



STATEMENT OF CONSISTENCY – WHITE PINES CENTRAL SHD

FOR ASSESSMENT OF PROPOSED RESIDENTIAL DEVELOPMENT AT WHITE PINE CENTRAL, STOCKING AVENUE, DUBLIN 16



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1.0 INTRODUCTION

On behalf of the prospective Applicant, Ardstone Homes Limited¹ (Ardstone Capital Limited), this *Statement of Consistency* with Planning Policy has been prepared to accompany a proposed planning application in relation to a proposed strategic housing development on a site of c. 2.2 hectare site at lands south of Stocking Avenue, Stocking Avenue, Dublin 16.

The proposed development will provide 114 no. Build to Rent (BTR) residential units in a mix of 1, 2 and 3 bedroom apartments and duplex units, with associated residential amenity facilities. It should be noted that while the residential units are being proposed as BTR, as detailed in the Housing Quality Assessment prepared by Reddy Architecture Urbanism (RAU), all proposed residential units have been provided in excess of the minimum standards set out in Appendix 1 of the *Apartment Guidelines (2020)*.

This *Statement of Consistency* with planning policy has been prepared to specifically address the requirements of the strategic housing development guidance document issued by An Bord Pleanála. This planning application is also accompanied by a Planning Report which includes further detail in respect of the proposed development in relation to the site location and context, the development description and the relevant planning history.

Please note that a separate *Material Contravention Statement*, prepared by TPA, has also been submitted in relation to the development.

The application is also accompanied by an *Environmental Impact Assessment Report (EIAR)*, prepared by TPA, detailing the environmental impact of the proposed development.

This standalone planning policy consistency statement, prepared by Tom Phillips + Associates demonstrates that the proposal is consistent with the relevant national planning policy, guidelines issued under Section 28 of the *Planning and Development Act 2000* (as amended), and with local planning policy. It should be read in conjunction with the accompanying detailed documentation prepared by Reddy Architecture + Urbanism (RAU), Mitchell & Associates (MA) Landscape Architects and DBFL Consulting Engineers.

For further details of consistency with the quantitative standards for residential units as set down in the *Apartment Guidelines (2020)*, and the *South Dublin County Council Development Plan 2016-2022*, please refer to the *Housing Quality Assessment* document prepared by RAU, which accompanies the application.

1.1 Link with adjoining lands

The subject site at White Pines Central forms part of a wider Masterplan development, known as White Pines. The White Pines Masterplan site comprises; White Pines Central, White Pines East, White Pines North, White Pines South and White Pines Retail.

As noted in Section 3 below, the entire White Pines Masterplan site is provided by our client, Ardstone Homes, who have already provided 281 no. family 3-5 bedroom family homes on adjacent sites. The subject application at White Pines Central SHD comprises the 5th and final phase of the wider White Pines Masterplan development.

¹No. 48 Fitzwilliam Square, Dublin 2, D02 EF89.



Figure 1.1: Adjoining Ardstone Homes Development Sites. (Source: Google Maps, annotated by TPA, 2021.)

Phase	Provided/Proposed	Status
1. White Pines North	175 no. 3-5 bedroom family homes	Complete and Occupied
2. White Pines South	106 no. 3-5 bedroom family homes	Complete and Occupied
3. White Pines Retail	A single storey convenience retail unit (c. 1,688 sq m GFA) and a three storey creche building (c. 591 sq m GFA).	Construction Commenced August 2020
4. White Pines East SHD	241 units in a mix of 1 and 2-bedroom apartments.	SHD Application submitted 30.03.2021
5. White Pines Central SHD	114 no. 1-3 Bedroom apartments/duplex units.	Subject application.

Table 1.1: White Pines Masterplan Development.

In addition to the above, it is also noted that Ardstone Homes are currently progressing a separate SHD planning application for development at White Pines East (ABP Ref. 309836), located directly north of the application site. The design of the proposed development has also been carefully considered to have regard to this and existing neighbouring developments to ensure a coherent design approach across all existing and forthcoming residential developments, provided by Ardstone Homes.

1.2 Legislative Context

In accordance with Section 4(1) of the *Planning and Development (Housing) and Residential Tenancies Act, 2016*, Ardstone Homes intends to apply for planning permission in respect of a proposed Strategic Housing Development (SHD) at Lands north of Stocking Avenue, Woodstown, Dublin 16. The subject report constitutes the *Statement of Consistency* required to support the application.

1.3 Outline of This Report

This *Statement of Consistency* provides a description of the proposed site location and proposed development followed by a list of the various statutory and strategic policy documents considered. The *Statement* demonstrates the proposed development's consistency with the relevant *Local Area Plan, Development Plan*, and the relevant *S.28 Guidelines*.

2.0 DESCRIPTION OF PROPOSED DEVELOPMENT

2.1 Site Location

The subject site, White Pines Central SHD, is located in south west Dublin, on a site south of Stocking Avenue, in the administrative district of South Dublin Council. The site comprises a c.2.2Ha site, zoned for 'new residential' in the *South Dublin Development Plan (SDCCDP) 2016-22* and *Ballycullen/ Oldcourt Local Area Plan (BOLAP) 2014*.

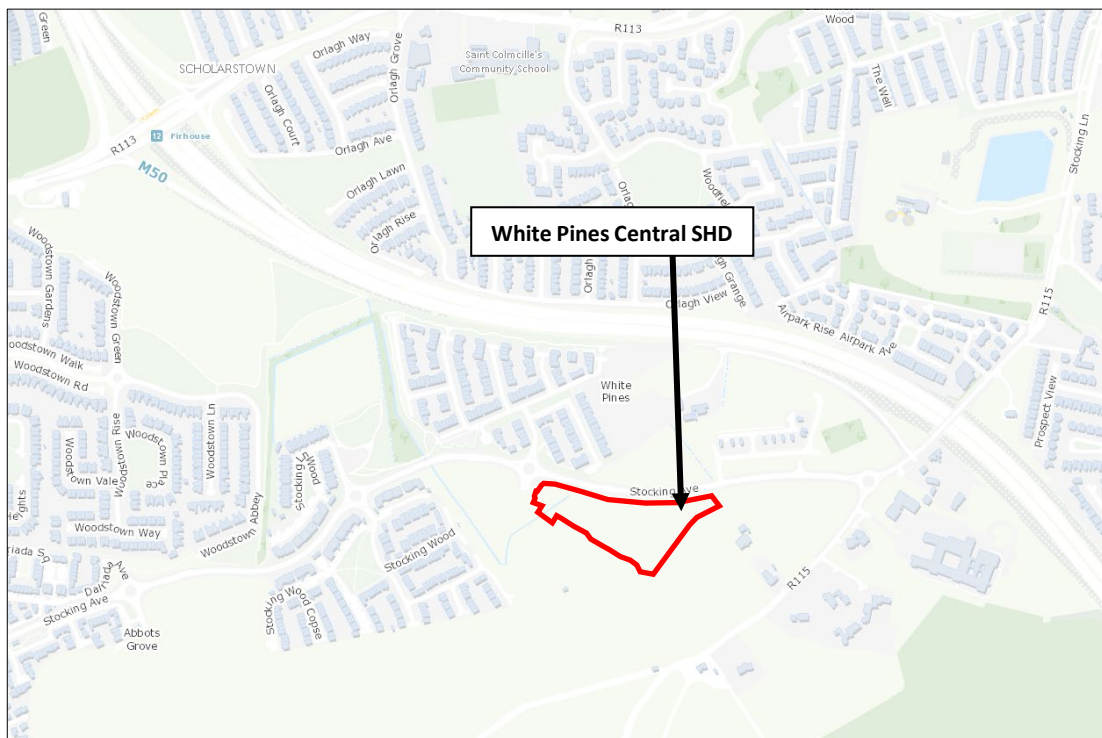


Figure 2.1: Location of Subject Site. (Source: Bing Maps; annotated by TPA, 2021)

The site is located within an area characterised primarily by new residential units. The site is principally bounded by: Stocking Avenue to the north; White Pines Retail to the west; the recently completed White Pines South residential development to the southwest; and two houses (Áit Linn and Findelen) and lands zoned for rural and agriculture development to the east.

The site is greenfield in nature but lies adjacent to residential development, White Pines South, which recently completed construction along the boundary to the southwest.

The subject site is located approximately 1.5 km to the south-east of Woodstown village centre. The site is accessed from Stocking Avenue, which is a distributor access route to the residential areas south of Woodstown Village.

The subject site is well served by public transport. Several bus routes run in the immediate vicinity of the site with bus stops located at a close distance on Stocking Avenue and Ballycullen Road. There is an existing Dublin Bus stop located in front of the application site, serving the 15B bus route, providing high frequency peak service to the city centre, via Rathmines.

The proposed residential development at White Pines Central SHD would be supported by a number of community facilities in close proximity including schools, sports clubs, shops, leisure and medical services.

For additional information, please refer to the *Community Infrastructure Audit*, prepared by TPA, submitted with this application.

2.2 Proposed Development

As detailed in the *Design Statement*, prepared by RAU, the proposed design strategy responds to the opportunities and constraints of the site-specific location and the site's characteristics, including, *inter alia*, its sloping topography.

2.2.1 Residential – Apartments

The proposed development will provide 114 no. Build to Rent residential units in a mix of one-bedroom, two-bedroom and three-bedroom apartment and duplex units as follows:

- 32 no. one-bedroom apartments;
- 53 no. two bedroom apartments; and
- 29 no. three bedroom duplex units.

A total of 98 no. car parking spaces are provided to serve the residential units.

A total of 238 no. cycle parking spaces are also provided throughout the development site. 114 no. of these spaces will be provided as secured long stay parking, located at various locations throughout the application site. 124 no. spaces will also be provided as short stay cycle parking, located within the public realm dispersed through the site.

2.2.2 Landscaped Amenity / Open Space

Landscaped open space provision is c. 45% of the overall site area (c. 9,845 sq m) and is principally located centrally and at the southern boundary of the site. Additional open space is also provided throughout the development. The open spaces will incorporate paths, small trees, woodland boundary treatment, a level kickabout/play space and incidental play elements and lawns.

3.0 POLICY DOCUMENTS CONSIDERED

The following policy documents have informed this Statement of Consistency:

3.1 National Strategic Policy Documents

- *Project Ireland 2040 - National Planning Framework (2018).*
- *National Development Plan (2018 – 2027)*
- *Eastern and Midlands Regional Spatial Economic Strategy (2019).*
- *Urban Development and Building Heights Guidelines for Planning Authorities (2018)*
- *Sustainable Urban Housing: Design Standards for New Apartments (2020).*
- *Design Manual for Urban Roads and Streets (DMURS) (2013).*
- *The Planning System and Flood Risk Management (2009).*
- *Sustainable Residential Development in Urban Areas (2009).*
- *Urban Design Manual: A Best Practice Guide (2009).*
- *Rebuilding Ireland; Action Plan for Housing and Homelessness (2016)*
- *Part V of the Planning and Development Act 2000: Guidelines (2017).*

3.2 Local Statutory Policy Documents

- *Ballycullen-Oldcourt Local Area Plan 2014, as Extended*
- *South County Dublin Development Plan 2016-2022.*

4.0 STRATEGIC NATIONAL PLANNING POLICY

4.1 *Project Ireland 2040 – National Planning Framework (2018)*

The *National Planning Framework*, published in February 2018, sets out a strategic development framework for Ireland to the year 2040. Among its key messages is the need to provide the highest possible quality of life for people and communities via well designed and managed built and natural environments.

With particular respect to housing and community development, National Policy Objective 33 of the *National Planning Framework* has the following stated objective:

“Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.”

Under the heading of Compact Growth, the *NPF* states;

“Targeting a greater proportion (40%) of future housing development to happen within and close to existing built-up areas. Making better use of under-utilised land, including ‘infill’ and ‘brownfield’ and publicly owned sites together with higher housing and jobs densities, better serviced by existing facilities and public transport.”

Subject Proposal is Fully Consistent with Provisions of the NPF:

The proposed development comprises the provision of 114 no. residential units on a greenfield strategically located and residentially zoned site. The proposed development provides a sensitive design that responds to the site’s unique characteristics in full accordance with National Policy Objective 33.

In particular, the redevelopment of this site, zoned for new residential, would contribute to compact growth. The proposed development would also ensure the much-needed provision of residential units for the area in line with the provisions of the *NPF*.

4.2 *National Development Plan (2018 – 2027)*

The *National Development Plan (NDP) 2018-2027* sets out the investment priorities that will underpin the successful implementation of the *National Planning Framework (NPF)*.

That document is designed to support the ten National Strategic Outcomes (NSO) of the *NPF*. This provides a strategic framework for public capital investment to support the delivery of the *NPF* over the next 10 years.

Under the National Development Plan investment in public transport infrastructure will be accelerated to support the development of an integrated and sustainable national public transport system consistent with the *NPF* NSOs of Sustainable Mobility as well as Compact Growth. This will support National Strategic Outcomes 4 “Sustainable Mobility”.

“Public investment in environmentally sustainable public transport systems in major urban areas and nationally is a primary enabler to NSOs under the NPF relating to Compact Growth in urban areas and Improved Regional Connectivity and is one of a number of most important priorities to achieve climate action objectives.”

Subject Proposal is Fully Consistent with Provisions of the NDP

The Proposed residential development is therefore in compliance with the NDP as it will facilitate compact growth in an urban area through the provision of 114 no. residential units on a greenfield residentially zoned site, with a high frequency peak bus service operating via Stocking Avenue.

The subject site is strategically located on zoned lands adjacent to the existing urban footprint of the Ballycullen/Oldcourt area of South Dublin. The site is well served by public transport, with a bus stop for Dublin Bus Route No. 15B located at the entrance to the site on Stocking Avenue and the Dublin Bus 15 bus route, located c. 1km west of the site on Ballycullen Road. In addition to this, significant public transport improvements are also proposed for the area as part of Dublin Bus’ BusConnects programme.

The National Transport Authority (NTA) has developed a strategic transport plan, known as BusConnects, which will transform and overhaul the current bus network to provide a more efficient network. The proposed network will deliver the ‘next generation’ of bus corridors on the busiest routes and redesign routes with the aim of offering fast, predictable and reliable bus journeys. As noted in Section 2.6.6 of the Traffic and Transport Assessment, prepared by DBFL, and Section 2.3 of the Planning Report, prepared by TPA, under the BusConnects proposals, two new high frequency bus routes (Route A1 and Route 16) will serve Ballycullen. Route A1 will connect to Clongriffin via City Centre while Route 16 will run from Tallaght to College Green via Oldcourt.

Furthermore, the design, density and building heights proposed are considered to sensitively responds to the site’s unique characteristics and sloping topography, in full accordance with National Development Plans overarching aim of consolidation.

4.3 Eastern and Midlands Regional Spatial Economic Strategy 2019

The *Regional Spatial & Economic Strategy (RSES)* was published in 2019 by the Eastern and Midland Regional Assembly (EMRA). The EMRA forms part of the regional tier of governance in Ireland.

The EMRA area covers 9 counties including Dublin, with three sub-regions or Strategic Planning Areas (SPAs) including the Dublin SPA.

The *RSES* is a strategic plan that identifies regional assets, opportunities and pressures and provides policy responses in the form of Regional Policy Objectives. The main statutory purpose of the Strategy is to support the implementation of the *NPF* and the *National Development Plan (NDP)*.

Subject Proposal is Fully Consistent with Provisions of the Eastern and Midlands Regional Spatial Economic Strategy 2019

The subject site is located in the area identified as the 'Dublin City & Suburbs' within the Dublin Metropolitan Area. The RSES includes an objective to prepare a Metropolitan Area Strategic Plan (MASP) to ensure a steady supply of serviced development lands throughout the City's Metropolitan area to support Dublin's sustainable growth and continued competitiveness. The Strategy reiterates the NPF principle of compact and sustainable growth with a target of 30-40% of new homes to be built on land within the built-up area. The MASP further supports the consolidation of Dublin City and Suburbs with a target population of 1.4 million people in the area by 2031.

The provision of 114 no. residential units on zoned lands within the 'Dublin City & Suburbs' area is fully consistent with the settlement strategy, set out in the Eastern and Midlands RSES.

4.4 Urban Development and Building Heights Guidelines for Planning Authorities (2018)

The aim of the *Urban Development and Building Heights Guidelines (Height Guidelines) 2018* is to ensure that local height policies do not undermine national policy objectives to provide more compact forms of development and the consolidation and strengthening of existing built-up areas.

The *Guidelines* identify in SPPR 1, the requirement for local authorities to review statutory plans in support of increased densities and building heights on infill sites, such as the subject site.

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

[Our emphasis.]

Section 1.3 of the *Guidelines* notes:

"in determining planning policy and making planning decisions around appropriate building heights, the planning process has to strike a careful balance between on the one hand enabling long-term and strategic development of relevant areas, whilst ensuring the highest standards of urban design, architectural quality and place-making outcomes on the other".

The *Guidelines* also notes that a number of Local Authorities have recently identified generic maximum building height limits across their functional areas but that:

"such limits, if inflexibly or unreasonably applied, can undermine wider national policy objectives to provide more compact forms of urban development as outlined in the National Planning Framework and instead continue an unsustainable pattern of development whereby many of our cities and towns continue to grow outwards rather than consolidating and strengthening the existing built up area. Such blanket

limitations can also hinder innovation in urban design and architecture leading to poor planning outcomes”.

The *Guidelines* acknowledge that:

“while achieving higher density does not automatically and constantly imply taller buildings alone, increased building height is a significant component in making optimal use of the capacity of sites in urban locations where transport, employment, services or retail development can achieve a requisite level of intensity for sustainability” (Section 2.3)

In submitting a planning application for increased building heights, the *Guidelines* set out a number of criteria which must be complied with, each of which is addressed in the following sections of this Report, with respect to the proposed development at White Pines Central SHD.

A. At the scale of the relevant city/town

- A1.** *“The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport”.*

The site benefits from excellent public transport connections, located adjacent to the Dublin Bus Route 15b stop, providing high frequency peak direct links to/from Dublin City Centre. As noted in Section 2.6.6 of the Traffic and Transport Assessment, prepared by DBFL, under the BusConnects proposals, two new high Frequency bus routes (Route A1 and Route 16) will serve Ballycullen. Route A1 will connect to Clongriffin via City Centre while Route 16 will run from Tallaght to College Green via Oldcourt.

- A2.** *“Development proposals incorporating increased building height, including proposals within architecturally sensitive areas, should successfully integrate into/enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views. Such development proposals shall undertake a landscape and visual assessment, by a suitably qualified practitioner such as a chartered landscape architect”.*

The design of the proposed development has been given careful consideration through evolution of the scheme design. The height and scale of the proposed development has been carefully selected to reflect the site’s topography. The tallest apartment block proposed, Block A at 6 no. storeys, is located at the lowest point of the site, on its western boundary. Building heights are reduced in line with the sloped topography, whereby the blocks located to the east of the site, Blocks B, C1-2, D and E, comprise 3 no. storey duplex blocks.

A *Landscape and Visual Impact Assessment (LVIA)* has also been included at Chapter 9.0 of the *EIAR*. As shown in the *LVIA*, the scheme design has been carefully considered to ensure the proposed development successfully integrates into, and enhances, the character and public realm within and surrounding the site, having regard to the sites context and topography.

- A3.** *“On larger urban redevelopment sites, proposed developments should make a positive contribution to place-making, incorporating new streets, and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale of the adjoining developments and create visual interest in the streetscape”.*

The proposed development provides for the construction of 6 no. blocks ranging in height from 3 to 6 no. storeys providing 114 no. residential units.

As detailed above, the scale of the proposed development is considered acceptable in the context of the site’s prominent roundabout location, adjacent to a large commercial retailer (at White Pines Retail), and the site’s accessible location adjacent to the high-capacity peak bus service and forthcoming public transport improvements through BusConnects.

As detailed in this Section, the proposed development has been assessed against national, regional and local Planning Policy Documents and is considered to be an appropriate scale.

B. At the scale of the district/neighbourhood/street

- B1.** *“The proposal responds to its overall natural and built environment and makes a positive contribution to the urban neighbourhood and streetscape”.*

As detailed above, the proposed development is considered to be an appropriate scale, responding to the scale of existing and emerging developments in the area.

The development also provides for significant improvements to the public realm, creating a people friendly environment of streets and spaces. The scheme design is further enhanced by a high standard of landscape design and urban spaces.

A range of amenity zones are proposed readily accessible from the residential units, linked through a network of pedestrian routes connecting to form a circuit of open spaces and amenity zones.

Family orientated facilities, including child play spaces will also be provided throughout the site. For further information please refer to the *Landscape Masterplan and Landscape Architects Report*, prepared by Mitchell + Associates.

- B2.** *“The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of slab blocks with materials/building fabric well considered”.*

As set out above, the proposed development comprises the construction of 6 no. buildings ranging in height from 3 to 6 no. storeys.

The development has been carefully designed to avoid long, uninterrupted walls of building in the form of slab blocks and also proposed a range of commentary façade materials, providing a distinct high-quality appearance that successfully integrates with the surrounding streetscape.

For further information please refer to the *Design Statement*, prepared by RAU, and *Landscape Visual Impact Assessment*, prepared by Mitchell + Associates, included at Chapter 9 of the *EIAR*, submitted with this application.

- B3.** *“The proposal enhances the urban design context for public spaces and key thoroughfares and inland waterway/marine frontage, thereby enabling additional height in development form to be favourably considered in terms of enhancing a sense of scale and enclosure while being in line with the requirements of “The Planning System and Flood Risk Management – Guidelines for Planning Authorities” (2009).*

As detailed above, the proposed landscape layout represents a significant enhancement to the urban design context for public spaces and key thoroughfares.

A Flood Risk Assessment has also been undertaken by DBFL in support of the proposed development. We refer the Board to the Flood Risk Assessment, prepared by DBFL, submitted with this application for further information.

- B4.** *“The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area within which the development is situated and integrates in a cohesive manner”.*

The development provides new vehicular access from Stocking Avenue, via the White Pines South development site. Additional direct emergency vehicular access will also be provided to the east via Stocking Avenue.

Additional pedestrian and vehicular routes through the site are also proposed to open up the site to through movement by pedestrians and vehicles with White Pines South.

- B5.** *“The proposal positively contributes to the mix of uses and/or building/dwelling typologies available in the neighbourhood”.*

As noted above, the proposed residential units will be primarily provided in a mix of one, two and three-bedroom apartment and duplex units. This mix is proposed to provide greater variety and choice for residents within an area dominated by three-bedroom and four-bedroom detached and semi-detached housing.

The proposed mix will help create a strong and sustainable mixed community in tandem with wider proposed and provided residential sites at Stocking Avenue.

C. At the scale of the site/building

- C1.** *“The form, massing and height of the proposed development should be carefully modulated so as to maximise access to natural daylight, ventilation and views and minimise overshadowing and loss of light”.*
- C2.** *“Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision outlined in guides like the Building Research Establishment’s ‘Site Layout Planning for Daylight and Sunlight (2nd edition) or BS 8206-2: 2008 – ‘Lighting for Buildings – Part 2: Code of Practice for Daylighting”.*

- C3. *“Where a proposal may not be able to fully meet all the requirements of the daylight provisions above, this must be clearly identified and a rationale for any alternative, compensatory design solutions must be set out, in respect of which the planning authority or An Bord Pleanála should apply their discretion, having regard to local factors including site specific constraints and the balancing of that assessment against the desirability of achieving wider planning objectives. Such objectives might include securing comprehensive urban regeneration and or an effective urban design and streetscape solution”.*

We refer the Board to the Sunlight/ Daylight Assessment, prepared by OCSC, submitted with this application, detailing the specific design considerations implemented to maximise access to natural daylight, ventilation, views and minimise overshadowing and loss of light.

The Building Height Guidelines also identify a number of technical assessments which should accompany planning applications, with development proposals for increased building heights. In this regard, we can confirm that all relevant technical assessments have been undertaken in support of the proposed development, as enclosed, including; an *EIAR*, prepared by TPA, an *AA Screening Report*, prepared by Altemar, and an *Architectural Design Statement*, prepared by RAU.

Subject Proposal is Fully Consistent with Provisions of the Urban Development and Building Heights Guidelines for Planning Authorities (2018)

The development proposed 6 no. blocks ranging in height from 3 to 6 no. storeys, providing 114 no residential units, with a density of c. 52 no. units per hectare. The proposed development is considered acceptable in the context of the above, including, the existing and emerging development surrounding the subject site, and the site’s accessible location.

The development is designed to be architecturally sensitive to the site location, responding to the existing urban form. There is a variety of building form design such as buildings varying in heights from 3 to 6 no. storeys.

A *Landscape and Visual Impact Assessment*, prepared by Mitchell + Associates Landscape Architects, is included at Chapter 9 of the *EIAR* submitted with this application, detailing the visual impact the proposed development will have on the surrounding area.

The proposed building heights have been assessed, and are considered appropriate, in the context of the each of the criterial outlined in the *2018 Building Height Guidelines*, which are addressed in detail above.

4.5 Sustainable Urban Housing: Design Standards for New Apartments 2020

The *Design Standards for New Apartments Guidelines for Planning Authorities 2020 (Apartment Guidelines)* build upon the provisions of the *National Planning Framework* in signalling a move away from blanket restrictions on heights in certain locations in favour of an evidence-based approach based on performance criteria.

The *Apartment Guidelines (2020)* provide clear guidance with regard to the types of location which are considered suitable for higher density developments that may wholly comprise apartments.

The Guidelines also provide national planning guidance and standards for apartment developments including Build-To-Rent (BTR) and BTR Shared Accommodation which are defined as follows:

“These are rental only developments that are subject to centralised management arrangements, on a specified long-term basis, where individual housing units may not be separately sold for a specified period.”

Section 2.4 of these *Guidelines* sets out three types of locations, Central and /or Accessible, Intermediate Urban and Peripheral and/or Less Accessible Urban Locations. The proposed development site is located in an area that meets the criteria for Central and /or Accessible Locations and or Intermediate Urban Locations. Table 4.1 below shows how the subject site meets the identified criteria.

Central and /or Accessible Locations

Criterion	Response
Sites within walking distance (i.e. up to 15 minutes or 1,000 - 1,500m), of principal city centres, or significant employment locations, that may include hospitals and third-level institutions.	The site is located adjacent to a recently permitted Neighbourhood Centre, South Dublin Ref. SD19A/0345, c. 30m southwest of the application site, shown in Figure 1.1.
Sites within reasonable walking distance (i.e. up to 10 minutes or 800 - 1,000m) to/from high-capacity urban public transport stops (such as DART or Luas);	N/A
Sites within easy walking distance (i.e. up to 5 minutes or 400-500m) to/ from high frequency (i.e. min 10 minute peak hour frequency) urban bus services.	Dublin Bus’s 15b bus service runs 10 minute peak hour frequency ² .

Table 4.1: Demonstration of compliance with Central / Accessible Urban Location criteria.

Intermediate Urban Locations

Criterion	Response
Sites within or close to i.e. within reasonable walking distance (i.e. up to 10 minutes or 800-1,000m), of principal town or suburban centres or employment locations, that may include hospitals and third level institutions;	The site is also located adjacent to a recently permitted Neighbourhood Centre, South Dublin Ref. SD19A/0345, c. 30m southwest of the application site, shown in Figure 5.3 below.
Sites within walking distance (i.e. between 10-15 minutes or 1,000-1,500m) of high-capacity urban public transport stops (such as DART, commuter rail or Luas) or within reasonable walking distance (i.e. between 5-10 minutes or up to 1,000m) of high frequency (i.e. min 10 minute peak hour frequency) urban bus services or where such services can be provided;	Dublin Bus’s 15b bus service runs 10 minute peak hour frequency ³ . In addition to this the site is also located within 800m of Dublin Bus’ Route No. 15 and emerging public transport connections proposed under BusConnects. The site is also located within 1000m of other less frequent bus routes such as the 16.

² <https://www.dublinbus.ie/Your-Journey1/Timetables/All-Timetables/15b2/>

Criterion	Response
Sites within easy walking distance (i.e. up to 5 minutes or 400-500m) of reasonably frequent (min 15-minute peak hour frequency) urban bus service.	Dublin Bus's 15b bus service runs 10 minute peak hour frequency ³ . In addition to this the site is also located within 800m of Dublin Bus' Route No. 15 and emerging public transport connections proposed under BusConnects.

Table 4.2: Demonstration of compliance with Intermediate Urban Location criteria.

The subject site meets the above criteria given its proximate location adjacent to a high frequency Dublin Bus Routes (15 and 15b) and thus may be defined either as a 'Central and/or Accessible Urban Location' or an 'Intermediate Urban Location', both of which are appropriate for apartment developments with densities in excess of 45 units per ha.

The *Guidelines* set out a number of Specific Planning Policy Requirements (SPPRs) which;

“take precedence over any conflicting, policies or objectives of development plans, local area plans and strategic development zone planning schemes. Where such conflicts arise, such plans should be amended by the relevant planning authority to reflect the content of these guidelines and properly inform the public of the relevant SPPR requirements.” (Para 1.21 refers.) (Our emphasis)

Private Amenity Space

Section 3.35 of the *Guidelines* states:

“It is a policy requirement that private amenity space shall be provided in the form of gardens or patios/terraces for ground floor apartments and balconies at upper levels” (Para 3.35).

Private amenity space standards for apartments are set out in Appendix 1 of the *Guidelines*.

As detailed in the *Housing Quality Assessment*, prepared by RAU, all of the proposed apartments will be provided with dedicated private open space, in accordance with the requirements of the *Apartment Guidelines*.

SPPR 4 sets out the minimum number of dual aspect apartments that may be permitted in any single apartment scheme, the following shall apply:

- (i) *“A minimum of 33% of dual aspect units will be required in more central and accessible urban locations, where it is necessary to achieve a quality design in response to the subject site characteristics and ensure good street frontage where appropriate”.*

All proposed development has been designed to seek to maximise the extent and quantum of dual aspect units within the scheme. Overall, the location and design of the Block A is considered to maximise the extent of dual aspect apartments units within the scheme.

In this case, some 32 no. apartments are single aspect. This represents c.38% (32/85) of the apartment units within the scheme. These units are primarily south and westerly facing, and thus considered appropriate in the context of the above standards.

SPPR 5 specifies that,

“Ground Level apartment floor to ceiling heights shall be a minimum of 2.7m and shall be increased in certain circumstances, particularly where necessary to facilitate a future change of use to a commercial use”.

All ground level apartment floor to ceiling heights are a minimum of 2.7m and are fully compliant with SPPR 5 of the Guidelines.

Building Life Cycle Report

Section 6.13 of *the Guidelines* requires that planning applications for apartment development

“shall include a building lifecycle report which in turn includes an assessment of long-term running and maintenance costs as they would apply on a per residential unit basis at the time of application, as well as demonstrating what measures have been specifically considered by the proposer to effectively manage and reduce costs for the benefit of residents.”

A *Building Life Cycle Report*, prepared by OCSC has been submitted with this application to address the requirements of Section 6.13. The *Building Life Cycle Report* provides an assessment of long-term running and maintenance costs as they would apply on a per residential unit basis at the time of application. The report also details specific measures considered by the operator to effectively manage the space.

Build to Rent

The Apartment Guidelines contain a number of Specific Planning Policy Requirements (SPPR) which are relevant to BTR schemes such as that currently proposed. The following sections of this report outline these requirements and the *proposed* development’s compliance with them.

SPPR 7 sets out requirements for applications for planning permission for development comprising BTR developments.

(a) “Described in the public notices associated with a planning application specifically as a ‘Build-To-Rent’ housing development that unambiguously categorises the project (or part of thereof) as a long-term rental housing scheme, to be accompanied by a proposed covenant or legal agreement further to which appropriate planning conditions may be attached to any grant of permission to ensure that the development remains as such. Such conditions include a requirement that the development remains owned and operated by an institutional entity and that this status will continue to apply for a minimum period of not less than 15 years and that similarly no individual residential units are sold or rented separately for that period;”

The following are provided in accordance with the provisions of SPPR 7:

Public Notices

We refer to the statutory site and newspaper notices, included with this application, which specifically states that the development will provide 114no. BTR residential units and notes that this equates to a long-term rental housing scheme.

Draft Legal Agreement / Covenant

A draft legal agreement, prepared on behalf of the Applicant has been included within the *Building and Lifecycle Report*, prepared by OCSC. The draft agreement details the Applicant's commitment to operate the BTR scheme, by an institutional entity, for a minimum period of 15 years and that no individual residential units are sold or rented separately for that period.

SPPR 7(b) of the Guidelines requires all applications for BTR to be:

“(b) Accompanied by detailed proposals for supporting communal and recreational amenities to be provided as part of the BTR development. These facilities to be categorised as:

- (i) **Resident Support Facilities** - comprising of facilities related to the operation of the development for residents such as laundry facilities, concierge and management facilities, maintenance/repair services, waste management facilities, etc.*
- (ii) **Resident Services and Amenities** – comprising of facilities for communal recreational and other activities by residents including sports facilities, shared TV/lounge areas, work/study spaces, function rooms for use as private dining and kitchen facilities, etc.”*

The Guidelines also note;

*“While all BTR developments will be required to provide satisfactory resident support facilities, 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. The provision of specific BTR amenities to renters will vary** and the developer will be required to provide an evidence basis that the proposed facilities are appropriate to the intended rental market. (Para 5.11) (Our emphasis)*

With respect to the provision of amenities, the Guidelines also note;

*“The provision of dedicated amenities and facilities specifically for residents is usually a characteristic element. The provision of such facilities **contributes to the creation of a shared environment where individual renters become more integrated and develop a sense of belonging with their neighbours in the scheme.** This provides the opportunity for renters to be part of a community and seek to remain a tenant in the longer term, rather than a more transient development characterised by shorter duration tenancies that are less compatible with a long term investment model.” (Para 5.11) (Our emphasis)*

It is a requirement of the guidelines that if private amenity space in some apartments is limited then compensatory communal support facilities and amenities should also be provided within the development.

As detailed in the Architectural Design Statement, prepared by RAU, the proposed development will provide 110 sq m of tenant amenity space to serve the development. This space will provide a reception and concierge service for residents, with on-site maintenance/repair. Additional internal amenity space will also be provided, comprising a multipurpose room, residents lounge and mail room.

Given the larger than required apartment sizes, the provision of private amenity space in all units, the spaciousness of the site and amenities in the wider area, the size of the provided tenant amenity space is appropriate.

It is further noted that a community building c. 552 sq m is being proposed on the site of the proposed White Pines East SHD, to satisfy the phasing requirements of the BOLAP (2014), discussed in detail in Section 5.4 below.

SPPR 8 (i) of the *Guidelines* states:

- (i) *No restrictions on dwelling mix and all other requirements of these Guidelines shall apply, unless specified otherwise;*

As detailed in Section 5.3 of the Material Contravention Statement, prepared by TPA, the development does not comply with the prescribed mix of units set out in the Ballycullen Oldcourt Local Area Plan (2014). In this regard, the development is relying on the provisions of SPPR 8, as noted above.

The wider White Pines Masterplan site provides a broad mix of residential unit types and sizes to address urgent housing need in the city. The wider White Pines Masterplan site includes a mix of generous 3-5 bed family homes, provided at White Pines North and South. 1, 2 and 3 bed residential units are proposed as part of the White Pines East and White Pines Central SHD developments.

The units proposed in White Pines Central will provide appropriate residential accommodation for individuals, people downsizing and smaller families that are just entering the property market. The broad residential mix provided across the White Pines Masterplan site ensures that the future residents of the scheme will comprise a diverse population group from varying ages and socio-economic groups.

SPPR 8 (ii) states that;

- (ii) *Flexibility shall apply in relation to the provision of a proportion of the storage and private amenity space associated with individual units as set out in Appendix 1 and in relation to the provision of all of the communal amenity space as set out in Appendix 1, on the basis of the provision of alternative, compensatory communal support facilities and amenities within the development. This shall be at the discretion of the planning authority. In all cases the obligation will be on the project proposer to demonstrate the overall*

quality of the facilities provided and that residents will enjoy an enhanced overall standard of amenity;

The proposed development exceeds the minimum standards set out in Appendix 1 of the Apartment Guidelines (2020). In this regard, there is no reliance placed on this provision.

SPPR 8 (iii) states that;

(iii) There shall be a default of minimal or significantly reduced car parking provision on the basis of BTR development being more suitable for central locations and/or proximity to public transport services. The requirement for a BTR scheme to have a strong central management regime is intended to contribute to the capacity to establish and operate shared mobility measures;

The proposed development has provided a significantly reduced car parking over and above the South Dublin Development Plan 2016-22, in accordance with this provision.

SPPR 8 (iv) states that;

“the requirement that the majority of all apartments in a proposed scheme exceed the minimum floor area standards by a minimum of 10% shall not apply to BTR schemes”.

Notwithstanding the above, the proposed 114 No. BTR apartment units all exceed the minimum floor area standards applicable to non-BTR apartments. This is confirmed in the Housing Quality Assessment, prepared by RAU.

4.6 Design Manual for Urban Roads and Streets (2013) (DMURS)

A key objective of DMURS is to achieve safe, attractive and vibrant streets by balancing the needs of all users, and prioritising alternatives to car journeys. The manual advocates a design-led approach, which takes account of both the physical and social dimensions of place and movement. The subject proposal is fully consistent with this recommended approach, and achieves a sense of place and residential amenity whilst also facilitating efficient and secure internal movement.

A detailed statement with regard to employment of DMURS standards, prepared by DBFL Consulting Engineers, is provided separately as part of this application.

Subject Proposal is Fully Consistent with Provisions of the Design Manual for Urban Roads and Streets (2013)

Primary access is provided from Stocking Avenue to the south of the site via White Pines South.

High levels of pedestrian and cyclist connectivity are also facilitated in the scheme's layout. Along the northern boundary, pedestrian permeability is provided via a number of dedicated access points from Stocking Avenue, to serve as an access point to the bus stop immediately adjacent to the site.

DMURS states that the location and frequency of crossing points should align with key desire lines and be provided at regular intervals. In this regard we note that dedicated crossing points are proposed at pedestrian desire points along that part of the internal local road network to be provided as part of the subject proposal.

DMURS advocates that self-regulating measures are incorporated into the design of streets so that the value of space is enhanced, traffic is calmed, and pedestrian/cyclist comfort is improved. As a result, the overall layout of the scheme achieves a calm internal space whereby only local traffic traverses the streets.

For further information please refer to the DMURS Design Statement (Technical Note 190004/2), prepared by DBFL, submitted with the subject application. This note confirms the proposed development has been designed, and is considered compliant, with the principals and guidance outlined in the *Design Manual for Urban Roads and Streets*.

4.7 The Planning System and Flood Risk Management (2009)

The key stated objectives of the *Guidelines* are set out at Table 1.6:

The core objectives of the *Guidelines* are to:

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

In addition, the *Guidelines* recommend a staged approach, whereby flood risk is first identified; then an initial assessment is undertaken, followed by a detailed flood risk assessment. The subject proposal accords in full with this approach insofar as the following steps have been taken:

- Stage 1: Flood Risk Identification
- Stage 2: Initial Flood Risk Assessment
- Stage 3: Detailed Flood Risk Assessment

Table A2 of the *Guidelines* sets out the various levels of flood risk assessment appropriate to different types of development proposal. For a proposed development on an identified site such as the subject proposal, a site-specific flood risk assessment is appropriate.

As per the *Guidelines*, this should assess all type of flood risk, the likely impacts of same and offer mitigation measures and identify any residual risks remaining.

Chapter 5 of the *Guidelines* states that, where appropriate, planning applications should be accompanied by a detailed flood risk assessment.

Subject Proposal is Fully Consistent with Provisions of the Planning System and Flood Risk Management (2009)

In this regard, a Site-Specific Flood Risk Assessment (including Justification Test) prepared by DBFL Consulting Engineers has been submitted with this application. This is fully consistent with the outline approach set out in Section 5.9 of the *Guidelines*.

This finds that the proposed development has the required level of protection up to an including a 1:100-year event, and that overland paths can accommodate pluvial flooding exceeding the capacity of the surrounding drainage network.

It is also noted that the *EIAR* accompanying the subject application includes a comprehensive assessment in respect of, inter alia, Water, Land Use and Interactions.

4.8 Sustainable Residential Development in Urban Areas (2009)

The role of the *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas* is to ensure the sustainable delivery of new development throughout the country.

The *Guidelines* focus on the provision of sustainable residential development, including the promotion of layouts that:

- *Prioritise walking, cycling and public transport, and minimise the need to use cars;*
- *Are easy to access for all users and to find one's way around;*
- *Promote the efficient use of land and of energy, and minimise greenhouse gas emissions;*
- *Provide a mix of land uses to minimise transport demand.*

The *Guidelines* also provide guidance on the core principles of urban design when creating places of high quality and distinct identity. The *Guidelines* recommend that planning authorities should promote high quality design in their policy documents and in their development management process.

In this regard, the *Guidelines* are accompanied by a Design Manual discussed below which demonstrates how design principles can be applied in the design and layout of new residential developments, at a variety of scales of development and in various settings.

Section 3.14 of the *Guidelines* outlines the following factors as integral in influencing design and layout of streets in residential areas:

- Connectivity & Permeability
- Sustainability
- Safety
- Legibility
- Sense of Place

The *Guidelines* support a plan-led approach to development as provided for in the *Planning and Development Act 2000*. Section 2.1 of the *Guidelines* note that;

‘the scale, location and nature of major new residential development will be determined by the development plan, including both the settlement strategy and the housing strategy’.

The *Guidelines* reinforce the need to adopt a sequential approach to the development of land and note in Section 2.3 and;

‘the sequential approach as set out in the Departments Development Plan Guidelines (DoEHLG, 2007) specifies that zoning shall extend outwards from the centre of an urban area, with undeveloped lands closest to the core and public transport routes being given preference, encouraging infill opportunities...’.

Section 5.4 of the *Guidelines* notes Appropriate locations for increased residential densities, including;

“To maximise the return on this investment, it is important that land use planning underpins the efficiency of public transport services by sustainable settlement patterns – including higher densities – on lands within existing or planned transport corridors.”

The guidelines further note, regarding the development of Greenfield Sites;

“These may be defined as open lands on the periphery of cities or larger towns whose development will require the provision of new infrastructure, roads, sewers and ancillary social and commercial facilities, schools, shops, employment and community facilities. (see Section 5.11)

With respect to amenity / open space, Section 4.15 of the *Guidelines* acknowledges that public open space is a key contributing factor to the quality of a residential development and that it can foster a community spirit and a sense of identity.

Section 4.20 sets out the recommendations in respect of quantitative standards for public open space. In respect of greenfield sites such as the subject site, the *Guidelines* recommend the following:

“In green-field sites or those sites for which a local area plan is appropriate, public open space should be provided at a minimum rate of 15% of the total site area. This allocation should be in the form of useful open spaces within residential developments and, where appropriate, larger neighbourhood parks to serve the wider community.

Subject Proposal is Fully Consistent with Provisions of the Sustainable Residential Development in Urban Areas (2009)

The proposed development is considered to be entirely in accordance with the provisions of the *Sustainable Residential Development in Urban Areas (2009)* guidelines by proposing a development, designed to respect the built form of existing and emerging developments on Stocking Avenue, with a density appropriate to its urban context, and, providing

enhanced residential internal and external amenity spaces, that supports the local zoning objective of the site, to provided new residential development.

With regard to appropriate residential densities, Section 5.9 of the *Guidelines* acknowledges the opportunity for the re-development of Greenfield lands to higher densities, in particular, sites close to existing public transport corridors. With respect to these standards, the net density of the subject proposal is c. 52 no. units per hectare and so is fully consistent with the *Guidelines*.

An external public open space arrangement is proposed which would provide for flexible recreation space; for social interaction and active play, combined with spaces that are quiet and calming and spaces that are accessible and inclusive for all ages and abilities.

Regarding the provision of Public Open Space, the proposed Landscape Masterplan provides 6 no. residential blocks surrounded by a large quantum of publicly accessible open space c. 9,845 sq m, representing c.45% of the total site area. This includes the area of open space proposed beneath the wayleave for the power lines.

The proposed development incorporates design principles such to reduce traffic. The layout is highly accessible for all users, with a permeable layout both internally and externally as new linkages are provided to surrounding residential areas, including White Pines South and also connections to Stocking Avenue, north of the site to White Pines East and White Pines North. The layout is considered to be legible, with a clear distinction in design, character and treatment.

4.9 **Urban Design Manual: A Best Practice Guide (2009)**

The *Urban Design Manual: A Best Practice Guide (2009)* compresses the various design features integral to good residential development into 12 no. criteria:

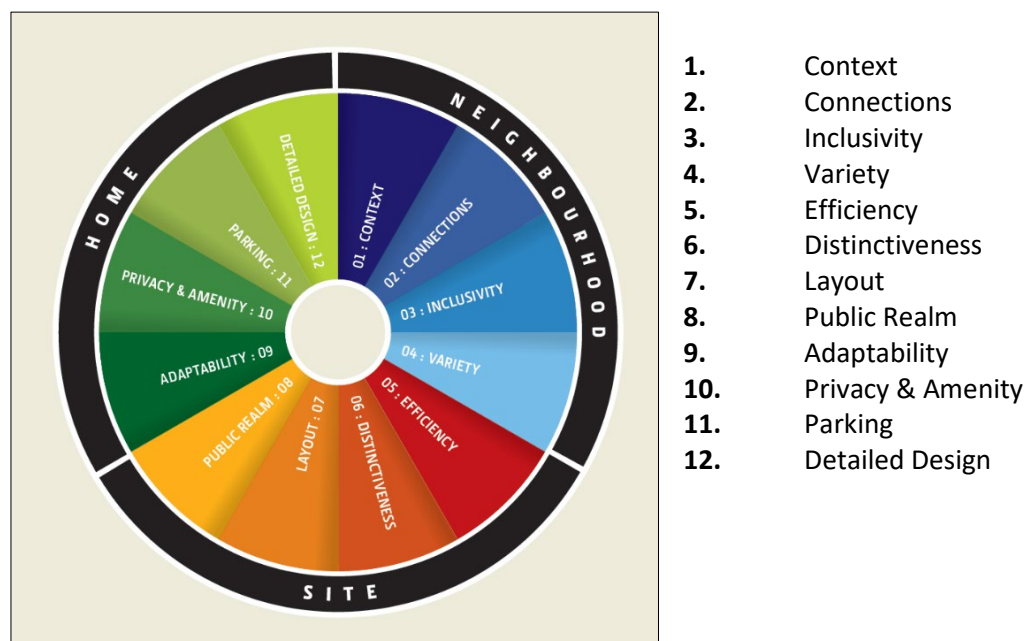


Figure 4.1: Design Breakdown. (Source: Urban Design Manual, 2009; p. 9.)

Subject Proposal is Fully Consistent with Provisions of the Urban Design Manual: A Best Practice Guide (2009)

The 12 criteria of the *Urban Design Manual: A Best Practice Guide (2009)* have been informing elements at all stages of the subject proposal, from the original design concept through design iteration and consultation to the subject final proposal.

With particular respect to the site-specific issues, the subject proposal has been designed to maximise the achievable density appropriate for this site.

The proposed development will include large landscaped amenity open space throughout the application site which will be adaptable and flexible to meet the needs of residents of all ages.

Permeability is achieved through the site from the proposed primary access at Stocking Avenue, on the north eastern boundary. Additional pedestrian and cycle access points will also be provided along Stocking Avenue and from White Pines South.

Creating a people-friendly layout has been inherent to the proposed scheme design. The approach to the site layout and landscape Masterplan prioritises non-vehicular traffic on internal roads with pedestrian desire lines catered to.

In short, the proposal's response to the various criteria set out by the Guidelines, including the 12 no. design criteria summarised as follows:

Context

The layout of the proposal seeks to maximise the location of the site, its sloping topography, and also takes advantage of the views looking towards the city.

Connections

This new residential area will connect with existing areas to the north and south through the provision of increased pedestrian entry points to the site.

Inclusivity

The provision of a landscaped amenity space with various character areas (e.g., landscaped buffer zone (wild grasses); kickabout / key public realm nodes; and children's play area) will cater for a wide range of future users.

Variety

A mix of one-bedroom two-bedroom and three-bedroom apartment and duplex units is proposed to provide for a wider variety of users, within an area dominated by three-bedroom and four-bedroom detached and semi-detached housing. This will help create a strong and sustainable mixed community in tandem with the permitted developments also forming part of the White Pines Masterplan Stie.

Efficiency

The proposed layout is predicated on the need to avoid unnecessary cut and fill, as set out in the Ballycullen-Oldcourt LAP 2014. The proposal will link into and make the most efficient use of existing services and infrastructure in the locality.

Distinctiveness

The proposal has taken a sensitive approach to design given the site's setting. Its distinctive sloped topography is respected and emphasised through the high quality of the design proposal, with building heights increasing to the lower point of the site, at the western boundary on the roundabout to White Pines Retail, White Pines South and White Pines North. The provision of Block A, a 6 no. storey apartment building, in this prominent roundabout location will add create a distinct sense of place, and act as a landmark/focal point for the wider area.

Layout

The site layout prioritises non-vehicular movement on internal streets, with pedestrian desire lines catered to, and non-essential vehicular through-movement minimised.

Public Realm

The passive surveillance of public spaces is prioritised throughout the scheme design. Variety is achieved between the character of public open space areas within residential development.

Adaptability

Unit types are designed to be adaptable and capable of catering for cross-generational use.

Privacy & Amenity

All apartment and duplex units enjoy dedicated private open space in the form of balconies which are not unduly overlooked.

Parking

Proposal provides 98 no. dedicated parking spaces to serve the proposed residential units.

Detailed Design

The design of the proposal has been and will continue to be a collaborative effort with the various opportunities and constraints addressed by the multidisciplinary design team (incorporating architectural, landscaping, engineering, and planning expertise) in an iterative manner.

The proposal has also been informed by the expert inputs of the various personnel involved in the preparation of the application to ensure that appropriate mitigation / avoidance measures are 'designed into' the scheme from the outset.

The residential layout has been expressly informed by the need to provide a development which responds to the site's topography whilst also achieving strong street definition and passive surveillance of the landscaped open space.

4.10 *Rebuilding Ireland; Action Plan for Housing and Homelessness (2016)*

In 2016, the Government launched Rebuilding Ireland which targeted solutions to the ongoing supply issues in the residential sector in the country. The overarching aim of this Action Plan is to ramp up delivery of housing from its current under-supply across all tenures to help individuals and families meet their housing needs, and to help those who

are currently housed to remain in their homes or be provided with appropriate options of alternative accommodation, especially those families in emergency accommodation.

This Plan sets ambitious targets to double the annual level of residential construction to 25,000 homes and deliver 47,000 units of social housing in the period to 2021, while at the same time making the best use of the existing housing stock and laying the foundations for a more vibrant and responsive private rented sector.



Figure 4.2: Five Pillars of the Rebuilding Ireland Action Plan.

Subject Proposal is Fully Consistent with Provisions of Rebuilding Ireland; Action Plan for Housing and Homelessness (2016)

The development proposed will directly contribute to Pillar 2 seeking to 'Accelerate Social Housing', and Pillar 3 which seeks to 'Build More Homes'. 114 no. residential dwellings are proposed in a mix of 1-, 2- and 3-bedroom units, in a range of types and sizes to fit a broad range of tenure demand.

The scheme will therefore indirectly assist in Pillars 1 and 2 which seek to 'Address Homelessness' and 'Build More Homes', respectively.

4.11 Part V of the *Planning and Development Act 2000: Guidelines (2017)*

The 2017 Part V Guidance document advocates consideration of Part V issues at the earliest point possible. Section 2.3 of the *Guidelines* sets out the requirements for applications to which Part V relates.

The acquisition of units on the site of the development is the recommended option in order to advance the aim of achieving a social mix in new developments. This option should be pursued by the local authority from its earliest engagement with the developer, with a view to acquiring houses which meet its social housing requirements for that area/site. [Source: Part V of the Planning and Development Act 2000: Guidelines (2017) p.10]

Subject Proposal is Fully Consistent with Provisions of Part V of the Planning and Development Act 2000: Guidelines (2017)

As detailed in Appendix 2 of the SHD Application Form, submitted with this application, the Part V obligations relating to the proposed development at White Pines Central SHD have been met in full, in accordance with the previous planning application (SD04A/0393/ ABP Ref. PL06S.212191, as amended) for the redevelopment of the subject site, and wider lands (see section 3.1 of the Planning Report for further information).

As detailed in Appendix 2 of the SHD Application Form, as a result of the 2004 masterplan permission, 100 no. Part V homes were built and transferred to SDCC. These homes were all located within Phase 1 works of the planning permission. However, following the implementation of Phase 1 works the wider masterplan permission was never implemented. As such, c 44.2 no. Part V home were provided in excess of the requirement. This figure is confirmed in the Letter received from SDCC’s Housing Procurement Section, dated March 2016, also included in Appendix 2 of the Application Form.

The c. 44.2 Part V homes (credits) already provided in excess of requirement, have been discounted from the recently approved residential planning applications at White Pines North and White Pines South, as detailed in Table 1 below. This approach has been discussed and agreed with SDCC, though ongoing consultation.

	No. of units	Requirement (10%)	Remaining Credits (44.2 Total)
Constructed			
White Pines North SDCC Reg. Ref. SD14A/0222, as amended	175	17.5	26.7
White Pines South SDCC Reg. Ref. SD19A/0099/ ABP Ref. PL06S.304670 & SDCC Ref.SD17A/044.	106	10.6	16.1
Live Planning Application			
White Pines East SHD ABP Ref.: TA06S.309836	241	24.1	14.1 ³
Subject Application			
White Pines Central SHD	114	11.4	2.7
TOTAL	636	63.6	

Table 1: White Pines Masterplan Site, Part V Provision

As noted in Table 1 above, including the proposed residential development at White Pines East SHD, there remains 14.1 Part V unit credits available to our Client. It is the intention of our client to utilise these credits, in accordance with the proposed development at White Pines Central SHD, thereby fully satisfying the Part V requirements.

For further information please refer to Appendix 2 of the SHD Application Form.

5.0 STATUTORY LOCAL PLANNING POLICY

5.1 Framework

This section of the planning report provides an account of the relevant local planning policy framework provided primarily by the *South Dublin County Development Plan (SDCCDP) 2016 – 2022* and the *Ballycullen Oldcourt LAP 2014*.

The *Planning and Development (Amendment) Act 2010* introduced the requirement for an evidence-based “Core Strategy” (CS) to be incorporated as part of County Development Plans.

The purpose of a Core Strategy is to articulate a medium-to longer term quantitative-based strategy for the spatial development of the area of the Planning Authority, and, in so doing, to demonstrate that a *Development Plan* and its policies and objectives are entirely consistent with National and Regional development objectives as set out in the *National Spatial Strategy 2002-2022 (NSS)* and *Regional Planning Guidelines 2010-2022 (RPGs)*.

The central focus of the Core Strategy is on residential development and ensuring that there is an acceptable equilibrium between the supply of zoned, serviced land for residential development and the projected demand for new housing during the lifetime of the Plan.

5.2 Local Planning Documents

5.2.1 *South Dublin County Council Development Plan 2016-2022*

The *South Dublin County Council Development Plan (SDCCDP) 2016 -2022* was published on June 12th 2016. The plan has been subject to a number of amendments, the latest, Variation 5, came into effect on 9th December 2019.

As such, the *SDCCDP 2016-22* remains a statutory plan for the area and will guide all future development relating to the subject lands, with consideration also given to the *Ballycullen-Oldcourt Local Area Plan 2014*.

5.2.2 *Ballycullen-Oldcourt Local Area Plan 2014*

The *Ballycullen-Oldcourt Local Area Plan (BOLAP) 2014*, which became operative in June 2014, and was later amended which came into effect in June 2017. In 2019 the LAP was extended, and will now expire on 2nd June 2024.

As such, it remains a statutory plan for the area and will guide all future development relating to the subject lands, with consideration also given to the *SDCCDP 2016-2022*.

5.3 Local Planning Policy Compliance

The following section will detail how the proposed development is in accordance with the local planning policies, objectives and development management considerations as set out in the *SDCCDP 2016-22* and the *BOLAP 2014*.

5.3.1 Development Strategy: Ballycullen/Oldcourt

- **SDCCDP 2016-22**

The subject site is located within “Consolidation Areas within the Gateway” (see Figure 5.1) which refers to the established suburban areas between the ‘Gateway Core’ and the ‘Metropolitan Consolidation Towns’.

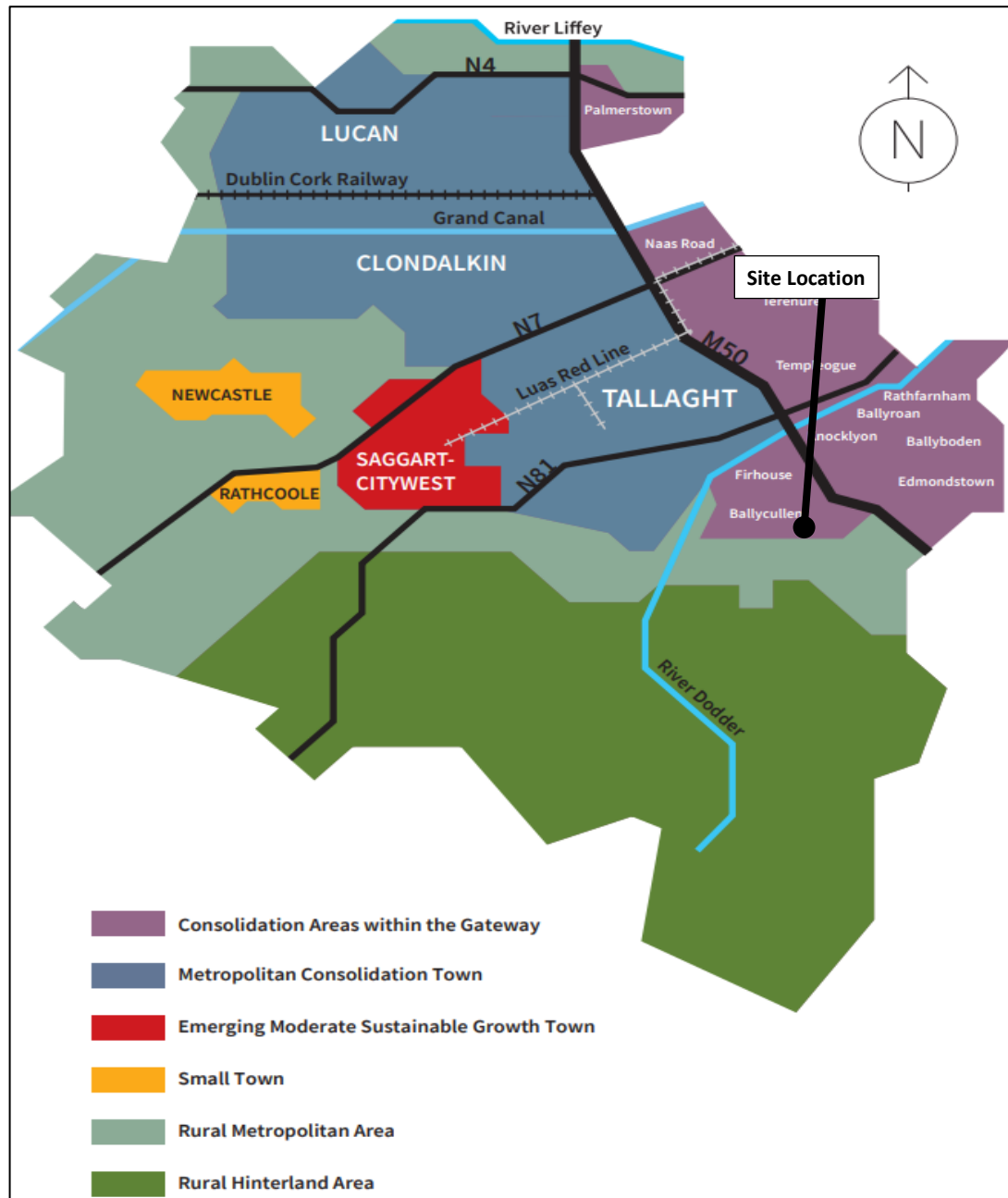


Figure 5.1: South Dublin County Development Plan Core Strategy Map. (Source: *South Dublin County Development Plan 2016-22*, p. 10; annotated by TPA, 2021.)

As shown in Figure 5.2, the *South Dublin County Development Plan (SDCCDP) 2016-22* forecasts the population to increase by 6,102 people within this ‘Gateway Core’ by 2022.

HIERARCHY	TOTAL LAND CAPACITY (HA)	TOTAL HOUSING CAPACITY (NO.S)	% TOTAL IN EACH SETTLEMENT	2011 POP	POTENTIAL POP (2011 & FORECAST 2022)	INFRASTRUCTURE COMMENT
Consolidation Areas within the Gateway						
Palmerstown, Naas Road, Templeogue, Ballyroan, Ballyboden, Knocklyon, Firhouse/ Ballycullen and parts of Greenhills, Terenure and Rathfarnham	295	9,620	24%	89,752	95,854	No significant road, water supply or drainage constraints. Proposed high capacity transport projects (BRT) would increase capacity of zoned lands.

Figure 5.2: Extract of South Dublin County Development Plan Total Housing Capacity (Source: *South Dublin County Development Plan, 2016-2022*, Table 1.10, p. 17.)

The following objectives, set out in the *SDCCDP 2016-22*, relating to Settlement Strategy.

Core Strategy Policy 1 of the *SDCCDP 2016-22* states;

“It is the policy of the Council to promote the consolidation and sustainable intensification of development to the east of the M50 and south of the River Dodder.”

Objective 3 of Core Strategy Policy 1 seeks;

“To promote and support the development of undeveloped zoned lands and promote pre-application consultation in accordance with Section 247 of the Planning and Development Act 2000 (as amended).”

- **BOLAP 2014**

The settlement strategy for the Ballycullen area is set out in Section 1 of the Local Plan as follows;

“The Strategy The overall objective of the LAP is to provide a development framework with residential densities appropriate to the unique location of the lands on the suburban edge of the Dublin Mountain foothills. The Plan provides for the construction of approximately 1,600 additional dwellings (about 4,600 persons) at a range of densities appropriate to the area.

The strategy complies with the requirements of the Core Strategy of the County Development Plan 2010 – 2016 and that of the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009). The phasing element provides for the required community, school and parkland facilities either prior to or in tandem with additional residential dwellings. The combined development strategies integrates planned residential neighbourhoods with natural and built heritage features, water management systems, improved accessibility, open spaces and recreational facilities. This includes for a network of

walking and cycling routes that will link residential blocks with each other, public transport stops and local shopping while providing routes towards the Dublin Mountains.”

Subject Proposal is Fully Consistent with the Settlement Strategy of the SDCCDP 2016-22 Core Strategy:

The Applicant has been involved in Section 247 pre-application consultations with South Dublin County Council. In addition, the proposed development has also been subject to additional pre-Planning consultation undertaken with South Dublin County Council (SDCC) and An Bord Pleanála (ABP) during the pre-application consultation stage of the subject SHD application (ABP Ref. ABP-308642-20).

A range of issues were discussed at these meetings including matters relating to layout, design and building heights. These issues are addressed in detail in the ‘*Response to An Bord Pleanála Opinion*’ document, prepared by TPA.

The provision of 114 no. residential units along with associated landscaped amenity space accords in full with the settlement strategy set out in the *SDCCDP 2016-22* and the *BOLAP 2014*.

The proposed development will meet the strategic objectives, by meeting the County’s projected housing needs (as set out in the *BOLAP 2014*) in this designated ‘*Consolidation Area within the Gateway*’.

5.3.2 Site-Specific Objectives

- **SDCCDP 2016-22**

As shown in Figure 5.3 below, the entire site is zoned for ‘*new residential communities*’, in the *SDCCDP 2016-22*. The zoning objective for this is;

“To protect and/or improve residential amenity”

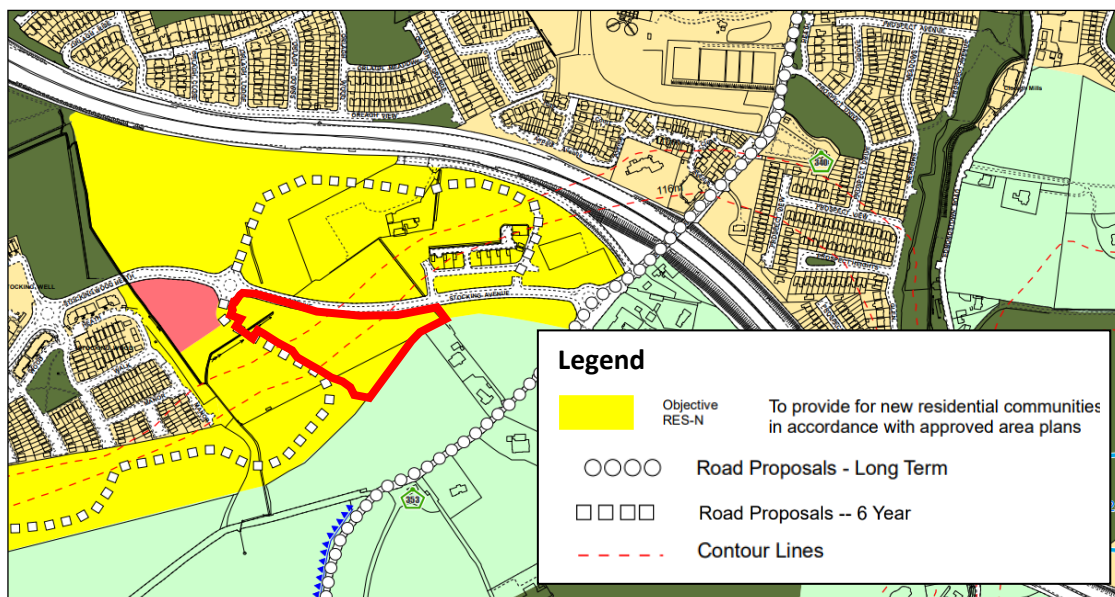


Figure 5.3: Zoning Map SDCCDP 2016-22, Application Site Outlined Red (cropped and annotated by TPA, 2021.)

The Land Use Zoning Matrix for lands Zoned RES-N, notes the uses permitted in principle, and also those open to consideration.

Use Class	Uses
Permitted in Principle	Housing for Older People, Nursing Home, Open Space, Public Services, Residential , Residential Institution, Retirement Home, Shop-Local, Traveller Accommodation.
Open to Consideration*	Advertisements and Advertising Structures, Allotments, Agriculture, Bedroom & Breakfast, Betting Office, Camp Site, Car Park, Caravan Park-Residential, Cemetery, Childcare Facilities, Community Centre, Crematorium, Cultural Use, Doctor/Dentist, Education, Embassy, Enterprise Centre, Funeral Home, Garden Centre, Guest House, Health Centre, Hotel/Hostel, Home Based Economic Activities, Industry-Light, Live-Work Units, Motor Sales Outlet, Office-Based Industry, Offices less than 100 sq.m, Offices 100 sq.m - 1,000 sq.m, Off-Licence, Petrol Station, Place of Worship, Primary Health Care Centre, Public House, Recreational Facility, Recycling Facility, Restaurant/Café, Service Garage, ShopNeighbourhood, Sports Club/Facility, Stadium, Veterinary Surgery.

Table 5.3 – ‘RES’ Land Use Zoning Matrix (Source: SDCCDP 2016-2022, Table 11.2)

- **BOLAP 2014**

The site is the subject to zoning objectives set out in the Ballycullen-Oldcourt Local Area Plan. The subject site is zoned ‘A11, the zoning objective for this designation state;

“To provide for new Residential Communities in accordance with approved Area Plans”

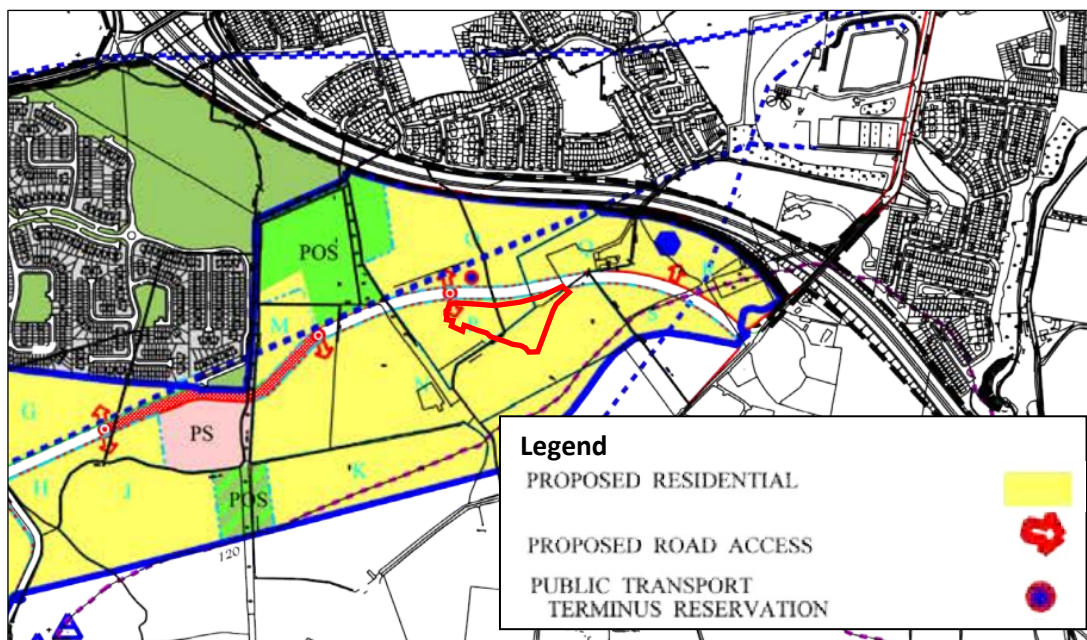


Figure 5.4: Land Use Zoning Map Ballycullen-Oldcourt LAP 2014, Application Site Outlined Red (cropped and annotated by TPA, 2021.)

Subject Proposal is Fully Consistent with the Local site-specific zoning objective for the application site

The proposed use of the site, for residential development is entirely in accordance with the site's zoning objective.

5.3.3 Social Housing Requirement

- ***SDCCDP 2016-22***

Social housing policies and objectives contained within the *SDCCDP 2016-22*, are set out as follows;

H1 Objective 2:

It is the policy of the Council to ensure that a wide variety of adaptable housing types, sizes and tenures are provided in the County in accordance with the provisions of the Interim South Dublin County Council Housing Strategy 2016-2022."

H1 Objective 7

To meet the County's need for social housing provision through a range of mechanisms, including Part V of the Planning and Development Act 2000 (as amended), a social housing building programme, acquisition, leasing, Housing Assistance Payment (HAP) scheme, Rental Accommodation Schemes (RAS) and the utilisation of existing housing stock. This should include for the provision of one bedroom units for homeless housing need.

H1 Objective 8

To ensure an adequate provision of social housing across the County through the facilitation of the transfer of lands and other appropriate mechanisms with third

parties to ensure an appropriate distribution of new social housing, and to avoid additional concentration of social housing above that already in existence.

- **BOLAP 2014**

Social/Affordable housing is guided by the policies and objectives, set out in the *SDCCDP 2016-22*, as detailed above.

Subject Proposal is Fully Consistent with the Local Social Housing Requirement for the Application Site

As detailed in Section 4.11 above, the Part V obligations relating to the proposed development at White Pines Central SHD have been met in full, in accordance with the previous planning application (SD04A/0393/ ABP Ref. PL06S.212191, as amended) for the redevelopment of the subject site, and wider lands (see section 3.1 of the Planning Report for further information).

For further information on the Part V provision please refer to Appendix 2 of the SHD Application Form.

RESIDENTIAL DESIGN STANDARDS

5.3.4 Residential Design and Layout

- ***SDCCDP 2016-22***

The following Policies/Objectives from the *SDCCDP 2016-22* have informed and guided the design of the proposed development.

"HOUSING (H) Policy 7 Urban Design in Residential Developments

It is the policy of the Council to ensure that all new residential development within the County is of high quality design and complies with Government guidance on the design of sustainable residential development and residential streets including that prepared by the Minister under Section 28 of the Planning & Development Act 2000 (as amended). "

"H7 Objective 1:

To ensure that residential development contributes to the creation of sustainable communities in accordance with the requirements of the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG (2009) (or any superseding document) including the urban design criteria as illustrated under the companion Urban Design Manual – A Best Practice Guide, DEHLG (2009)."

"H7 Objective 2

To ensure that residential development provides an integrated and balanced approach to movement, place-making and streetscape design in accordance with the requirements of the Design Manual for Urban Roads and Streets, DTTAS and

DEHLG (2013). H7 Objective 3: To support public realm improvements as part of infill developments.”

HOUSING (H) Policy 11 Residential Design and Layout

It is the policy of the Council to promote a high quality of design and layout in new residential development and to ensure a high quality living environment for residents, in terms of the standard of individual dwelling units and the overall layout and appearance of the development.

H11 Objective 1

To promote a high quality of design and layout in new residential development and to ensure a high quality living environment for residents, in terms of the standard of individual dwelling units and the overall layout and appearance of the development in accordance with the standards set out in Chapter 11 Implementation.”

- **BOLAP 2014**

The following Policies/Objectives from the *BOLAP 2014* have informed and guided the design of the proposed development.

Objective BF1:

Development shall be arranged into a series of perimeter blocks that present strong building frontages to surrounding streets especially at street corners with rear gardens enclosed within each residential block to the rear and parking/service areas enclosed to the side and/or rear of commercial, community and school developments. Rear gardens, blank facades and service areas shall not interface with any streets or spaces.

Objective BF2:

Block lengths within the Lower Slope Lands should be no more than 80 metres. Plot widths for dwellings in this area should vary between 5 metres and 9 metres and dwellings depths should be no more than 10 metres.

Objective BF3:

Block lengths within the Mid Slope Lands should be no more than 100 metres and no more than 120 metres within the Upper Slope Lands.

Objective BF5: All development including streets, buildings and spaces shall be laid out to comply with South Dublin County Council Development Plan policy on steep sites and shall be designed to circumvent the need for retaining walls and significant alterations to topography such as the cutting and filling of platforms in the landscape.

Objective BF6:

Residential development within the Lower Slope Lands and all community, retail and school development shall present strong building frontages located close to street edges with a fine urban grain and on-street parking. Dwellings within the Mid Slope lands shall have a mixture of strong and set-back built frontages with on-street and in-curtilage parking. Dwellings on the Upper Slopes shall have softer frontages set back from the street edge behind planted front gardens that incorporate in-curtilage parking.

Response

The proposed scheme has been designed in compliance with the provisions of the *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas* (2009), the *Urban Design Manual* (2009) and the *Design Manual for Urban Roads and Streets*, as outlined in Section 5 of this Statement.

The proposed site layout and scheme design has been developed in compliance with the standards provided for in Chapter 11 of the *South Dublin Development Plan* and Part L of the *Building Regulations*. For further information, please refer to Section 4 above.

5.3.5 Residential Densities

- **SDCCDP 2016-22**

The following policies/objectives, relating to residential densities, are set out in the *SDCCDP 2016-22*.

"H8 Objective 1

To ensure that the density of residential development makes efficient use of zoned lands and maximises the value of existing and planned infrastructure and services, including public transport, physical and social infrastructure, in accordance with the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG (2009). "

"H8 Objective 2

To consider higher residential densities at appropriate locations that are close to Town, District and Local Centres and high capacity public transport corridors in accordance with the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG (2009)."

"H8 Objective 5

To ensure that developments on lands for which a Local Area Plan has been prepared comply with the local density requirements of the Local Area Plan."

"H8 Objective 6:

To apply the provisions contained in the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG (2009) relating to Outer Suburban locations, including a density range of 35-50 units per hectare, to greenfield sites that are zoned residential (RES or RES-N) and are not subject to a SDZ designation, a Local Area Plan and/or an approved plan, excluding lands within the M50 and lands on the edge or within the Small Towns/ Villages in the County. BOLAP 2014

- **BOLAP 2014**

The following objectives relating to residential Density are set out in the *BOLAP 2014*.

Objective LUD1

The density of development shall accord with that indicated under Table 5.4 and Figure 5.3 of this Local Area Plan (Section 5.4). The extent and density of development indicated for Options A and B on Figure 5.3 shall only be permissible where development is generally carried out in accordance with this LAP and, in the case of Option A, existing 220kV overhead electrical transmission lines are rerouted to coincide with the wayleaves of existing watermains.

BOLAP 2014 Objective LUD5

Residential development within the Lower Slope Lands shall consist of medium to low density (32 – 38 dwellings per ha./13 – 15 per acre) terraced and semi-detached housing. New development adjacent to existing housing shall be designed sensitively to protect existing residential amenity.

BOLAP 2014 Objective LUD6

Residential development within the Mid Slope Lands shall consist of low density (22 – 28 dwellings per ha./9 – 11 per acre) development comprising semi-detached and terraced housing of no more than 2 storeys. Additional split-level floors may be acceptable where they are justified on the basis of topography, are sensitively incorporated into the slope of the lands and do not increase the height of dwellings from street level to more than 2 storeys.

BOLAP 2014 Objective LUD7

Residential development within the Upper Slope Lands shall consist of very low density (12 – 18 dwellings per ha./5 – 7 per acre) development comprising single storey detached and semi-detached housing. Additional split-level floors may be acceptable where they are justified on the basis of topography, are sensitively incorporated into the slope of the lands and do not increase the height of dwellings to more than 1 storey from street level and by no more than 2 storeys from the side and rear. Dormer window structures shall only be permissible for single storey dwellings and must be within the structure of the main roof, below its ridge level and above its eaves line (at least approx. 3 tile courses). Densities adjacent to the green buffer along the southern fringe should be provided at the lower end of the scale (approx. 12 dwellings per hectare).



Figure 5.5: Ballycullen Oldcourt LAP 2014, annotated by TPA 2021

Table 5.4 of the *BOLAP 2014* sets out the Required Densities based on the 'Landscape Area' (i.e. Lower Slope, Mid-Slope and Upper Slope Lands).

- Lower Slope Lands: 32 – 38 no. dwellings
- Mid-Slope Lands: 22 – 28 no. dwellings
- Upper Slope Lands: 12 – 18 no. dwellings

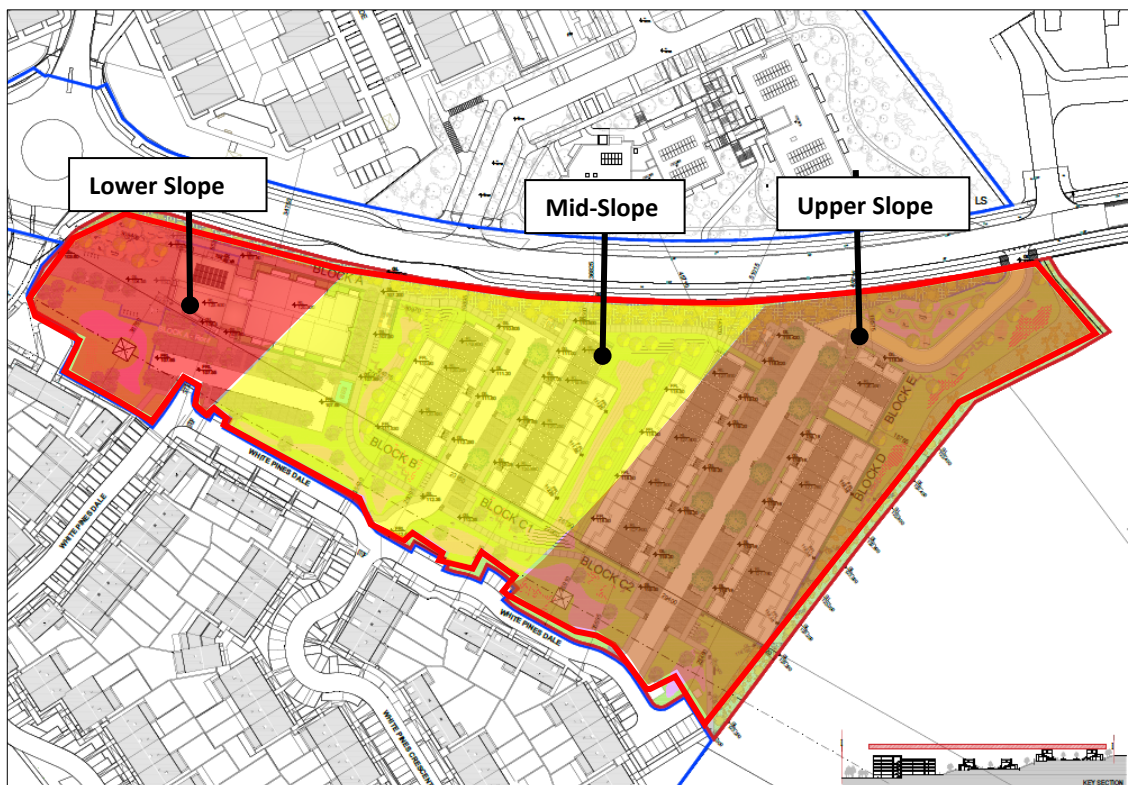


Figure 5.6: Proposed Site Plan, Including BOLAP 2014 Density Designations, annotated by TPA, 2021.

Response

The proposed development will have a density of c. 52 no. units per hectare. This density will make efficient use of existing and planned infrastructure and services in the area due to its proximity to district centres such as Woodstown, Ballycullen and Firhouse.

Local Policy H8 Objective 5 states that development on lands for which a Local Area Plan has been prepared should comply with the local density requirements of the Local Area Plan.

As shown in Figure 5.6, the subject lands are located on Lower, Mid and Upper-Sloped Lands. As shown in Figure 5.5 the densest element of the proposed development, the part-6 part-4 storey apartment block (Block A), is located on lower sloped lands.

The *BOLAP 2014* which informs development at the subject site prescribes potential densities of 12-38 units per hectare on lower, mid and upper sloped lands.

It is submitted that a material contravention of the *SDCCDP 2016-22* and *BOLAP 2014* (see Section 4.1 of this report) occurs as a result of the subject proposals, which seek a density of c. 52 units per hectare.

A *Material Contravention Statement*, prepared by TPA, accompanies this planning application and demonstrates how An Bord Pleanála is justified to grant permission for the scheme having regard to Section 37(2)(b) of the *Planning and Development Act 2000* (as amended).

5.3.6 Residential Mix

- **SDCCDP 2016-22**

The following Policies/Objectives from the *SDCCDP 2016-22* have been identified as relevant to the proposed development relating to the proposed residential mix.

H10: Objective 1

It is the policy of the Council to ensure that a wide variety of adaptable housing types, sizes and tenures are provided in the County in accordance with the provisions of the Interim South Dublin County Council Housing Strategy 2016-2022.

H 3 Housing for Older People

It is the policy of the Council to support the provision of accommodation for older people in established residential and mixed use areas that offer a choice and mix of accommodation types to older people (independent and semi-independent living) within their communities and at locations that are proximate to services and amenities.

- **BOLAP 2014**

Local Policy LUD3 of the *BOLAP 2016-22*, states;

The permissible dwelling mix shall yield a minimum of 90% or more houses. Apartment and duplex units are not permissible on the Upper Slopes of the Plan Lands. Extensions of duration of permission should only be granted where development granted prior to the adoption of this Plan accords with this objective.

Response

The proposed development provides a mix of one-bedroom, two-bedroom and three-bedroom apartments totalling 114 no. units. This includes 58 no. one-bedroom apartments, 50 no. two-bedroom apartments and 29 no. three-bedroom duplex units, which is considered to be positive addition as these unit types are currently limited within the local area.

Unit Type	White Pines North	White Pines South	White Pines East	White Pines Central (Subject Application)	Combined	% of Total
1-bed apartments	-	-	93	32	125	19.5%
2-bed apartments	-	-	148	53	201	31.5%
3-bed house/duplex	81	41		29	151	24%
4-bed house	84	48			132	21%
5-bed house	10	17			27	4%
Total Units	175	106	241	114	636	100%

Table 5.1: Proposed, Provided and Planned Unit Types - Ardstone Homes Residential Developments on Stocking Avenue

As shown above, residential units will be primarily provided in a mix of one-bedroom, two-bedroom and three-bedroom apartment and duplex units at White Pines Central SHD. This mix is proposed to provide greater variety and choice for residents within an area dominated by three-bedroom and four-bedroom detached and semi-detached housing. The proposed mix will help create a strong and sustainable mixed community in tandem with wider proposed and provided residential sites at Stocking Avenue, identified in Table 5.1 above.

It is also noted that north of the masterplan site/M50, in the residential areas of Orlagh and Airpark North of the M50, there exists a significant quantum of traditional 3-5 bedroom homes. There are also further areas of traditional 3-5 bedroom housing within the wider Ballycullen area.

As such, in the interest of providing a comprehensive housing mix for the wider area, responding to local demand, the proposed residential mix is considered entirely in line with

the proper planning and sustainable development of the area by providing a development comprising one, two and three-bedroom units.

The proposed development will therefore contribute to the overall residential mix within the wider area and facilitate a range of household sizes.

The proposed mix has been carefully selected to offer greater choice to new residents, in an area currently deficient of one and two-bedroom units. In addition to offering a greater selection for new residents, the proposed mix also offers additional choice to existing residents in the area who may be looking to downsize/retire to a smaller dwelling.

It is submitted that a Material Contravention of the Local Area Plan occurs as a result of the subject proposals, which seek to provide 114 no. apartment/duplex homes. A *Material Contravention Statement* accompanies this planning application and demonstrates how An Bord Pleanála is justified to grant permission for the scheme having regard to Section 37(2)(b) of the *Planning and Development Act 2000* (as amended). Please refer to Section 5.4 of the *Material Contravention Statement*, prepared by TPA.

5.3.7 Public Open Space

- **SDCCDP 2016-22**

Local Policy H12 Objectives 1 & 2: Public Open Space, state;

“HOUSING (H) Policy 12 Public Open Space

It is the policy of the Council to ensure that all residential development is served by a clear hierarchy and network of high quality public open spaces that provides for active and passive recreation and enhances the visual character, identity and amenity of the area.

H 12 Objective 1

To ensure that public open space in new residential developments complies with the quantitative standards set out in Chapter 11 Implementation and the qualitative standards set out in Chapter 11 and Chapter 4 of the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG (2009), together with the design criteria illustrated under the Urban Design Manual – A Best Practice Guide, DEHLG (2009).

H12 Objective 2

To ensure that there is a clear definition between public, semi-private and private open space at a local and district level and that all such open spaces benefit from passive surveillance from nearby residential development.”

Local Policy, G2 Objective 5, 11, Green Infrastructure, states;

To integrate Green Infrastructure as an essential component of all new developments.

G2 Objective 11:

To incorporate appropriate elements of Green Infrastructure e.g. new tree planting, grass verges, planters etc. into existing areas of hard infrastructure wherever possible, thereby integrating these areas of existing urban environment into the overall Green Infrastructure network.

Section 11.3.0 sets out quantitative standards for the provision of Public Open Space:

The Planning Authority will require public open space to be provided as an integral part of the design of new residential and mixed use developments.

- *A detailed Landscape Plan that outlines the extent of open space and details for its treatment will be required with residential developments of 10 units and above.*
- *In areas that are designated Zoning Objective RES-N all new residential development shall be required to incorporate a minimum of 14% of the total site area as public open space;*
- *In all other zones all new residential development shall be required to incorporate a minimum of 10% of the total site area as public open space. This includes community led housing for older people in established areas on lands designated with Zoning Objective "OS" (To preserve and provide for open space and recreational amenities). (Section 11.3.0.)*

- **BOLAP 2014**

The following Policies and Objectives of the *BOLAP 2014* relate to the provision of public open space:

Objective GI24:

Upgraded and new tracks and trails should correspond with ditches, streams, surface water attenuation areas and aid in the creation of a permeable network of linked open spaces including green corridors, green buffers, neighbourhood parks, wetland areas and playing pitches. Tracks and Trails should incorporate mitigating measures that protect flora, fauna and habitats through sensitive design, lighting and construction.

Objective GI31:

Development along and near the boundary with the M50 motorway shall include a green corridor and wetland area that will mitigate against noise through the planting of semi-mature trees and incorporation of soft landscaped mounding/berms. Narrowed areas of this buffer shall be no less than 20 metres in width. All planning applications for development in close proximity to the M50 should be accompanied by a report, prepared by a qualified person, detailing noise levels and mitigating measures for noise.

Objective GI32:

All residential development shall contribute to the creation of the planned network and hierarchy of open spaces.

Objective GI34:

Neighbourhood Parks shall be designed to operate as passive and active amenity spaces with extensive SUDS attenuating and storage features (ponds, basins, reed bedrooms etc) that will act as landscape features and link with an overall SUDS network for the Plan Lands.

Objective GI35:

Residual, narrow and incidental areas of open space with no role or function shall not be included in the calculation of open space provision.

Objective AM9:

Cycling and walking shall be encouraged within and through the Plan Lands by creating a connected network of safe and accessible pedestrian and cycle routes that serve all streets and spaces including existing streets. All neighbourhood blocks shall be afforded direct pedestrian and cyclist access to Main Link and Local Link Streets and direct or indirect routes to school and community facilities especially parks, open spaces, local shopping facilities and public transport. There shall be no barriers to pedestrian or cyclist movement between housing developments including between new and existing developments and no barriers shall be erected along streets with limited exceptions for garden boundaries.

Objective AM17:

Create open ended routes through existing and new development in a manner that ensures greater permeability and convenient pedestrian and cycle access to community facilities, schools, open spaces, local shopping, or public transport stops for future and existing residents.”

Table 5.2 of the *BOLAP 2014*, sets out the minimum public open space requirement,

Character Area	Min. Open Space
Lower Slope Lands	20%
Mid Slope Lands	20%
Upper Slope Lands	30%

Figure 5.6: Minimum Open Space Requirement (source: Table 5.2 of *BOLAP 2014*.)



Figure 5.7: Landscape Masterplan, (Source MA, Drawing no. 100.)

Response

As noted in Figure 5.6, the subject site is located within the lower sloped, mid sloped lands and upper sloped lands. The *BOLAP 2014* requires a minimum of 20-30% of the site to be provided as open space, i.e. c.4,400- 6,600sq.m.

Landscaped open space provision is c. 45% of the overall site area (c. 9,845 sq m) and is principally located centrally and at the southern boundary of the site. Additional open space is also provided throughout the development. The open spaces will incorporate paths, small trees, woodland boundary treatment, a level kickabout space and incidental play elements and lawns. This provision is in excess of the minimum open space requirement set out in the *BOLAP 2014*.

If the area of open space proposed within the Wayleave, i.e. under the powerlines, is excluded from the calculations, the proposed development still provides c.5,890 sq.m of open space, representing c. 37% of the site area.

As shown in Figure 5.7, the amenity spaces will incorporate paths, small trees, wildflower meadows, incidental play elements and lawns.

The proposed landscape design for the site, has been designed in tandem with the architectural design of the site, and as a result, the landscape components are inherent to the architectural layout of the scheme. The development includes extensive areas of landscape architecture.

The proposed landscape layout has been designed to create a sense of place, supporting the urban design layout in the creation of streetscapes and residential spaces. The design strategy aims to promote sociability, providing places for social interaction and the creation

of a sense of community. Furthermore, careful consideration has been had to ensure the layout of the public realm, ties into the existing linear park, to the north of the site.

For further information please refer to the Landscape Masterplan and Landscape Architects Report, prepared by Mitchell + Associates, submitted with this application.

5.3.8 Private Open Space

- **SDCCDP 2016-22**

Local Policy H13 Objective 1 & 2: Private Open Space states;

"Objective 1

To ensure that all private open spaces for apartments and duplexes including balconies, patios and roof gardens are designed in accordance with the qualitative and quantitative standards (including minimum balcony size and depth) set out under Sustainable Urban Housing: Design Standards for New Apartments, DECLG (2015), the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG (2009) and the accompanying Urban Design Manual – A Best Practice Guide, DEHLG (2009)."

"Objective 2

To ensure that new apartments have access to high quality and integrated semi-private open space that supports a range of active and passive uses, in accordance with the quantitative standards set out in Chapter 11 Implementation."

- **BOLAP 2014**

As noted on page 53 of the BOLAP 2014;

All dwellings shall at least be provided with the minimum required quantum of private amenity space in accordance with the requirements of the South Dublin County Council Development Plan"

Response

Private open space is provided via balconies, terraces and garden space in compliance with minimum areas. Many balconies exceed the minimum areas required with private open space range in size from 4 sq m to 9 sq m. A number of apartments will also benefit from its elevated location with views north towards the city. Please refer to Section 4.4 above for further information.

86 no. apartment/duplex units (c. 75%) enjoy dual aspect due to their innovative layout. In addition, all units enjoy dedicated private open space in the form of balconies and terraces.

5.3.9 Car Parking

- **SDCCDP 2016-22**

The provision of car parking is guided by the following policies/objectives, set out in the SDCCDP 2016-22;

" TM7 Car Parking

It is the policy of Council to take a balanced approach to the provision of car parking with the aim of meeting the needs of businesses and communities whilst promoting a transition towards more sustainable forms of transportation.

TM7 Objective 1

To carefully consider the number of parking spaces provided to service the needs of new development."

" TM7 Objective 2

To effectively design and manage parking to ensure the efficient turnover of spaces."

" TM7 Objective 3

To ensure that car parking does not detract from the comfort and safety of pedestrians and cyclists or the attractiveness of the landscape."

TM2 Objective 3

To generate additional demand for public transport services through integrated land use planning and maximising access to existing and planned public transport services throughout the network.

Transport and Mobility (TM) Policy 3 Walking and Cycling

It is the policy of the Council to re-balance movement priorities towards more sustainable modes of transportation by prioritising the development of walking and cycling facilities within a safe and traffic calmed street environment.

H8 Objective 1

To ensure that the density of residential development makes efficient use of zoned lands and maximises the value of existing and planned infrastructure and services, including public transport, physical and social infrastructure, in accordance with the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG (2009).

- **BOLAP 2014**

As noted in Appendix 1 of the BOLAP 2014;

"The quantum of car parking shall be provided in line with the standards set out under the South Dublin County Council Development Plan, 2010 – 2016 or any superseding County Development Plan."

Response

In total 98 no. parking spaces will be provided to serve the proposed development. This results in c. 0.86 no. car parking spaces per residential unit.

5.3.10 Cycle parking

- **SDCCDP 2016-22**

Bicycle Parking Standards are set out in Table 11.22 of the *SDCCDP 2016-22*.

Table 11.22: Minimum Bicycle Parking Rates

CATEGORY	LAND USE	LONG TERM	SHORT STAY
Accommodation	Hotel ¹	1 per 5 staff	1 per 10 bedrooms
	Nursing Home	1 per 5 staff	1 per 10 residents
	Residential Apartment	1 per 5 apartments	1 per 10 apartments
	Student Accommodation	1 per bedroom	1 per 5 bedrooms
Civic, Community and Religious	Bank	1 per 5 staff	1 per 100 sqm GFA
	Community Centre Library		
	Public Institution		
	Place of Worship		1 per 10 seats

Figure 5.8: Non -Residential Cycle Parking Standards (Source: Table 11.22 of the *SDCCDP 2016-22*.)

- **BOLAP 2014**

The *BOLAP 2014*, sets out the following Objectives, relating to the provision of bicycle parking;

“Objective AM9

Cycling and walking shall be encouraged within and through the Plan Lands by creating a connected network of safe and accessible pedestrian and cycle routes that serve all streets and spaces including existing streets. All neighbourhood blocks shall be afforded direct pedestrian and cyclist access to Main Link and Local Link Streets and direct or indirect routes to school and community facilities especially parks, open spaces, local shopping facilities and public transport. There shall be no barriers to pedestrian or cyclist movement between housing developments including between new and existing developments and no barriers shall be erected along streets with limited exceptions for garden boundaries.”

“Objective AM11

All commercial, community and school development shall include for bicycle parking facilities designed in accordance with the recommendations set out in the National Cycle Manual (2011) and the Standards and Design Criteria section of this LAP.”

Bicycle Parking Standards, are set out in Appendix 1 of the *BOLAP 2014* as follows;

Bicycle Parking Standards

Development	Bicycle Parking
Residential Units	1 space per dwelling
Retail	1 space per 100 sq.m. gross floor area
Primary School and/or Post Primary School	1 space per 10 pupils
Neighbourhood Parks	1 space per 0.2 hectares
Crèches	1 space per 100 sq.m gross floor area
Community Centre	1 space per 30 sq.m gross floor area

Figure 5.9: Cycle Parking Standards (Source: *BOLAP 2014*, Appendix 1.)

Response

Bicycle Parking Standards are set out in Section 11.4.1 of the *SDCCDP 2016-22* and also in Appendix 1 of the *BOLAP 2014*. The *SDCCDP 2016-22* requires the provision of 3 no. spaces per 10 no. units (2 no. long stay and 1no. short stay). However, bicycle parking standards set out in the the *BOLAP 2014*, require the provision of 1 no. space per unit.

Therefore, with the provision of 114 no. residential units, the cycle parking requirement for the development would be 114 no. spaces under the *BOLAP 2014*, and, c. 35 no. spaces under the *SDCCDP 2016-22*.

Bicycle storage for the apartment units are provided within secure covered bicycle stores located throughout the site. A total of 238 no. cycle parking spaces are provided throughout the development site. 1114 no. of these spaces will be provided as secured long stay parking, located at various locations throughout the application site. 124 no. spaces will also be provided as short stay cycle parking, located within the public realm dispersed through the planning application site.

5.3.11 Community Infrastructure

- ***SDCCDP 2016-22***

Local Policy C1 relates to the provision of Community Facilities;

C1 Objective 1:

To carry out an assessment of community floorspace needs in South Dublin County.

C1 Objective 2:

To support the provision of a network of district scale community centres across the County that can function as multifunctional, active and vibrant community hubs.

C1 Objective 3:

To support the clustering of community facilities such as community centres, sports and leisure facilities and open spaces to create multi-purpose community hubs.

C1 Objective 4:

To ensure that community facilities are provided in new communities on a phased basis in tandem with the provision of housing in accordance with approved Local Area Plans or Planning Schemes.

C1 Objective 5:

To support the provision of new or improved facilities in established areas.

C1 Objective 6:

To ensure that community buildings are flexible and adaptable and can be used by all age cohorts, including young people (youth programmes, youth cafés, etc).

- **BOLAP 2014**

Objective LUD8 of the *BOLAP 2014* states the following relating to the provision of Community Space;

Objective LUD8:

All residential development shall provide community floorspace at a rate of 3 sq.m per 10 dwellings (excluding childcare floorspace). Such floorspace shall be grouped in community facilities and shall be located close to or within local shopping facilities/centres within the Plan Lands.

Response

110 sq m of tenant amenity space is proposed to serve the development. This space will provide a reception and concierge service for residents, with on-site maintenance/repair. Additional internal amenity space will also be provided, comprising a multipurpose room, residents lounge and mail room.

It is also noted that a community building c. 552 sq m is being proposed on the site of the *White Pines East SHD*, to satisfy the phasing requirements of the *BOLAP 2014*, discussed in detail in Section 5.4 below.

A *Community Infrastructure Audit*, *Childcare Demand Assessment* and *School Demand Assessment*, prepared by TPA, are included with this application. These reports confirm there is sufficient capacity, in terms of community facilities, primary and secondary schools, and, childcare facilities, in the surrounding area to support the existing and proposed developments on Stocking Avenue.

5.3.12 Privacy and Security

Local Policy H15 Objective 1, 2 & 4, Privacy and Security, states;

“H15 Objective 1:

To ensure that there is a clear definition between private, semi-private and public open space that serves residential development.

Objective 2:

To ensure that all developments are designed to provide street frontage and to maximise surveillance of streets and spaces

H15 Objective 3:

To ensure that private open spaces are enclosed within perimeter blocks behind the building line and that they are subdivided by suitably robust boundary treatments of a sufficient height and composition to provide adequate privacy and security.

H15 Objective 4:

To ensure that opposing balconies and windows at above ground floor level have an adequate separation distance, design or positioning to safeguard privacy without compromising internal residential amenity.

Objective 5:

To investigate a protocol for the development of CCTV systems within housing areas where it is demonstrated that there is a clear security and safety need subject to the protection of residential amenities including the privacy of existing dwellings.

Regarding privacy and overlooking, the BOLAP 2014 states;

“Privacy and Overlooking Dwelling designs and layouts should seek to achieve reasonable privacy for living rooms, bedroom and private amenity spaces in accordance with the requirements of the South Dublin County Council Development Plan.

Public streets and spaces including cul de sacs (where permitted) shall be fronted and overlooked by development in the interest of safety and security by way of promoting passive surveillance. Where parking is provided on-street and dwellings are located close to the street edge such as on the Lower Slope Lands, privacy strips that range from 1 to 3 metres in depth shall be provided to the front of dwellings. Larger front gardens with in-curtilage parking are encouraged elsewhere especially on the Upper Slope Lands.

Boundary treatments to front gardens and privacy strips should demarcate private space but allow for good levels of passive surveillance. This could include the use of low planting, walls or semi-transparent boundary treatments such as railings. Such boundary treatments should be no more than 1.2 metres in height and provide an individual entrance to each dwelling house.”

Response

The layout and block design of the scheme ensures that passive surveillance of public spaces is maximised. The internal road layout and streetscape will also serve to animate these spaces.

Adequate separation distances are provided between apartment blocks, and duplex units, with privacy strips providing additional screening for ground floor apartments. The proposed development has been designed to ensure it will not negatively impact the residential amenities of the existing dwellings at White Pines South, White Pines North, emerging development in the area, or the two standalone houses located to the south east of the subject site.

5.3.13 Energy/ Sustainability

- **SDCCDP 2016-22**

The *SDCCDP 2016-22*, provides the following policies and objectives relating to sustainable energy provision.

“ENERGY (E) Policy 2 South Dublin Spatial Energy Demand Analysis

It is the policy of the Council to implement the recommendations of the South Dublin Spatial Energy Demand Analysis (SEDA) in conjunction with all relevant stakeholders, promoting energy efficiency and renewable energy measures across the County.

E2 Objective 1: To develop planning policies and objectives in relation to energy planning on a spatial understanding of the existing and future energy demands of the County.

E2 Objective 2: To seek to reduce reliance on fossil fuels in the County by reducing the energy demand of existing buildings, in particular residential dwellings.

E2 Objective 3: To promote the generation and supply of low carbon and renewable energy alternatives, having regard to the opportunities offered by the settlement hierarchy of the County and the built environment.

E2 Objective 4: To support the recording and monitoring of renewable energy potential in the County in partnership with other stakeholders including the Sustainable Energy Authority of Ireland (SEAI) and City of Dublin Energy Management Agency (CODEMA).

E2 Objective 5: To ensure that the recommendations of the South Dublin Spatial Energy Demand Analysis (SEDA) are carried out in accordance with environmental safeguards and the protection of natural or built heritage features, biodiversity and views and prospects.

E2 Objective 6:

To require, where feasibly practical and viable, the provision of PV solar panels in new public buildings (eg Council buildings, school buildings, hospitals, health centres, community centres, sports facilities, libraries, Garda stations etc), for

electricity generation/storage and/or water heating so as to reduce energy costs, minimise carbon emissions and reduce our dependence on imported fossil fuels.

E2 Objective 7:

To require, where feasibly practical and viable, the provision of PV solar panels in new housing and apartment builds, for electricity generation/storage and/or water heating, so as to reduce the long term energy/heating costs of residents living in such dwellings, to minimise carbon emissions and to reduce Ireland's dependency on imported energy derived from fossil fuels.

- **BOLAP 2014**

The BOLAP 2014, provides the following objectives relating to sustainable energy provision.

Objective BF14:

All development should comply with Quality Housing for Sustainable Communities (2007) and Sustainable Residential Development in Urban Areas (2009) with regards to sustainability, energy efficiency and orientation of development.

Objective BF15:

New housing schemes should be designed in accordance with passive solar design principles as set out under the Urban Design Manual (2009) and the Standards Section of this LAP (Appendix 2). The orientation of dwellings and internal layouts should therefore be arranged to maximise solar gain but in a balanced manner that does not significantly impact on the topography of the Plan Lands, conflict with Sustainable Urban Drainage Systems or significantly impinge on the successful creation of streetscapes in terms of good street frontage and passive surveillance.

Response

As noted in Section 9 of the Energy and Sustainability Report, prepared by OCSC, a holistic sustainable approach has been adopted by the design team for the proposed development at White Pines Central SHD. Through detailed design, a number of sustainability and efficiency features have been considered throughout.

The proposed development will comply with Part L 2019 (NZEB). As part of the development's efforts to further reduce energy consumption, the project is targeting an A2/A3 BER (Building Energy Rating) throughout.

The optimised approach is based on the *Energy Hierarchy Plan - Be Mean, Be Lean, Be Green*, summarised as follows;

Be Mean

- The façade performance specification has been optimised to limit heat loss, improve air tightness and thermal transmittance and to maximise natural daylight.

Be Lean

- High efficiency central plant will be specified where applicable to take advantage of the optimised façade design measures that have been introduced.
- A low energy lighting design will be utilised to further reduce energy consumption and increase occupant thermal comfort.

Be Green

- Renewable energy technologies such as Combined Heat and Power (CHP), Air Source Heat Pumps, Solar PV and Variable Refrigerant Flow will be considered for implementation.

A number of sustainable design features have been considered within the design to achieve the sustainability targets of the proposed refurbishment. These include:

- The proximity of the development to public transportation networks;
- Water efficiency measures such as low consumption sanitary fittings; and Improved indoor environmental quality.

The above measures will ensure that the proposed development is designed in accordance with the Energy and Sustainability Policies, set out in the development plan.

For Further information please refer to the *Energy and Sustainability Report*, prepared by OCSC.

5.3.14 Drainage

- ***SDCCDP 2016-22***

The *SDCCDP 2016-22* sets out the following Policies and Objectives regarding site draining.

G5 Objective 1:

To promote and support the development of Sustainable Urban Drainage Systems (SUDS) at a local, district and county level and to maximise the amenity and biodiversity value of these systems.

Policy H16

Steep or Varying Topography Sites It is the policy of the Council to ensure that development on lands with a steep and/or varying topography is designed and sited to minimise impacts on the natural slope of the site.

H16 Objective 1:

To ensure that all developments including buildings, streets and spaces are designed and arranged to respond to and complement the site's natural contours and natural drainage features in accordance with the recommendations of the Urban Design Manual – A Best Practice Guide (2009).

H16 Objective 2: To avoid the use of intrusive engineered solutions, such as cut and filled platforms, embankments or retaining walls on sites with steep or varying topography.

Policy IE1: Water & Wastewater Policy 1

It is the policy of the Council to work in conjunction with Irish Water to protect existing water and drainage infrastructure and to promote investment in the water and drainage network to support environmental protection and facilitate the sustainable growth of the County.

IE1 Objective 1:

To work in conjunction with Irish Water to protect, manage and optimise water supply and foul drainage networks in the County. IE1

Objective 2: To work in conjunction with Irish Water to facilitate the timely delivery of ongoing upgrades and the expansion of water supply and wastewater services to meet the future needs of the County and the Region.

IE1 Objective 2:

To work in conjunction with Irish Water to facilitate the timely delivery of ongoing upgrades and the expansion of water supply and wastewater services to meet the future needs of the County and the Region.

IE Policy 2 Surface Water & Groundwater

It is the policy of the Council to manage surface water and to protect and enhance ground and surface water quality to meet the requirements of the EU Water Framework Directive.

IE2 Objective 1:

To maintain, improve and enhance the environmental and ecological quality of our surface waters and groundwater by implementing the programme of measures set out in the Eastern River Basin District River Basin Management Plan.

IE2 Objective 4:

To incorporate Sustainable Urban Drainage Systems (SUDS) as part of Local Area Plans, Planning Schemes, Framework Plans and Design Statements to address the potential for Sustainable Urban Drainage at a site and/or district scale, including the potential for wetland facilities.

IE2 Objective 5:

To limit surface water run-off from new developments through the use of Sustainable Urban Drainage Systems (SUDS) and avoid the use of underground attenuation and storage tanks.

- **BOLAP 2014**

The BOLAP 2014 sets out the following Policies/Objectives regarding site drainage;

Objective BF15:

New housing schemes should be designed in accordance with passive solar design principles as set out under the Urban Design Manual (2009) and the Standards Section of this LAP (Appendix 2). The orientation of dwellings and internal layouts should therefore be arranged to maximise solar gain but in a balanced manner that does not significantly impact on the topography of the Plan Lands, conflict with Sustainable Urban Drainage Systems or significantly impinge on the

successful creation of streetscapes in terms of good street frontage and passive surveillance.

Objective GI1:

Promote the sustainable collection and on-site retention of surface water for delayed discharge to the local surface water sewerage system and for use as an on-site resource and means of creating a biodiversity network that will retain and develop existing flora and fauna.

Objective GI2:

Ensure that a linked SUDS network shall be implemented fully across the Plan Lands in accordance with the requirements of the Greater Dublin Strategic Drainage Study (2005). All proposed developments shall contribute to the achievement of this integrated network in order to reduce surface water run-off and to minimise the risk of flooding. This shall include for a series of attenuation areas (ponds, basins and reed beds) set within parklands and wetland areas within linear green spaces. The size and depth of the proposed SUDS retention areas shall be designed in accordance with the policies of the Greater Dublin Drainage Study and the guidelines provided on the irishsuds.com website.

Objective GI4:

Ensure that SUDS elements such as swales, ponds, basins and reed beds and other major SUDS features are planted with suitable riparian vegetation and water tolerant planting that will clean and attenuate surface water flow.

Objective GI5:

Ensure that all newly created swales utilised within the SUDS network shall be of an appropriate (shallow and wide) dimension to allow for ease of maintenance, including mowing, and in the interest of health and safety where practical.

Objective GI6:

Ensure that all individual developments and associated infrastructure, including streets and spaces, shall incorporate on-site SUDS components such as those identified in the Standards Section (Appendix 2) of this Local Area Plan. Features such as porous paviers, green roofs, rainwater recycling systems and soakaways should be utilised to intercept surface water before reaching the overall SUDS network.

Response

SuDS is proposed throughout the site by means of open green spaces and planted areas along the boundary and other hard surfaces.

As confirmed in Appendix 3 of the SHD Application Form , design acceptance confirmation has been received from Irish Water (dated 13th May 2020), which advises;

“ We have reviewed your proposal for the connection(s) at the Development. Based on the information provided, which included the documents outlined in Appendix A to this letter, Irish Water has no objection to your proposals.”

The proposed surface water drainage network accords with SUDS principles. The surface water drain under Stocking Avenue outfalls to the surface water drainage network constructed by Ardstone under SD14A/0222 (which serves “White Pines North” and ultimately outfalls to an existing 600mm diameter surface water drain which crosses under the M50 motorway).

Please refer to DBFL’s Infrastructure Design Report, and Chapter 10 of the EIAR, prepared by DBFL, for full details of the proposed SUDS, including methodologies.

5.3.15 Separation Distances

Housing Policy 9, Residential Building Heights, of the *SDCCDP 2016-22* states;

“It is the policy of the Council to support varied building heights across residential and mixed-use areas in South Dublin County. H9.”

Objective 3 of Policy 9 states;

“To ensure that new residential developments immediately adjoining existing one and two storey housing incorporate a gradual change in building heights with no significant marked increase in building height in close proximity to existing housing (see also Section 11.2.7 Building Height).”

Section 11.2.7, Building Height, of the *SDCCDP 2016-22* states;

“The proximity of existing housing - new residential development that adjoins existing one and/or two storey housing (backs or sides onto or faces) shall be no more than two storeys in height, unless a separation distance of 35 metres or greater is achieved.”

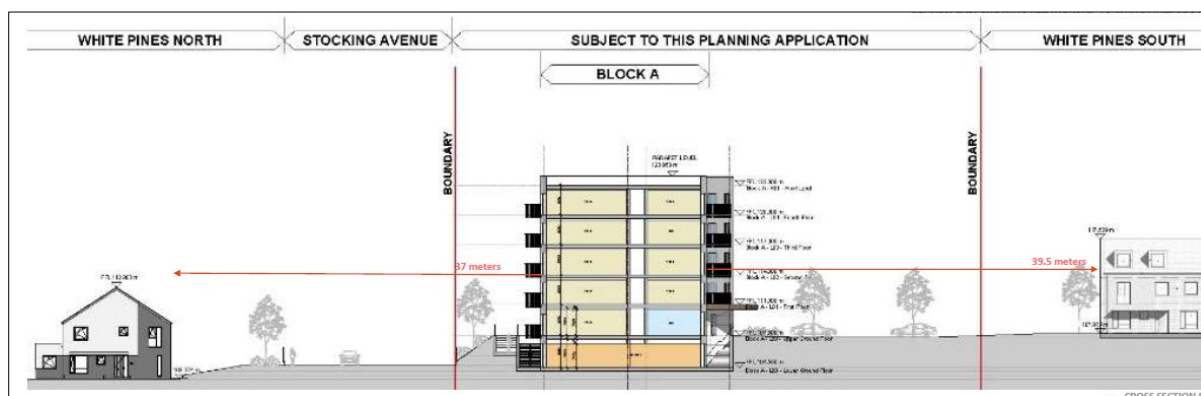


Figure 5.12: Separation distances from Existing Residential Properties. (Source: RAU Design Statement.)

Response

As shown in Figure 5.12 above, and further detailed in the *Architectural Design Statement*, prepared by RAU, minimum separation distances in excess of 35m are achieved between the existing 2 storey residential dwellings at White Pines North and White Pines South, and that of the 6 no. storey Block A.

It is therefore considered that the proposed development at White Pines Central SHD is in accordance with Housing Policy 9 Objective 3 of the *SDCCDP 2016-22*.

5.4 Local Area Plan: Phasing Strategy

The Phasing Strategy for the subject site, is set out in Section 6.3.1 of the *BOLAP 2014*. For the purpose of the Phasing Strategy, the Plan Lands are divided into the east and west using the Ballycullen Road as the point of division. The subject site is located in the eastern side of the Plan Lands.

The Phasing Strategy for the eastern side of the plan lands has been designed in 4 distinct phases. Each phase is set by the number of residential units provided. As detailed below, each phase requires the commencement/provision of local infrastructure.

The key outcomes for the eastern sides of the Plan Lands are detailed in section 6.3.1 of the LAP.

Phase One of the strategy for the eastern side Plan Lands includes:

- 260 dwellings;
- Knocklyon Park Extension to include link to existing parkland/playing pitches to the north-east, upgrade of roundabout junction to four arm junction and 1 x NEAP (see Appendix 2 of LAP)
- Site made available for the construction of a Primary School on the eastern side of the Plan lands or a Primary School and/or Post-Primary School on the western side of the Plan Lands.
- Commencement of construction of Stocking Wood Neighbourhood and Community Centre to include at least 190 sq.m of community floorspace, at least 270 sq.m of childcare floorspace, convenience shopping (not exceeding 1,500 sq.m gross) and a bus lay-by
- Demonstrate compliance with the provision of road improvements and traffic requirements as per the Local Area Plan Accessibility and Movement Strategy and all other relevant traffic related plans, guidelines and studies.

As shown in Table 5.2, the recently occupied White Pines North (177 no. units) and the recently completed White Pines South (107 no. units) generally achieves the total provision of dwellings required for Phase 1.

In addition to this, as noted in Section 3.2 of the *Planning Report* submitted with this application, Ardstone Homes have recently commenced development on the White Pines Retail site. This site was granted planning permission in January 2020 (SDCC Ref. SD19A/0345, as amended SDCC Ref. SD20A/0322)) for the construction of a neighbourhood centre comprising: a single storey convenience retail unit (c. 1,688 sq m GFA) and a three storey creche building (c. 591 sq m GFA).

This quantum of development generally achieves what is detailed in Phase One of the *BOLAP 2014*.

In addition, Section 5.4.1 below address compliance with the provision of road improvements and traffic requirements as per the Local Area Plan Accessibility and Movement Strategy.

Phase Two of the strategy for the eastern side Plan Lands includes:

- *150 dwellings*
- *Completion of the Neighbourhood and Community Centre to include at least 190 sq.m of community floorspace in addition to the minimum quantum set out under Phase One (at least 460 sq.m community floorspace total) and upgrade of roundabout junction to four arm junction with crossing facilities*
- *Commencement of landscaping of Green Buffer with tracks and trails along southern boundary with mountains*

The provision of landscaping of Green Buffer with tracks and trails along southern boundary with mountains is addressed in Section 5.4.3 below.

Phase Three of the strategy for the eastern side Plan Lands includes:

- *150 dwellings*
- *Completion of landscaping of Green Buffer with tracks and trails along southern boundary with mountains*
- *Commencement of planning process for the provision of a school on the designated Primary School site on the eastern side of the Plan Lands OR on the designated Primary School and/or Post-Primary school site on the western side of the Plan Lands.*
- *Demonstrate compliance with the provision of road improvements and traffic requirements as per the Local Area Plan Accessibility and Movement Strategy and all other relevant traffic related plans, guidelines and studies.*

The White Pines East SHD comprises the provision of 241 no. residential units. It is considered that the quantum of residential units proposed here generally achieves the quantum of housings set out under Phases Two and Three.

Phase Four of the strategy for the eastern side Plan Lands include inter alia:

- *Commencement of construction of the designated Primary School on the eastern side of the Plan lands and the Primary School and/or Post Primary School on the western side of the Plan Lands.*
- *Demonstrate compliance with the provision of road improvements and traffic requirements as per the Local Area Plan Accessibility and Movement Strategy and all other relevant traffic related plans, guidelines and studies.*

The proposed development at White Pines Central is therefore considered to be included in Phase 4.

Development	Residential Units Provided/Proposed	Assessment
LAP Phase 1 (260 Dwellings)		
White Pines North	175 no. 3-5 bedroom family homes	Phase 1 of the <i>BOLAP (2014)</i> requires the provision of 260 no residential units. As such, there are 85 no.

Development	Residential Units Provided/Proposed	Assessment
		residential units remaining in Phase 1 as a result of White Pines North.
LAP Phase 2 (150 Dwellings)		
White Pines South	106 no. 3-5 bedroom family homes	The balance of Phase 1 (85 no. units) are achieved here. In addition, 21 no. units proposed at White Pines South are considered to be within Phase 2. As a result of the development at White Pines South, there are 129 no. residential units (21-150) remaining in Phase 2 of the <i>BOLAP (2014)</i> .
White Pines Retail	A single storey convenience retail unit and a three storey creche building.	No residential units proposed`
LAP Phase 3 (150 Dwellings)		
White Pines East SHD	241 units in a mix of 1 and 2 bedroom apartments.	The balance of Phase 2 (129 no. units) are achieved at White Pines East SHD. In addition, 112 no. residential units are considered to be within Phase 3. There are a minimum of 38 no. residential units (112-150) remaining in Phase 3 of the <i>BOLAP (2014)</i> , as a result of the proposed development at White Pines East SHD.
LAP Phase 4 (Approximately 60 dwellings)		
White Pines Central SHD	114 units in a mix of 1, 2 and 3 bedroom apartment and duplex units.	LAP Phases 1-4 comprises the provision of approximately 620 homes (260 + 150 + 150 + 60). As noted in Table 5.1, the total residential provision across the 4 no. White Pines residential sites comprises 636 no residential units. Given the no. of units set out in the LAP is an approximation, the no. of residential units provided and proposed within the White Pines Masterplan site is considered to be in accordance with the LAP. In addition to this, it is also noted that a <i>Community Infrastructure Audit, School Needs Assessment and Childcare Demand Assessment</i> , prepared by TPA, have been submitted with this application confirming there is sufficient amenity capacity in the locality to cater for the increased demands as a result of the permitted and planned White Pines residential developments.

Table 5.2: White Pines Masterplan Development, *BOLAP 2014* Phasing Overview.

5.4.1 Upgrade of Roundabout Junction to Four Arm Junction

As noted above, Phase 1 requires, in part;

“upgrade of roundabout junction to four arm junction”.

This is further noted in the *BOLAP 2014*:

“As indicated on Fig 5.1, existing roundabout junctions along Stocking Avenue and Hunters Road shall be upgraded to signalised junctions that incorporate pedestrian and cyclist crossings. Some roundabouts may be upgraded to provide for improved

pedestrian and cycle crossing movement. Upgraded junctions or roundabouts should be designed in accordance with the Design Manual for Urban Roads and Streets (2013)."

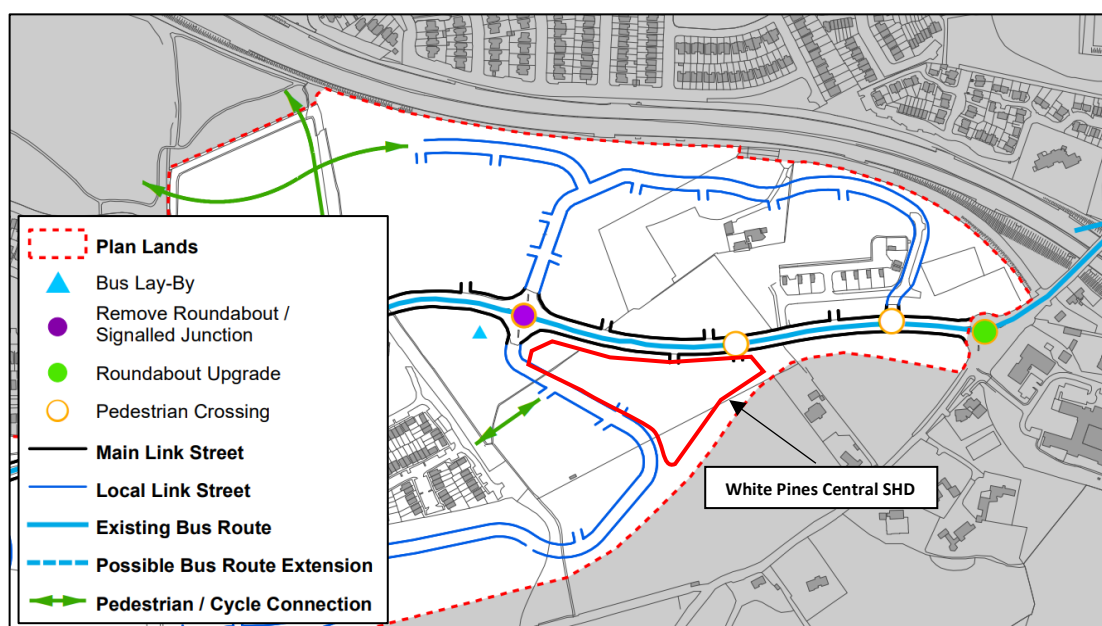


Figure 5.13: BOLAP (2014) Fig 5.1, existing roundabout junctions along Stocking Avenue.

As noted in Section 2.6.2 of the *Transport Assessment* prepared by DBFL;

"It is noted that the Stocking Avenue roundabout, located to the southwest of the site is indicated in the LAP to be removed or signalised. However, this roundabout was upgraded as part of the planning application SD14A/0222, to better reflect DMURS guidelines, providing a safer environment for pedestrians and cyclists while also reducing traffic speeds. Based on discussions with SDCC Roads Department throughout the pre-planning stages, it is understood that the roundabout would not be removed/signalised in the near future."

As noted above, the proposed development at White Pines Central SHD is considered to be within Phase 4 of the Eastern LAP lands.

As such, the provision of the White Pines North (SDCC Ref. SD14A/0222, granted March 2015) and White Pines South (SDCC Ref. SD17A/0359/ SD17A/0443, granted February 2018) residential developments have been constructed in Phases 1 and 2 of the eastern planned lands, in contravention with the above requirement.

It is further noted that planning permission for both developments was granted by SDCC.

As noted in Section 3.6.5 of the *Traffic and Transport Assessment*, prepared by DBFL;

"It is noted that the Stocking Avenue roundabout, located to the southwest of the site is indicated in the LAP to be removed or signalised. However, this roundabout was upgraded as part of the planning application SD14A/0222, to better reflect DMURS guidelines, providing a safer environment for pedestrians and cyclists while also reducing traffic speeds. Based on discussions with SDCC Roads Department

throughout the pre-planning stages, it is understood that the roundabout would not be removed/signalised in the near future.”

For further information please refer to the Traffic and Transport Assessment, prepared by DBFL, submitted with this application.

It is therefore concluded that the previous upgrade works to this roundabout, noted above, are considered sufficient to cater for the additional road demands of existing and emerging developments in the area, and are therefore in accordance with the proper planning and sustainable development of the area. As such, it is considered that further upgrade works to this roundabout, i.e. to a four-arm junction, are no longer required. For further information please refer to the *Traffic and Transport Assessment*, prepared by DBFL, submitted with this application.

As noted above, the previous upgrade works to this roundabout are considered sufficient to cater for the additional road demands of existing and emerging developments in the area. However, it is noted that given the phasing requirements of the *BOLAP 2014* sought to upgrade this junction to a signalised junction, it is considered that a material contravention to the LAP may exist. This matter is addressed in detail in Section 5.4.1 of the *Material Contravention Statement*, prepared by TPA.

5.4.2 Completion of the Neighbourhood and Community Centre

Phase 2 for the eastern side Plan Lands requires;

“Completion of the Neighbourhood and Community Centre to include at least 190 sq.m of community floorspace in addition to the minimum quantum set out under Phase One (at least 460 sq.m community floorspace total) and upgrade of roundabout junction to four arm junctions with crossing facilities”.

As noted above, construction recently commenced on the White Pines Retail Site (SDCC Ref. SD19A/0345, as amended SDCC Ref. SD20A/0322)), to provide for the construction of a neighbourhood centre comprising: a single storey convenience retail unit (c. 1,688 sq m GFA) and a three storey creche building (c. 591 sq m GFA).

In addition to this, as noted above, on 30th March 2021 Ardstone Homes submitted a separate SHD planning application for the provision of 241 no. residential units and a 552 sq m community building.

A decision on this application is due to be made by 19th July 2021. As such, and given the White Pines Central SHD application is only at planning stage, it is considered that the Neighbourhood and Community Centre spaces being provided by Ardstone Homes will be in place well in advance of the completion of construction of this subject application, in accordance with the Phasing Requirement of the LAP.

5.4.3 Green Buffer with tracks and trails along southern boundary with mountains

Phase 3 of the Eastern Lands requires the *‘completion of landscaping of Green Buffer with tracks and trails along southern boundary with mountains’.*

As shown in the *Landscape Masterplan*, prepared by Mitchell + Associates, see Figure 5.7, the development will provide a network of open space. This network of open spaces has been specifically designed to ensure that the proposed open spaces provide meaningful linkages to adjoining sites. This includes a significant quantum of open space located within the designated wayleave (beneath the powerlines), that provides a series of formal connections, through the provision of tracks and trails.

The proposed landscape design has been carefully selected to ensure the development at White Pines Central SHD, provides connections to the south (White Pines South), north (White Pines North and the proposed White Pines East SHD) and west (White Pines Retail). The provision of pedestrian/cycle connections has been prioritised across all sites.

As such, open space connections to neighbouring sites are facilitated in all directions. It is further noted that although the lands to the east are zoned for agricultural use, should these lands be re-zoned in the future for residential use, the proposed landscaping plan could facilitate further connections to the east.

It is therefore considered that the network of open spaces, the landscaped buffer zone within the wayleave, and linkages to adjoining sites, generally achieves the phasing requirement for a Green Buffer with tracks and trails along the southern boundary of the site.

Regarding the provision of wider connections, it is noted that a recent amendment planning application for White Pines South (Reg. Ref. SD17A/0443), provided a landscape Masterplan for the site, see Figure 5.14.

As shown in Figure 5.14 below, the Masterplan submitted with the 2017 amendment application, identified a number of locations along the site's western boundary '*made available for future connections*' to Stocking Wood. However, it should be noted that these lands are outside of the control of our client.

In addition to the above, it is also noted that the development at Stocking Wood was granted planning permission in 2005 and was constructed in advance of the publication of the *BOLAP 2014*.



Figure 5.14: Masterplan, SDCC Ref. SD17A/0443 (Source: SDCC Online Planning Register.)

5.4.4 Provision of a School on the Designated Primary School Site

Phase 4 of the Eastern Lands requires the

“Commencement of construction of the designated Primary School on the eastern side of the Plan lands and the Primary School and/or Post Primary School on the western side of the Plan Lands. “

It is noted that at the time of preparing this application, although both school sites are vacant, capable of accommodating development, works had not yet commenced on either of the designated sites. It is therefore concluded that the proposed development at White Pines Central contravenes the Phasing Requirement of the *BOLAP 2014*.

This matter is addressed in detail in Section 5.4 of the *Material Contravention Statement*, prepared by TPA, submitted with this application. In addition to this, it should also be noted that a separate *School Needs Assessment*, prepared by TPA, has also been submitted with this application.

As discussed below, there is considered to be sufficient justification for An Bord Pleanála to grant permission for the proposed development notwithstanding the material contravention of the *SDCCDP 2016-2022* and *BOLAP 2014*. These matters are discussed in greater detail in Sections 3 and 4 of the *Material Contravention Statement*, prepared by TPA.

Response

It is therefore concluded for the reasons outlined above, that the proposed development is broadly consistent with the phasing requirement for each of the four phases outlined in the *BOLAP 2014*.

Although potential material contraventions have been identified, these are considered at length in Section 4 and 5 of the *Material Contravention Statement*, prepared by TPA. This confirms that there is considered to be sufficient justification for An Bord Pleanála to grant permission for the proposed development notwithstanding the material contravention of the *SDCCDP 2016-2022* and *BOLAP 2014*.

This provides clear justification for the proposed development, confirming it is in accordance with the popper planning and sustainable development for the area.

6.0 CONCLUSION

This *Statement of Consistency* demonstrates the compliance of the proposed development with the relevant National, Regional and Local Planning Policy context. The proposed development is consistent with National Policy and is generally consistent with the policies and objectives contained within the *County Development Plan* and *Local Area Plan*.

The proposed development will result in a very attractive place to live in Dublin City suburbs situated on zoned serviced lands, in close proximity to public transport links and local services.

Compliance is also demonstrated with the most policies and provisions of the *South Dublin County Development Plan 2016-2022* and *Ballycullen-Oldcourt Local Area Plan 2014*, which are the key planning policy document at a local level.

At a National and Regional level, this statement has demonstrated the compliance of with National and Regional policy and government planning guidelines.

It is submitted that the proposed development will provide an appropriate form of high-quality residential development for this substantial residential zoned site providing for an efficient use of lands which are highly accessible and well served by public transport.

The design and layout of the proposed development has been prepared following pre-application consultations with the South Dublin County Council under Section 247 of the *Planning and Development Act 2000* (as amended).

In conclusion, it is respectfully submitted that the proposed development is consistent with the proper planning and sustainable development of the area, and with all relevant National, Regional and Local planning policies and guidelines.

Yours faithfully,



Gavin Lawlor
Tom Phillips + Associates