

182186 -Priorsland Cherrywood SHD

**An Bord Pleanála Opinion Summary
Response**

March 2022

Document Control

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1 Introduction

This document seeks to outline items raised by An Bord Pleanála (ABP) in their Opinion document that relate to the engineering aspects of the proposed development (ABP Reference ABP-307784-20). It also provides summary responses to the ABP comments and provides specific guidance to the relevant locations within the planning submission that actively address these issues.

The purpose of the document is therefore to actively demonstrate how the development proposals have sought to address local authority concerns/requests, and to assist in the easy identification of where these items are addressed in detail within the overall planning documentation.

2 Summary Table

The following table outlines items raised by An Bord Pleanála in their Opinion document that relate to the engineering aspects of the proposed development (ABP Reference ABP-307784-20) and provides summary responses to the ABP comments and provides specific guidance to the relevant locations within the planning submission that actively address these items.

Ref No.	Page No.	ABP Comment	PUNCH Response
1	2	Review of submitted Traffic and Transport Assessment and submission of detailed analysis on interim vehicular access arrangements proposed via Carrickmines, versus connection to Castle Street.	Please refer to the revised 'Traffic and Transport Assessment' submitted as part of this application. Further detail is also provided in the 'Outline Construction & Demolition Waste Management Plan' in relation to construction traffic arrangements.
2	2	Review of impact of the development on the flood containment zone, surface water management proposals, and site-specific flood risk assessment, having particular regard to issues raised by the Development Agency Project Team (DAPT) and accompanying JBA report on 'Assessment of Stormwater Proposals', as submitted in Appendix B of the Planning Authority Report, received on 27 th August 2020	Please refer to the revised 'Site Specific Flood Risk Assessment' submitted as part of this application.
7	3	Further consideration/justification of car parking proposals against the SDZ Planning Scheme, specifically the recent amendment in relation to car parking standards.	The proposed scale of development now provides the required quantum of car parking in accordance with the Cherrywood Planning Scheme as amended in January 2020. Please refer to the submitted Traffic and Transport Assessment – specifically Sections 13.1.4 for tabular summaries of the car parking requirements and provisions as they relate to residential and non-residential use.

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22	4	<p>Response to issues raised by the Development Agency Project Team (DAPT) as per the report submitted in Appendix B of the Planning Authority Report, received on 27th August 2020, including inter alia, water services, green infrastructure, and transportation issues.</p>	<p>See below for responses relating to the Water Services, Flood Mitigation, Roads and Traffic, Car Parking, Cycle Parking and Travel Plan comments arising from Appendix B of the DAPT report.</p>
		<p>Irish Water related DAPT Conclusions:</p> <ul style="list-style-type: none"> • All development works should be located within development's the red line boundary. • The 150mm water connection pipe is detailed as being located on third party lands (Smyth Family) and evidence of consent for this design is required. • The DAPT have concerns about the proposed approach to leave the Irish Water 33" watermain in place rather than re-route it as the development as proposed could potentially impact on the operation and maintenance of this live watermain. Evidence of Irish Water's consent for the design proposal to leave the 33" watermain in place as part of this development is required. • DLRCC's preferred flood mitigation option for Priorsland includes a truck foul sewer diversion. A further submission from the applicant is required in this regard. 	<ul style="list-style-type: none"> • All proposed development works are located within the development's red line boundary. In certain instances we have demonstrated the ability of our development proposals to tie-in with the adjoining SDZ lands and developments. • The previous 150mm water connection pipe is no longer proposed. Comment is no longer applicable. • Please refer to the Engineering Planning Report appendices detailing correspondence with Irish Water with regard leaving the existing trunk watermain in place but establishing a suitable easement to protect this asset. The Developer is also actively engaging with Irish Water, DAPT, DLRCC and the adjoining landowner to progress the permanent diversion of this asset in accordance with Map 4.1 of the CPS. • As detailed in the SSFRA, DLRCC's "preferred flood mitigation option" has absolutely no planning or statutory basis. The solution is also in complete violation of a number of critical ecological and environmental objectives and CPS requirements, i.e. the destruction of riparian habitat and dredging of the natural watercourse.

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			<p>Furthermore, the diversion of the foul sewer is not necessary to facilitate development within the subject lands and therefore is not required under Map 4.4.</p>
		<p>Surface Water related DAPT Conclusions:</p> <ul style="list-style-type: none"> The applicant does not address taking in charge of the detention basin arrangement in their submission and this would be required. Evidence required to be submitted by the applicant that details Irish Water's consent to the inclusion within the design of surface water infrastructure within the wayleave for the 33" Watermain. Clarity required in a further submission as to the incorporation of a "native wet meadow mix" in the landscaped area adjacent to the detention basin arrangement and whether this area is intended to function as a wet land. Clarity is required by DAPT on hydrobrake locations and discharge rates as two differing figures of 6 l/s and 8.1 l/s are presented in the attenuation calculations. Full details of the site investigations undertaken to inform surface water design calculations should be provided by the applicant for assessment. 	<ul style="list-style-type: none"> Please refer to the Taking in Charge drawing produced by MOLA. This details the detention basins being taken in charge and the associated wayleaves illustrated to facilitate access and maintenance. Please refer to the Engineering Planning Report appendices detailing correspondence with Irish Water with regard leaving the existing trunk watermain in place but establishing a suitable easement to protect this asset. The Developer is also actively engaging with Irish Water, DAPT, DL RCC and the adjoining landowner to progress the permanent diversion of this asset in accordance with Map 4.1 of the CPS. Refer to Landscape Architect submission for details of the treatments at detention basin locations. Please refer to the Engineering Planning Report, appended calculations and drainage drawings. Please also refer to the Independent SW Audit outlining close-out of this item. Please refer to the IGSL Site Investigations Report included as part of this planning application (refer to EIAR appendices).

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		<ul style="list-style-type: none"> The DAPT require clarification as to whether Block F is included in this development proposal as the drainage layout drawings only show a network to the south of the river. A breakdown of roof area should be provided by the applicant for assessment to ensure the requirement of 60% green roof coverage, as required by DLRCC's County Development plan, is met. Full details for interception of flow from the non-green roof areas is required. Full details for the surface water collection network infrastructure, such as road gullies, is required. A SUDS Audit will be required. Refer also to the conclusions and recommendations contained within the JBA report entitled "2020s1114 - Assessment of Stormwater proposals" in Appendix A. 	<ul style="list-style-type: none"> This block (associated with the Stage 2 SHD submission) is no longer proposed as part of the development. Comment is no longer applicable. Refer to Engineering Planning Report and drainage drawings for summary of green roof extents/coverage in accordance with DLRCC's Development Plan requirement of minimum 60% green roof coverage. Refer to Engineering Planning Report for details of interception of flows. Full details for the surface water collection network infrastructure (as appropriate for a detailed planning application) are provided in the detailed engineering planning drawings submitted. An independent SW Audit has been completed and included in the planning application. Please note that the development proposals and drainage arrangements have changed from the Stage 2 SHD proposals. However, please note that the independent SW Audit in relation to the proposed drainage network for the development as per this Stage 3 SHD application has been completed by JBA (multiple times in fact when considering their SW Audit for Planning Application DZ21A-0677) and therefore we trust that all relevant items have been closed out to the satisfaction of JBA.

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		<p>Flood Mitigation related DAPT conclusions:</p> <ul style="list-style-type: none"> DLRCC have carried out a feasibility assessment and have determined a preferred flood mitigation option to alleviate flooding in the Priorsland development area. The proposals as submitted are considered inconsistent with the requirements of the Planning Scheme and the DAPT will require that the applicant fully demonstrates in a further submission how their proposed design compares to DLRCC's preferred flood mitigation option and how their design mitigates flood risk not only for the subject development site but for the surrounding Priorsland development area and for the Common's Road area downstream. Notwithstanding the above, the DAPT consider proposals to discharge the extended flood relief culvert to a ditch as unacceptable and it is considered that further and detailed justification is also required from the applicant for the interim solution proposed in place of full completion of the northern food relief culvert. Notwithstanding the above, the DAPT consider proposals that omit flood containment on the norther side of the Carrickmines River as unacceptable and will require that flood containment on the northern side of the Carrickmines River, as detailed in the Planning 	<ul style="list-style-type: none"> It is noted that DLRCC commissioned Consulting Engineers RPS in 2018 to carry out a feasibility assessment and determine the most effective flood mitigation option to alleviate flooding in the Priorsland development area which forms part of the Cherrywood Strategic Development Zone. A total number of nine flood mitigation options were assessed and one option, deemed the preferred option, was recommended on the basis of providing the most favourable outcome. <p>Please note that this feasibility assessment has absolutely no statutory or planning status and so does not govern the Planning Scheme requirements.</p> <p>Following review of the outline RPS proposals by PUNCH, we note that the proposed works associated with the preferred option would contravene a number of key ecological/environmental requirements associated with the SDZ and the DLRCC Development Plan, which render this option completely unviable. Refer to SSFRA Section 3.7 for further details.</p> <p>The flood mitigation proposals as presented in this planning application and associated SSFRA are consistent with the requirements of the Planning Scheme, whereas the DLRCC 'preferred option' is demonstrably not compliant.</p> <ul style="list-style-type: none"> There are no proposals to “discharge the extended flood relief culvert to a ditch”. The proposals are to extend the

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		<p>Scheme and progressed in DLRCC’s preferred flood mitigation option, is addressed in an amended design and revised SSFRA.</p> <ul style="list-style-type: none"> Refer to the conclusions and recommendations contained in the JBA report entitled “2020s1114 - Review of site-specific Flood Risk Assessment” in Appendix B. JBA conclude that the information provided under the SSFRA submitted is insufficient to determine that Flood Risk is appropriately addressed onsite and elsewhere through the provision of proposed mitigation measures for this development. JBA also conclude that as the site is within Flood Zone A and B. the Justification Test is required by the Planning Guidelines to be applied and satisfactorily passed and the lack of detail in the SSFRA submitted has not demonstrated that the conditions of the Justification Test has been met. The DAPT require that exceedance flows are addressed in a further submission. The DAPT require that full details of the proposed basement network are provided in a further submission. 	<p>flood relief culverts back into the Carrickmines Stream at downstream locations (entirely consistent with the CPS).</p> <ul style="list-style-type: none"> As demonstrated in the SSFRA protection to the lands to the north of Carrickmines Stream is granted by the existing topography. Please refer to Appendix A for drawing extracts from the DLRCC/RPS feasibility assessment. Please further note that the proposed introduction of raised bunds as proposed under DLRCC’s ‘preferred option’ would eliminate the entirety of the riparian habitat and preserved mature tree line (including mature Turkey Oaks) to the north of Carrickmines Stream. Furthermore, the dredging of the flood plain to the south would similarly destroy all riparian habitat to the south of Carrickmines Stream - all completely contrary to the environmental/ecological requirements of the CPS and other statutory authorities such as Inland Fisheries Ireland and National Parks and Wildlife Services. It is also noted that the introduction of discrete berms as flood protection in a flood plain, with residential development to the rear is absolutely not acceptable protection for such development under the requirements of “The Planning System & Flood Risk Management Guidelines”. Respectfully, the feasibility assessment commissioned by DLRCC seems to consider the hydraulic nature of the flood mitigation and does not consider the myriad other factors/issues that must be addressed in a holistic design solution. Please refer to the SSFRA, which provides sufficient detail and adequately addresses flood risk and the associated mitigation of flooding in accordance with the requirements

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			<p>of the Cherrywood Planning Scheme. the SSFRA also includes the completed Justification Test.</p> <ul style="list-style-type: none"> • Refer to the SSFRA included in this planning application for details. • Full details of the proposed basement network is provided in the planning documentation. Please also refer to the SSFRA for demonstration of freeboard to the basement and ground floor levels throughout the development.
		<p>Roads and Traffic related DAPT conclusions:</p> <ul style="list-style-type: none"> • It is considered by DAPT, having particular regard to the fact that the future planned population is predicated on the carrying capacity of the planned infrastructure, that the proposal in its current form will likely adversely impact on the capacity of the supporting roads and transportation infrastructure. The DAPT therefore consider the proposed development to be inconsistent with the Planning Scheme and consider that the proposed development should be amended to reflect densities defined in the Planning Scheme, for which the planned roads and transportation infrastructure can support. • DA 26 prohibits access from the subject development site to the Carrickmines Interchange and the Planning Scheme intends for access for this development to be from the east via the Level 4 road Castle Street. It is noted that the existing access road from the 	<ul style="list-style-type: none"> • This comment is no longer relevant or applicable as the proposed development quantum is now consistent and in accordance with the CPS in terms of proposed density/populations. Therefore, no such concerns should remain in terms of the planned roads and transportation infrastructure and their ability to support the proposed development. • The proposed construction access route to the Priorsland site will be via the western route utilising the available access wayleave (via the M50 Southbound Roundabout). It is not dependent on third party red line requirements. This access route will consist of a stop/go system giving primacy to incoming construction related traffic in order to minimise impacts on the local road network. The management of construction traffic on the public road network around the development will be a critical part of the overall project and must be actively managed by the Contractor. Scheduling and coordination of site traffic in advance of arrival/departure will

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		<p>Carrickmines Interchange to the Luas Park and Ride that is proposed in the application's access strategy is not included within the application's red line boundary.</p> <ul style="list-style-type: none"> • The applicant is advised to consult with TII regarding development proposals involving the Carrickmines Interchange as no evidence in this regard forms part of the application. • The DAPT will require the full design detail, inclusive of cross sections, for the section of Castle Street proposed as part of this development and the future Taking in Charge of this road is addressed in a further submission. • The DAPT require fully dimensioned drawings and cross sections for the internal roads and footpath network to determine if there is an adequate provision of facilities for pedestrians and cyclists in the design proposal in accordance with DMURS (Design Manual for Urban Roads and Streets) guidelines. • Full details of the design for emergency services vehicle access to the proposed development including a swept path analysis for the larger vehicles such as ambulances and fire tenders is required for assessment by DAPT. 	<p>be needed to ensure that disruption to public traffic is mitigated.</p> <p>This interim access represents an 'alternative use of infrastructure' pursuant to the adopted amendment to the SDZ which states the following in Section 7.2.2:</p> <p><i>"However, it is acknowledged that there may be exceptional or unforeseen circumstances beyond the reasonable control of an individual developer or the local authority, whereby a piece of infrastructure necessary to progress the development of a Growth Area cannot be provided in the short to medium term (circa 0-3 years). In such instances, there may be an appropriate alternative utilising other infrastructure as provided for under the Planning Scheme, as an interim measure to facilitate the early delivery of housing, and early engagement with the Development Agency will be an essential prerequisite."</i></p> <p>Once the Castle Street extension becomes viable, and is completed in its entirety, that Level 2 route would become the standard, on-going access route for the Priorsland development. Access to the Priorsland development will therefore eventually utilise the Level 2 Road access route as required under the permanent SDZ requirement. This also applies to the residential/operational traffic associated with the proposed development.</p>

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		<ul style="list-style-type: none"> The DAPT require a Stage 1 Quality Audit to be provided in a further submission which considers walking and cycle accessibility to and from the proposed development, whilst identifying where any infrastructure improvements are required. The DAPT require that access to Priorsland Park is addressed in a revised submission. 	<p>We note a recent planning application DZ20A/0399 has been approved/granted by DLRCC which includes for the extension of Castle Street up to the proposed development site. As per the associated planning grant conditions, it is a requirement for the adjacent developer to complete the full extension of Castle Street to the Client’s Priorsland site boundary which will alleviate any issues with access through the main Cherrywood SDZ route.</p> <p>Furthermore, it is noted that Dun Laoghaire Rathdown County Council has secured funding from the Urban Regeneration and Development Fund (URDF) to deliver the ‘Castle Street Link’, described as the completion of Cherrywood’s bus priority route to connect it to the existing Park & Ride facility at Carrickmines Luas stop.</p> <p>This planning grant and the secured URDF funding allocation provides ample evidence that the delivery of the Castle Street extension can be considered imminent and that the interim construction access proposals allowed for under Section 7.2.2 of the approved amendment to the Cherrywood SDZ is readily applicable and achievable under these circumstances. Hence, we are advancing with the application for the delivery of this significant residential offering during a time of severe housing need in the area.</p> <ul style="list-style-type: none"> Attempts have been made to engage with TII via DAPT (as per the DAPT’s instruction). Feedback has been limited to 2 no. response letters in relation to previous planning proposals.

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			<p>We have received no technical feedback from TII. Initial resistance to western access related to capacity concerns on the M50 Junction 15 road network. We have alleviated that by removing all occupation traffic from our proposals, and limiting western access to construction vehicles <u>only</u>. The associated traffic generation is negligible and will not compromise existing capacities at the M50 Junction 15 road network.</p> <p>This is especially apparent given that western access onto the M50 Junction 15 road network will be allowed for other future (non-granted) development, including:</p> <ol style="list-style-type: none"> 1. The SDZ landholding to the northwest (approx. 250 residential units) 2. Racecourse South SDF in accordance with the DLRCC Ballyogan and Environs LAP (approx. 850-1100 residential units) <ul style="list-style-type: none"> • Details of Castle Street (including plans, cross sections, long sections) are provided in the engineering planning drawings included in this planning submission. This is complimented by further details contained in the Landscape Architect submission in terms of street furniture and soft/hard landscaping. • Details of the road network (including plans, cross sections and dimensions) are provided in the engineering planning drawings included in this planning submission.

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			<ul style="list-style-type: none"> • Refer to vehicle swept path analysis supplied as part of this planning application for demonstration of the governing design vehicle manoeuvres, i.e. fire tender and refuse vehicles. These are contained as an appendix to the TTA. • The Priorsland SHD development will connect into the wider SDZ network. It is reasonably assumed that the existing/future SDZ infrastructure will be fit for purpose on adjoining SDZ lands and therefore improvements will not be required. A Quality Audit can be readily conditioned as part of a planning decision. • Access to Priorsland Park is addressed in this application with multiple pedestrian/cyclist route providing permeability through and over the Flood Containment Zone via a vehicular bridge (to facilitate construction and maintenance vehicles associated with the Priorsland Park) and a dedicated pedestrian/cyclist bridge.
		<p>Car Parking related DAPT conclusions:</p> <ul style="list-style-type: none"> • The level of car parking provision / standard for BRT in Section 4.2.10 of the Cherrywood Planning Scheme was amended in January 2020 following approval by An Bord Pleanála (Ref: ABP 305785/19). Accordingly, car parking provision for BTR developments shall as a default minimal match the car parking standards for 	<ul style="list-style-type: none"> • The proposed scale of development now provides the required quantum of car parking in accordance with the Cherrywood Planning Scheme as amended in January 2020. <p>Please refer to the submitted Traffic and Transport Assessment – specifically Sections 13.1.4 for tabular summaries of the car parking requirements and provisions as they relate to residential and non-residential use.</p>

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		<p>Res 1,2, 3 and 4 as set out in Table 4.4 of the Planning Scheme. The applicant proposes a significant shortfall of 698 spaces (c. 50% of the Planning Scheme requirement) and therefore the proposed 692 car parking spaces for this development is inconsistent with the requirements of the Planning Scheme.</p> <ul style="list-style-type: none"> The DAPT require full design details for the provision of car parking, accessible car parking, EV charging and car sharing. In this regard, the DAPT recommend that a Car Parking Masterplan is compiled and provided in a further submission. The DAPT require that a safety assessment for vehicles entering and exiting all car parking locations is provided to ensure that the design doesn't give rise to unsafe conditions for pedestrians and cyclists on any access roads. Visibility is to be demonstrated as per the DMURS (Design Manual for Urban Roads and streets) guidelines. 	<ul style="list-style-type: none"> Please refer to MOLA Car Parking Masterplan for details. Refer to PUNCH engineering drawings illustrating visibility splays throughout the proposed development.
		<p>Cycle Parking related DAPT conclusions:</p> <ul style="list-style-type: none"> DLRCC's "Standards for Cycle Parking and associated Cycling Facilities for New Developments" (DLR January 2018) sets out the minimum provisions for both short-stay and long-stay cycle parking. The applicant proposes a significant shortfall of 246 cycle Spaces (c. 17% of the Planning Scheme requirement) and 	<ul style="list-style-type: none"> The proposed scale of development now provides the required quantum of cycle parking in accordance with the DLRCC Standards for Cycle Parking and associated Cycling Facilities for New Developments January 2018. <p>Please refer to the submitted Traffic and Transport Assessment – specifically Sections 13.1.6, 13.1.7 and 13.1.8 for tabular summaries of the cycle parking requirements and</p>

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		<p>therefore the proposed 1225 cycle parking spaces for this development is inconsistent with the requirements of the Planning Scheme.</p> <ul style="list-style-type: none"> The DAPT require full design details for the provision of cycle parking, including access, locations, cycle stand specifications, provision for large bikes and covered facilities for short term spaces. In this regard, the DAPT recommend that a Cycle Parking Masterplan is compiled and provided in a further submission The DAPT will require full details for the proposed motorcycle parking in a further submission. 	<p>provisions as they relate to residential and non-residential use.</p> <ul style="list-style-type: none"> Refer to Architect and Landscape Architect design submissions for design details relating to the provision of cycle parking. The proposed scale of development now provides the required quantum of motorcycle parking in accordance with the relevant standards of a minimum of four or more spaces per 100 car parking spaces (ref: CPS Section 4.2.11). <p>Please refer to the submitted Traffic and Transport Assessment – specifically Sections 13.1.5 for tabular summaries of the motorcycle parking requirements and provisions.</p>
		<p>Travel Plan related DAPT conclusions:</p> <ul style="list-style-type: none"> The DAPT requires the applicant to address how the proposed development will achieve sustainable travel targets as set out in Table 4.1 of the Cherrywood Planning Scheme. Therefore, a revised travel plan is required to be submitted that sets out realistic mode share targets for the development having regard to the location of the proposed development, the absence of a completed Phase 1 road network and satisfactory and safe pedestrian and cyclist connectivity. In 	<p>A revised Travel Plan has been included in the SHD submission. This revised Travel Plan addresses the initial targets of the Travel Plan for the development with both Interim and Overall sustainable travel targets identified along with an implementation timeframe.</p> <p>Mobility Management Measures are outlined that are aimed to encourage changes in travel behaviour and a shift to more sustainable travel modes.</p> <p>A Travel Plan Coordinator is also nominated and identified within the Travel Plan.</p>

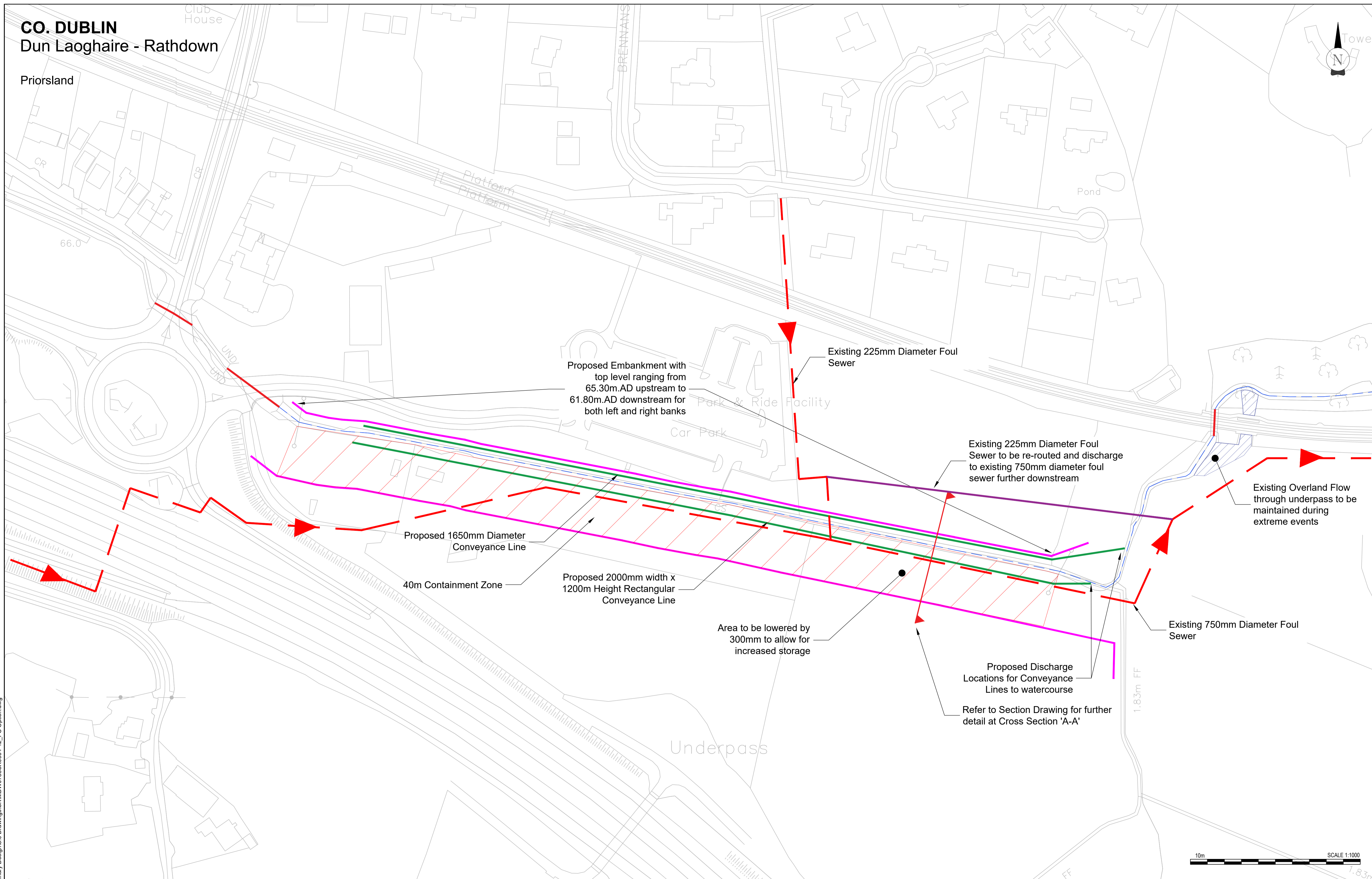
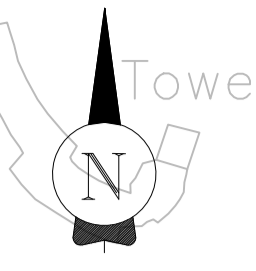
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		addition, the revised travel plan should nominate a Travel Plan Coordinator.	

Appendix A DLRCC 'Preferred Option'

CO. DUBLIN
Dun Laoghaire - Rathdown

Priorsland


Club House




10m SCALE 1:1000

R:\MDW0788_Priorsland - Preliminary Design\8.0 Drawings\SKMDW0788SK0004-12_FC Option.dwg

Client



Comhairle Contae County Council



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--- Existing River Channel
--- Existing Culvert

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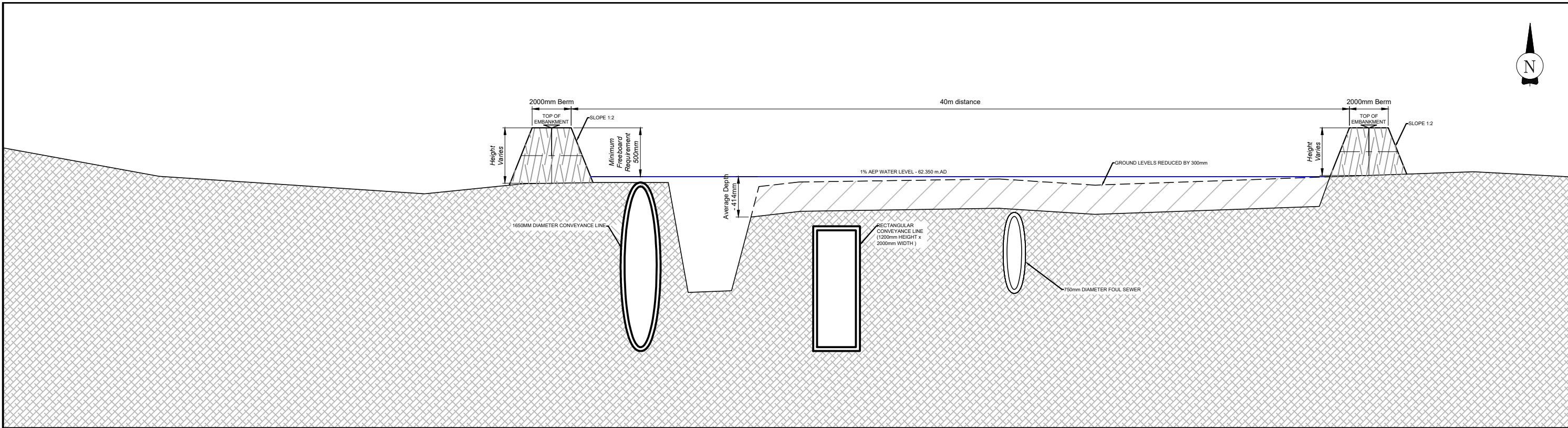
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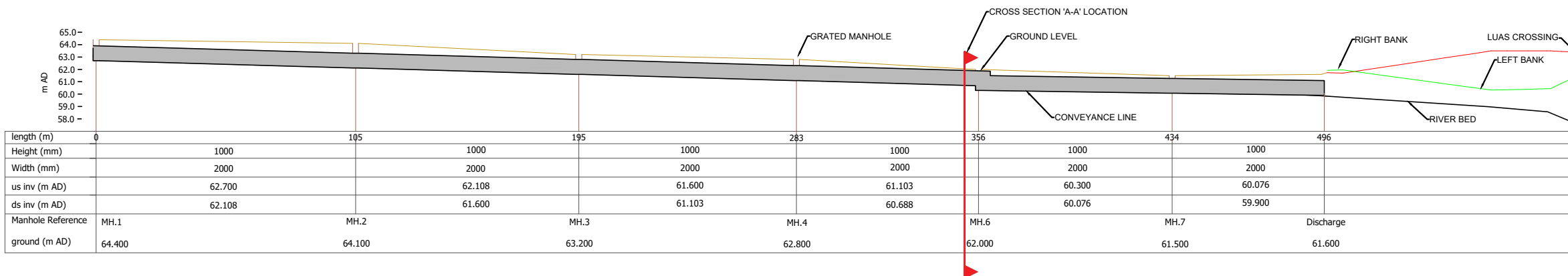
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Drawn V.McArdle	Project	PRIORSLAND PRELIMINARY DESIGN	
Checked B. Tyler	Title	OVERVIEW PLAN	
Approved P. Maxwell		CONVEYANCE AT PRIORSLAND WITH RIGHT BANK LOWERED Option 8	
Date 11/12/2018	File Ref.	Drg. No.	Rev.
Scales Shown @ A1 As Shown @ A3	MDW0788SK0004-12_FC Option.dwg	SK0008	A01
Job No. MDW0788			



OPTION 8 - CROSS SECTION "A-A"
 Horizontal Scale: 1:100 @ A1
 Vertical Scale: 1:20 @ A1



OPTION 8 CONVEYANCE LINE (RIGHT BANK) - LONG SECTION
 Horizontal Scale: 1:1000 @ A1
 Vertical Scale: 1:200 @ A1

EXISTING INFORMATION (E.G GROUND LEVELS, SERVICE INFORMATION) TO BE CONFIRMED AT DETAILED DESIGN STAGE

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A01	11/12/18	VM/PT	FOR ISSUE	PT

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Date 11/12/2018	Title	OVERVIEW PLAN	
Scales Shown @ A1 As Shown @ A3		OPTION 8 - CONVEYANCE AT PRIORSLAND WITH RIGHT BANK LOWERED SECTIONS	
Job No. MDW0788	File Ref. MDW0788SK0004-12_FC Option.dwg	Drg. No. SK0012	Rev. A01