care practitioners such as doctor, dentist and physio.
- Small office suites providing opportunities for local office uses such as estate agent's, solicitors, accountants etc. providing services to the existing and emerging population in Charlestown and wider surrounding areas.

On the basis of the above, the proposed development includes uses that are wholly in accordance with the 'TC' land use zoning objective. In addition, the proposed uses will consolidate and enhance the mix of facilities within Charlestown with a range of local retail/commercial uses and services that will serve the future residential population within the development and established residents within the wider area.

Specific Objectives

Chapter 4 of the Development Plan includes objectives for each of the urban centres within Fingal including 3no. objectives for the Charlestown and Meakstown area. The objectives and consistency with these objectives is considered in turn in Table 3.1 below.

Table 3.1 Charlestown and Meakstown Development Plan Objectives	
Objective	Comment
<p>Objective Charlestown and Meakstown 1 <i>Development an enhanced community identity within Fingal through the improvement of social, cultural, community and residential amenities. Support the development of a sense of identity for the area including improvements to signage, landscaping and physical appearance and through the promotion of mixed uses, including residential, in Charlestown Centre.</i></p>	<p>The current application involves the development of an underutilised car park site and the provision of residential accommodation together with a mix of retail/ commercial, childcare, health centre and offices uses that will augment the established and developing neighbourhood in Charlestown. The proposed development will also provide a series of urban streets and spaces linked to the established Charlestown Centre, Charlestown Place and St. Margaret's Road with clear and legible links to Charlestown Square within the Charlestown Centre and the proposed public open space within the proposed development.</p>
<p>Objective Charlestown and Meakstown 2 <i>Continue to improve and deliver enhanced community and recreational amenities to the area with particular emphasis on a community centre to provide for the community and sporting needs of the area including the provision of changing rooms if required and improvement to the quality of open space.</i></p>	<p>The proposed development will deliver a mix uses to serve the existing and future residential populations. The development will also include a larger urban park of c.0.4ha accessed from and linked to the surrounding residential developments via dedicated pedestrian and cycle routes.</p>
<p>Objective Charlestown and Meakstown 3</p>	

<p><i>Continue to support and facilitate the established cross boundary forum, which includes Dublin City Council, to co-ordinate development between Dublin City's North West Area (which includes Santry, Poppintree and Ballymun) and the adjoining areas in Fingal which include Santry, Meakstown and Charlestown and lands to the north of Ballymun.</i></p>	<p>The proposed retail/ commercial uses and services and outdoor recreational facilities and spaces within the development will serve residents of Charlestown and wider areas extending across the administrative areas of both Fingal Co Co and Dublin City Council.</p>
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3.4.2 Specific Information Item 2 – Material Contravention

- ‘2. *A detailed statement, which should provide adequate identification of all such elements and justification as applicable, where the proposed development materially contravenes the Development Plan other than in relation to the zoning of the land, indicating why permission should, nonetheless, be granted, having regard to a consideration specified in section 37(2)(b) of the Act of 2000.*’

The proposed development Materially Contravenes the *Development Plan* in respect of apartments per floor per individual stair and lift core.

The proposed development includes up to 9no. apartments per floor in the case of the proposed east/ west stair and lift cores. Objective DMS23 of the Development Plan permits up to 8 apartments per floor per individual stair and lift core.

The enclosed ***Statement of Consistency/ Material Contravention Statement*** addresses the associated procedural issues and justification for the proposed Material Contravention.

3.4.3 Specific Information Item 3 – Interaction with Charlestown Shopping Centre

- ‘3. *An assessment on how the proposed scheme ties in with the expansion of the overall Charlestown Shopping Centre. The subject site represents an expansion of the existing Charlestown development (including permitted development) on the northern side of Charlestown Place. It is important that the proposed scheme should be highly visually and functionally connected to the town centre development to the north. There needs to be strong permeability within the scheme and into adjoining lands.*’

Interaction with Charlestown Shopping Centre has been addressed in detail within the Architect’s Design Report by MCORM Architects in the context of the response to Item 2 of the issues for further consideration.

The proposed development is physically connected to the proposed development via a new pedestrian crossing linking the existing north-south pedestrian street within the Charlestown Centre to the proposed north-south pedestrian street with the current application site. These streets also connect the two large scale public spaces north and south of Charlestown Place providing a functional recreational link between the between the northern and southern

developments at Charlestown. It is considered that a strong visual link between the two sites is provided by commonality in built form, layout, height, scale and massing and design.

Permeability into and through the current application site is provided by clearly defined north-south and east-west streets. Insofar as is possible, pedestrian and cycle access into and through the site has been prioritised with vehicular access limited to the western half of the site where it is required to provide access to the basement car parking and non-residential surface car parking spaces. Within the eastern half of the site pedestrian north-south and east-west streets link St. Margaret's Road, Charlestown Place and the Charlestown Centre via safe and animated streetscapes.

3.4.4 Specific Information Item 4 – Interaction with Adjoining Public Streets

- '4. *Further consideration of the junction and pedestrian crossing proposed at Charlestown Place. Greater pedestrian connectivity, consideration of boundary treatments and interaction with the Charlestown Shopping Centre, Charlestown Place and Saint Margaret's Road (public streets) is needed. The proposal needs to contribute to and enhance the character and identity of the neighbourhood.'*

Interaction with the adjoining streets at Charlestown Shopping Centre, Charlestown Place and St. Margaret's Road is addressed in detail within the enclosed Architect's Design Report by MCORM Architects.

As noted in the response to Item 3 and Specific Information Item 3 above, interaction and connection to the Charlestown Shopping Centre has been improved with a detailed proposal for the design and layout of the proposed pedestrian crossing. Additional improvements to the layout and design of the footpath and public realm on the northern edge of Charlestown Place are proposed to enhance connectivity and pedestrian movement across Charlestown Place. Full details are provided within the design proposal by Atkins Consulting Engineers.

Interaction with Charlestown Place will be provided by the non-residential uses at ground floor levels within Blocks 1 and 2 that wrap around the corners of Charlestown Place and the proposed north-south pedestrian street. Additional animation and activity will be provided by own-door residential units within Blocks 1 and 2 fronting onto Charlestown Place.

Proposals for the interface with St. Margaret's Road are also detailed within the Architect's Design Report. The focus along this boundary has been to create a more attractive public realm with enhanced pedestrian and cycle routes appropriately segregated from the adjoining vehicular traffic on St. Margaret's Road. In addition, the proposed entrance to the east west street is identified with planting and hard landscaping to clearly signal the eastern entrance to the development and proposed pedestrian and cycle route.

3.4.5 Specific Information Item 5 – Landscaping & Wayfinding

- '5. *Justification of landscaping, in particular, at the entrance of the pedestrian boulevard on Charlestown Place and approaching this entrance from the east to signify the entrance to the scheme so as to visually link to the Charlestown Centre and aid navigation.'*

The proposed landscaping and wayfinding proposals for the current application site are contained within the enclosed Landscape Rationale prepared by Ronan MacDiarmada & Associates Landscape Architects.

3.4.6 Specific Information Item 6 – Housing Quality Assessment

- ‘6. *A Housing Quality Assessment that provides details in respect of the proposed apartments set out as a schedule of accommodation, with the calculations and tables required to demonstrate compliance with the various requirements of the 2018 Guidelines on Design Standards for New Apartments. It is important that the proposal meets and preferably exceeds the minimum standards in terms of dual aspect and proportion of apartment which exceed the floor area by 10%. In the interests of clarity clear delineation / colour coding of floor plans indicating which of the apartments are considered by the applicant as dual / single aspect and which apartments exceeds the floor area by 10%.*’

A Housing Quality Assessment has been prepared by MCORM Architects and is enclosed.

The HQA includes schedules demonstrating compliance with the 2018 Apartment Guidelines. Apartment floor plans are also enclosed with the application with the percentage of dual aspect units (52%) and percentage of apartments that exceed the floor area standards (72%) also identified.

3.4.7 Specific Information Item 7 – Residential Amenity (McKelvey Avenue)

- ‘7. *A report that addresses issues of residential amenity (both existing residents of adjoining development and future occupants), specifically with regards to potential overlooking, overshadowing and overbearing. The report shall include full and complete drawings including levels and cross-sections showing the relationship between the proposed development and adjacent residential development.*’

A detailed assessment of the residential amenity, of both the proposed blocks and the existing residences at McKelvey Avenue, is contained within the enclosed Architect’s Design Report by MCORM Architects. This assessment is supported by full scale cross sections illustrating the proposed levels and relationship between the residential blocks internally within the site and externally with McKelvey Avenue.

3.4.8 Specific Information Item 8 – Daylight and Sunlight Assessment

- ‘8. *A Daylight and Shadow Impact Assessment of the proposed development, specifically with regard to impact upon adequate daylight and sunlight for individual units, public open space, courtyards, communal areas, private amenity spaces and balconies.*’

As noted in response to Item 3 above, a Daylight and Sunlight Assessment has been prepared by 3D Design Bureau and is enclosed with the current application.

3.4.9 Specific Information Item 9 – Visual Impact Assessment

'9. A visual impact assessment. Long range views / photomontages of the proposed development from the surrounding area.'

A Landscape Visual Impact Assessment has been undertaken by Modelworks and is contained within Chapter 14.0 – The Landscape of the enclosed Environmental Impact Assessment Report.

The landscape and visual impact assessment confirms that the proposed development will have a significant positive impact due to the fact that the mixed-use urban development proposed will have higher landscape quality value than that of the existing environment comprising a surface car park. It will also provide additional landscape amenity for future residents and the wider public.

3.4.10 Specific Information Item 10 – Fingal Co Co Park & Green Infrastructure Department

'10. Response to issues raised in the Parks and Green Infrastructure department report submitted to the Board on the 25.06.2020.'

A response to the issues raised in the Parks and Green Infrastructure Department Report is contained within the enclosed Landscape Rationale by Ronan MacDiarmada Landscape Architects.

3.4.11 Specific Information Item 11 – Fingal Co Co Architect's Department

'11. Response to issues raised in Architects department report submitted to the Board on the 25.06.2020. Justification is required with respect to height and shadow analysis, in particular of communal open space.'

A response to the issues raised in the Architect's Department Report has been prepared by MCORM Architects and is contained in the enclosed Architect's Design Report.

3.4.12 Specific Information Item 12 – Public Open Space

'12. Justification of hierarchy and quantum of open space provision, both communal and public open space (POS). Clarity with regard to compliance with Development Plan standard and location of underground attenuation tanks and storage systems under public open space, as part of SuDS solution. A response to the contribution suggested by the planning authority in accordance with Section 48(2) (c) of the Planning and Development Act 2000 in lieu of public open spaces provision.'

The proposed development provides a hierarchy of public, communal and private open spaces.

Private Open Space

Private open space in the form of balconies for the apartment blocks is provided for each of the residential units in the proposed development. All apartments have private amenity space which meets or exceeds the minimum standards of Annex 1 of the 2018 Apartment Guidelines. Further details are provided in the enclosed Housing Quality Assessment by MCORM Architects.

Communal Open Space

Communal amenity space comprises courtyard areas within each of Blocks 1, 2 3 and 4 and communal roof gardens within Blocks 1, 2 and 4.

Based on the standards contained in Annex 1 of the 2018 Apartment Guidelines, the proposed mix of 1, 2 and 3 bed units within Blocks 1 to 4 gives rise to a demand for 3,723sq.m of communal open space. Combined, the proposed communal courtyard areas and roof gardens provide 4,135sq.m of communal open space.

Table 3.2 below provides a breakdown of the proposed communal open spaces on a block by block basis.

Table 3.2 Proposed Communal Open Space Provision				
Location	Courtyard	Roof Garden	Total Provision	Total Required
Block 1	1540	130	1670	1319
Block 2	925	260	1185	1175
Block 3	580	-	580	571
Block 4	400	300	700	658
Total	3445	690	4135	3723

The design and layout of the proposed communal open spaces is set out in detail within the enclosed Architects Design Statement by MCORM Architects and Landscape Rationale by Ronan MacDiarmada & Associates Landscape Architects.

Public Open Space

Section 12.7 of the Development Plan sets out public open space requirements for residential developments. Objectives DMS57A and DMS57B require a minimum 10% of a proposed development site area be designated for use as public open space.

The current application site has a net developable area of 3.14ha which gives rise to a minimum public open space requirement of 3140sq.m.

The proposed central public open space proposed within the scheme, labelled Public Open Space No. 1, comprises an area of 4737sq.m. It is the applicant's submission that the full extent of this space comprises accessible and useable public open space. Details of the accessibility

and usability of this open space, including the area above the attenuation tank, are provided within the enclosed Landscape Rationale by Ronan MacDiarmada Landscape Architects.

Excluding the area above the attenuation tank of 1567sq.m within this Open Space No. 1, the remaining central public open space comprises 3,170sq.m which is also above the Development Plan requirement of 3140sq.m. On that basis, there is no requirement for a development contribution in lieu of public open space.

In addition to the central public open space, there are additional public open spaces comprising a secondary public open space, labelled Public Open Space No. 2 of 1848sq.m and a pedestrian boulevard of 2160sq.m.

Full details regarding the design, layout and planting within the proposed public open spaces are provided within enclosed Landscape Rationale by Ronan MacDiarmada & Associates Landscape Architects.

Children’s Play

The 2018 Apartment Guidelines (Section 4.13) set out requirements for children’s play on a hierarchical basis comprising private open spaces, small play spaces (about 85 – 100sq.m) for toddlers to 6 year olds and play areas (200 – 400sq.m) for older children and young teenagers.

As noted above, private open spaces are provided in the form of balconies attached to each apartment with an area equal to or greater than the requirements for private amenity space contained in Annex 1 of the 2018 Apartment Guidelines.

Small play spaces are also provided within the proposed development. 4no. small play spaces each measuring 100sq.m with play equipment are proposed within the communal courtyard areas of Blocks 1 to 4. A large play area of 349sq.m with associated play equipment is proposed within the central public open space.

Table 3.3 below provides a breakdown of the location and scale of the proposed children’s play areas.

Full details regarding the design, layout and proposed play equipment within the proposed children’s play areas are provided within enclosed Landscape Rationale by Ronan MacDiarmada & Associates Landscape Architects.

Table 3.3 Proposed Children’s Play Provision		
Location	Area Sq.m	Age Group
Public Open Space No. 1	349sq.m	6+
Block 1	100sq.m	0 - 6
Block 2	100sq.m	0 - 6
Block 3	100sq.m	0 - 6
Block 4	100sq.m	0 - 6
Total	749 sq.m	

3.4.13 Specific Information Item 13 – Landscape Drawings

- '13. Detailed landscape drawings that illustrate hard and soft landscaping, useable communal open space, meaningful public open space, quality audit and way finding. The public open space shall be usable space, accessible and overlooked to provide a degree of natural supervision. Details of play equipment, street furniture including public lighting and boundary treatments should be submitted.'

Detailed landscape drawings for the proposed development have been prepared by Ronan MacDiarmada & Associates and enclosed with the current application.

3.4.14 Specific Information Item 14 – Fingal Co Co Planning Department

- '14. *A full response to matters raised within the PA Opinion and Appended Fingal County Council Department comments submitted to ABP on the 25.06.2020.'*

The matters raised by the planning authority in their report submitted to the Bord on 25.06.2020 are addressed in turn below utilising the headings contained within **Section 6 – Opinion of the Planning Authority** of the planning authority's report.

Strategic Context

Principle of Development

The issue of the principle of development and the nature and type of proposed uses within the current application is addressed in the response to Specific Information Item 1 above and the enclosed Statement of Consistency/ Material Contravention Statement.

Quality Design

The above response to the ABP Opinion Item 1 addresses issues relating to the quality of the design and layout of the proposed development.

Integration

Integration and interaction with the Charlestown Shopping Centre and the adjoining streets at Charlestown Place and St. Margaret's Road is addressed in detail within the response to ABP Opinion Item 2 above.

Attenuation and Public Open Space

Public open space provision and compliance with relevant Development Plan objectives relating to open space, SuDS and attenuation areas is set out in detail in response to Specific Information Item 12 – Public Open Space above.

Carrying Capacity of the Receiving Environment

The applicant welcomes the planning authority's acknowledgement that the current application site is suitable for higher density development with increased building heights.

It is submitted that the reports and drawings included within the current application demonstrate that the proposed development will safeguard the residential amenity of the both existing and future residents in Charlestown while providing a high standard of architectural and public realm design and layout.

Carrying Capacity of the Physical Infrastructure

The enclosed Engineering Report by Pat O'Gorman & Associates Consulting Engineers and Traffic and Transport Assessment by Atkins confirms that the urban area of Charlestown and associated services, roads and public transport infrastructure can accommodate the proposed development.

Carrying Capacity of Social Infrastructure

A **Social Infrastructure Audit** (SIA) has been completed by Future Analytics and is enclosed with the current application. The SIA concludes that there is sufficient provision of social infrastructure to support the population of the area. The report also notes that the proposed development will contribute to accessibility to quality services and facilities by providing a creche and health/ medical centre.

Environmental Carrying Capacity

An **Environmental Impact Assessment Report** has been prepared and is submitted with the current application. The EIAR concludes that there are no material or significant environmental issues arising from the project.

An **Appropriate Assessment Screening Report** has been prepared by Openfield Ecological Services and is enclosed. Given the nature of the project and implementation of standard construction measures in relation to protection of water quality, it is concluded that there will be no negative impacts on the qualifying interests or species of any Natura 2000 site within a 15km radius of the proposed development.

Detailed Issues

Proposed Layout and Design

The design and layout of the proposed development including the provision of own door units, units per core, building height and surface car parking are addressed in detail within the enclosed Architect's Design Report by MCORM Architects.

Residential Amenity

The enclosed Housing Quality Assessment by MCORM Architects deals with the quality and amenity of the proposed residential units and is supported by a Daylight and Sunlight Report by 3D Design Bureau.

Access and Transportation

Access and transportation related matters including issues relating to traffic survey information and car and cycle parking are considered in detail within the enclosed Traffic and Transport Assessment by Atkins.

Open Space and Landscape

Issues raised by the Parks Department within their report are addressed in the response to Specific Information Item 12 – Public Open Space above and within the enclosed Landscape Rationale by Ronan MacDiarmada & Associates Landscape Architects.

Water Services

The enclosed Engineering Report and Irish Water Confirmation of Feasibility confirm that there are no difficulties with connections to water services.

The location of the attenuation tank, previously permitted under Reg. Ref. F19A/0146, relative to the proposed public open space provision is considered within the response to Specific Information Item 12 above. It is confirmed that the proposed development provides in excess of the Development Plan requirement for public open space even with the exclusion of the area above the attenuation tank. The attenuation tank was designed to accommodate surface water outflow from the Phase 1 Charlestown Shopping Centre, the adjoining Phase 2 apartment scheme currently under construction and the current application site. Construction of the attenuation tank permitted under Reg. Ref. F19A/0146 will be completed in Q1 2021. Surface water from the current application site will be intercepted and redirected to this attenuation tank.

Other Issues

Regarding the other issues raised within section 6.7 of the planning authority's report, the following points are noted:-

- A Solar Photovoltaic Glint & Glare Study has been prepared by Innovision and assesses the potential for the proposed PV arrays at roof level to impact the operation of Dublin Airport. The report concludes that the proposed development will not give rise to any nuisance or hazardous glare to the runways or control towers at Dublin Airport.
- The proposed boundary treatment and fence to the southern boundary of the site will include gates to facilitate access and maintenance of the southern boundary area.
- Responses to the miscellaneous issues raised in Section 6.7 are as follows: -

- A Site Specific Flood Risk Assessment is included with the current application. Based on available flooding mapping and hydraulic modelling of the Finglas River the risk of flooding on the application site is low and the proposed development will not give rise to an increased risk of flooding either within the site or on adjoining lands.
- Proposals regarding the location and design of a piece of public art in compliance with Development Plan Objective DMS05 are discussed within the enclosed Landscape Rationale. Details relating the public art provision can be agreed by way of condition of a grant of permission.
- The Traffic and Transport Assessment submitted with the application provides details of existing land uses and associated traffic volumes within the area and confirms that the proposed development and associated trip generation can be accommodated within the existing roads and public transport network.
- The enclosed Social Infrastructure Audit provides details of existing local services and community facilities provision within the Charlestown area.
- The Environmental Impact Assessment Report submitted with the application addresses environmental resources, assets and sensitives in detail including the areas of transport accessibility and current and planned infrastructure capacity.

4.0 OTHER KEY PLANNING ISSUES

In addition to the issues addressed in the Board's Opinion and the responses provided above, the following key issues relating to the proposed development are also examined: -

1. Childcare Provision
2. Part V
3. Roads and Transportation
4. Water Services
5. Construction Management & Phasing
6. Waste Management
7. Energy & Services Strategy
8. Taking in Charge
9. Environmental Impact Assessment Report
10. Appropriate Assessment

4.1 CHILDCARE PROVISION

The **Childcare Facilities Guidelines for Planning Authorities 2001** refer to a benchmark of an average of one facility (with 20 childcare spaces) for 75 houses and also provide broader guidance on internal standards for childcare facilities.

The Charlestown area is currently well serviced by creche facilities including a recently permitted and constructed creche facility within the Charlestown Centre (Reg. Ref. F18A/0731).

The proposed development comprises 590no. dwellings consisting of 1, 2 and 3 bed apartments. As set out in the **Sustainable Urban Housing: Design Standards for New Apartments (2018)**, 1 bed units should not generally be considered to contribute a requirement for childcare provision. Excluding the proposed 234no. 1 bed units, the proposed development comprises 356no. 2 and 3 bed units which would give a requirement for c.95no. childcare spaces based on the standard from the 2001 Guidelines (i.e. $356/75 \times 20$).

The 2001 Guidelines apply a minimum floor space per child of 2.32sq.m, exclusive of kitchen, bathroom and hall, furniture or permanent fixtures. Applying that standard, a childcare facility to serve the proposed development and meeting the requirement for c.95. childcare spaces would need to be a minimum of 220sq.m net floor area.

The proposed development provides a purpose built, ground floor creche of 542sq.m within Block 1 with associated external play area. The proposed floor area of the creche exceeds the minimum requirement.

4.2 PART V

The proposed development comprises 590 units and therefore the Part V requirement is 59 units. The specific units to be allocated and are contained in the **Part V Proposal**, containing a BMA cover letter and accompanying documents by McCrossan O'Rourke Manning Architects and O'Byrne Jenkins Quantity Surveyors.

4.3 ROADS AND TRANSPORTATION

A **Traffic and Transportation Assessment (TTA)** has been prepared by Atkins and is enclosed with this application.

Access

Vehicular access to the proposed development will be from the existing signalised junction from Charlestown Place. The design and layout of the proposed junction with Charlestown Place and access road has been informed by assessments by Atkins and compliance with the **Design Manual for Urban Roads and Streets 2019**.

Access to the McKelvey Celtic AFC playing pitch will be maintained through the site from Charlestown Place within the completed development.

Car Parking

515no. car parking spaces are proposed within the current application including 351no. spaces within a shared basement level within Blocks 1 and 2 and 81no. spaces at basement level within Block 4. An additional 83no. spaces are provided at surface level. A total of 474no. spaces are provided for the proposed residential accommodation at a ratio of 0.8 spaces per unit. The remaining 41no. spaces are provided to cater for the proposed non residential uses and Go Car provision and are located at basement level within Blocks 1 and 2 and at surface level.

Residential car parking is provided at a ratio of 0.8 which is considered to be in line with Section 4.19 of the 2018 Apartment Guidelines that requires a default policy of reduced parking in Intermediate Urban Locations such as the current application site. The enclosed TTA by Atkins provides further justification for the proposed residential and non residential car parking provision.

Cycle Parking

A total of 1068no. cycle parking spaces are proposed. 899no. secure residential cycle parking spaces are provided within the basement car parks within Blocks 1, 2 and 4 and within the ground floor level of Block 3. A further 169no. cycle parking spaces are provided at surface level.

DMURS Statement of Consistency

A DMURS Statement of Consistency has been prepared by Pat O’Gorman & Associates and is enclosed with the current application. The Statement confirms that the proposed design and layout of the road and street network is consistent with the Design Manual for Urban Roads and Streets 2019.

Luas Finglas

Since the SHD Stage 2 submission was submitted in May 2020, the Luas Finglas project has been announced by Transport Infrastructure Ireland (TII). The project announcement in July 2020, included the terminus of the route at Charlestown on St. Margaret’s Road opposite the

current application site. The preliminary proposals also indicate a potential park + ride facility at Charlestown.

In the period since the TII Luas Finglas announcement the applicant, Puddenhill Property Limited, has held a number of meetings with TII regarding the Luas Finglas project, which included a detailed financial feasibility appraisal of the subject site. While the applicant is fully supportive of the Luas Finglas project, it is understood that TII have discounted the suitability of the subject site for a park + ride on cost grounds and TII are currently considering a number of alternative options for the route of the Luas and the location of the park + ride facility to serve any future Luas Finglas project.

The current application does not in any way impact on the outline route or preliminary location of the Luas line or terminus as illustrated in the TII proposals published to date, in respect of St. Margaret's Road and Charlestown Place. The applicant will continue to work with TII insofar as they can assist with the delivery of the Luas Finglas project.

4.4 WATER SERVICES

The enclosed **Engineering Planning Report** (Pat O'Gorman Associates) provides details of the services infrastructure to serve the proposed development.

A Pre-Connection Enquiry was submitted to Irish Water and a response has been received. The Irish Water response to the pre-connection enquiry enclosed within the Engineering Planning Report confirms that a connection to the Irish Water network can be facilitated. A 'Design Submission' has also been made to Irish Water and correspondence from Irish Water in February 2021 confirms acceptance of the design proposal.

Water Supply

There is an existing trunk 850mm watermain beneath the carriageway at Charlestown Place. As part of the Charlestown Centre development a new 250mm watermain was constructed either side of this road and connected into the truck main with the consent of Dublin City Council. The proposed development will be connected into the southern 250mm watermain on Charlestown Place.

Foul Drainage

The 750mm Meakstown Foul Sewer (also known as the North Fringe Foul Sewer) lies adjacent to the northern boundary of the site and beneath Charlestown Place. It is proposed to discharge into this foul sewer at a point to the west of the junction of Charlestown Place and St. Margaret's Road.

Surface Water Management / Flood Risk

A surface water management strategy for the current application site has been developed by Pat O'Gorman Consulting Engineers and is set out within the enclosed Engineering Planning Report.

The central landscaped public open space is also the site of an attenuation tank permitted under Reg. Ref. F19A/0146. This attenuation tank was designed to accommodate surface water outflow from the Phase 1 Charlestown Shopping Centre, the adjoining Phase 2 apartment scheme and the current application site. Construction of the attenuation tank permitted under Reg. Ref. F19A/0146 will be completed in Q1 2021. Surface water from the current application site will be intercepted and redirected to this attenuation tank.

A Site Specific Flood Risk Assessment (SSFRA) is submitted with the application. Based on available flooding mapping and hydraulic modelling of the Finglas River the risk of flooding on the application site is low. The SSFRA confirms that the development will not significantly increase the risk of flooding on the site or elsewhere.

4.5 CONSTRUCTION MANAGEMENT & PHASING

An ***Outline Construction Management Plan*** (OCMP) has been prepared by Pat O’Gorman Consulting Engineers. The OCMP outlines the procedures to put in place during the construction period in order to minimise any effects on residents living in the area.

In terms of construction phasing, the development will be built in an east to west direction primarily commencing with the early-stage bulk excavation and construction of the proposed basement located under Blocks 1 and 2 in the eastern portion of the site and Block 4 in the south western corner of the site. The overall construction period is currently envisaged as being 3 years.

The OCMP also provides details in relation to the proposed construction access arrangements during the construction phase of the development. It is proposed that access will be provided temporarily from St. Margaret’s Road and via two number access points on Charlestown Place. The operation and sequencing of these construction access points is set out within the OCMP.

A temporary access off St Margaret’s Road is proposed to facilitate access to the grounds of McKelvey Celtic AFC. This access will remove this public traffic from interaction with construction site traffic, thereby reducing conflict, increasing road safety and enabling the contractor to implement best practice traffic management to the full extent of their control. The design and layout of the proposed temporary access to McKelvey Celtic AFC is also set out within the OCMP.

4.6 WASTE MANAGEMENT

Construction & Demolition Waste and By-Product Management Plan

A Construction and Demolition Waste and By-Product Management Plan has been prepared by Byrne Environmental Consulting and is enclosed with the current application. This report presents a site specific strategy for the control and management of waste associated with the construction of the proposed development.

Operational Waste Management Plan

Byrne Environmental Consulting have also prepared an Operational Waste Management Plan (OWMP) and this is enclosed with the application. The OWMP has been prepared in conjunction with MCORM Architects to ensure that the design and layout of the proposed development and associated bin storage areas are designed in accordance with Development Plan standards and are sufficient to meet the ongoing waste management needs of future residents of the development.

4.7 ENERGY AND SERVICES STRATEGY

An Energy and Services Strategy has been prepared by Varming Consulting Engineers and is enclosed with the current application. This report confirms that the proposed Blocks 1 to 4 have been designed to comply with the current Building Regulations, TGD Part L 2019 'Conservation of Fuel and Energy – Dwellings' (NZEB).

4.8 TAKING IN CHARGE

A Taking in Charge drawing has been prepared by McCrossan O'Rourke Manning Architects and is enclosed. It is proposed that the areas to be taken in charge will be limited to the access roads to the development.

4.9 ENVIRONMENTAL IMPACT ASSESSMENT REPORT

An **Environmental Impact Assessment Report** has been prepared and is submitted with the current application. The EIAR concludes that there are no material or significant environmental issues arising from the project.

4.10 APPROPRIATE ASSESSMENT SCREENING

An **Appropriate Assessment Screening Report** has been prepared by Openfield Ecological Services and is enclosed. Given the nature of the project and implementation of standard construction measures in relation to protection of water quality, it is concluded that there will be no negative impacts on the qualifying interests or species of any Natura 2000 site within a 15km radius of the proposed development. The report finds that significant effects to Natura 2000 sites will not arise as a result of this project, either alone or in combination with other plans and projects, and that this conclusion is beyond reasonable scientific doubt on the basis of the best scientific knowledge available.

5.0 CONCLUSION

On the basis of the foregoing and attached, it is considered that the proposed development would provide residential accommodation at a location that would promote sustainable travel patterns and is an appropriate response for the site which is consistent with the all-relevant planning policy sources.

A grant of permission is sought on this basis.

BMA PLANNING