

CHAPTER 4

PLANNING AND DEVELOPMENT CONTEXT



4.0 PLANNING AND DEVELOPMENT CONTEXT

4.1 INTRODUCTION

4.1 This chapter describes the proposed development within the context of the relevant planning policy as it relates to the environment. The proposed development is in the Local Authority area of Dublin City Council (DCC). The proposed development is described in further detail in Chapter 2 (Description of the Proposed Development).

4.2 The national and regional policy context provides the clear policy link between national policies and Local Authority planning policies and decisions. The following policy documents of relevance are discussed in relation to the proposed development herein:

National Policy Context

- Sustainable Urban Housing – Design Standards for New Apartments (2020),
- Climate Action Plan (2019),
- Project Ireland 2040 – National Planning Framework (2018 – 2040),
- Urban Development and Building Heights – Guidelines for Planning Authorities (2018),
- Rebuilding Ireland – Action Plan for Housing and Homelessness (2016),
- Design Manual for Urban Roads and Streets (2013),
- Smarter Travel – A Sustainable Transport Future (2009 – 2020),
- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009),
- Urban Design Manual – A Best Practice Guide (2009),
- The Planning System and Flood Risk Management – Guidelines for Planning Authorities (2009),
- Delivering Homes, Sustaining Communities (2007),
- Childcare Facilities – Guidelines for Planning Authorities (2001).

Regional Policy Context

- Eastern and Midland Regional Assembly – Regional Spatial and Economic Strategy (2019 – 2031),
- Transport Strategy for the Greater Dublin Area (2016 – 2035) Local Policy Context.

4.3 The following sections describe how the proposed development complies with the stated and statutory requirements of DCC with respect to planning and sustainable development. The relevant local planning policy with which the proposed development is substantially compliant with is defined by the DCC Development Plan (2016 – 2022).

4.2 DEVELOPMENT CONTEXT

4.4 The proposed development is a Strategic Housing Development (SHD) at a site located primarily to the northwest corner of Omni Park Shopping Centre, Santry and at Santry Hall Industrial Estate, Swords Road, Dublin 9 D09FX31 and D09HC84. The lands primarily comprise the former Molloy & Sherry Industrial / Warehouse premises and lands generally to the northwest corner of the Omni Park Shopping Centre including revisions to part of existing surface carpark to facilitate a new public plaza. The site is c.2.5 ha in size and

- located primarily to the west of Lidl and to the north and east of the IMC Cinema within the Omni Park Shopping Centre and east of Shanliss Avenue.
- 4.5 Permission for a 7-year duration is sought by Serendale Limited for a Strategic Housing Development which comprises the demolition of the existing industrial / warehouse buildings northwest of Omni Park Shopping Centre, Santry, Dublin 9 and the construction of 457 no. apartments across 4 no. blocks, ranging in height from 4 -12 storeys (over basement). The proposal includes 2 no. retail/café/restaurant units, 1 no. community building, 1 no. childcare facility, 1 no. residential amenity space and 5 no. ESB substations.
- 4.6 The development also provides for a basement carpark of 213 no. spaces and 7 no. motorcycle spaces with 7 no. creche drop-off parking spaces and 6 no. carshare parking spaces located in newly reconfigured surface carpark. The proposal provides for 768 no. bicycle parking spaces.
- 4.7 The proposal includes the provision of a new public open space plaza, with consequential revisions to existing commercial car parking areas, to integrate the proposals with the wider District Centre.
- 4.8 The proposal includes the provision of pedestrian and cycle connections and improvements through Omni Park Shopping Centre, including a plaza and cycle/pedestrian link substantially in the form permitted as part of the Omni Living Strategic Housing Development (Ref. ABP-307011-20).
- 4.9 Access to the proposed 213 no. basement car parking spaces is via the existing Omni Park Shopping Centre. A secondary servicing and emergency access is via the existing service road to the rear of existing retail premises at Omni Park Shopping Centre and accessed from the Swords Road.
- 4.10 The development provides for all associated and ancillary site development, demolition and clearance works, hoarding during construction, revisions to car parking within the Omni Park Shopping Centre, soft and hard landscaping, public realm works, public lighting and signage, ancillary spaces, plant including photovoltaic panels, water infrastructure, utilities and services.

4.3 NATIONAL POLICY CONTEXT

4.3.1 Sustainable Urban Housing – Design Standards for New Apartments (2020)

- 4.11 *Sustainable Urban Housing – Design Standards for New Apartments* was published in 2018 by the Department of Housing, Local Government and Heritage. It was subsequently updated in 2020, principally to introduce a presumption against co-living development. It provides standards for apartment developments in a manner consistent with the national level policy, particularly the Housing Agency's National Statement on Housing Demand and Supply, and the Government's National Planning Framework (NPF) and *Rebuilding Ireland – Action Plan for Housing and Homelessness*.
- 4.12 The principal objectives of these policies in relation to housing are to significantly increase supply and ensure that supply is delivered at locations and scales that are appropriate and sustainable. In relation to the location of apartment developments, the Guidelines states that "*Existing public transport nodes or locations where high frequency public transport can be provided, that are close to locations of employment and a range of urban amenities including parks/waterfronts, shopping and other services, are also particularly suited to apartments*".

- 4.13 The subject site is especially suitable for higher density and higher residential development in compliance with the objectives of the apartment guidelines.
- 4.14 The proposed development will provide for a car parking ratio of 0.46 spaces per unit. The proposed development will also provide for 213 no. car parking spaces and 7 motorcycle parking spaces at basement level that would be for use by future residents, and visitors. Furthermore, the proposal provides for 768 no. bicycle parking spaces that equates to 1.68 spaces per unit. The subject site is in very close proximity to existing and planned high quality, and high frequency public transport thus supporting the proposal for reduced car parking as set out in the Apartment Guidelines. Private amenity space is provided for each apartment in the form of balconies and terraces. The proposed development will provide for courtyard communal spaces within each block of the development.

4.3.2 Climate Action Plan (2021)

- 4.15 The Climate Action Plan states that 'the built environment accounted for 12.7% of Ireland's greenhouse gas emissions in 2018. The Government's targets for the sector states we must reduce our built environment sector emissions to 4-5 Mt CO₂ eq. by 2030.
- 4.16 Notably in relation to the proposed development, it is stated that: *"Better spatial planning will reduce the carbon emissions of new developments, and deliver a better quality of life, including shorter commute times, better connections between our places of work and homes, and more vibrant, people-focused environments."*

4.3.3 Project Ireland 2040 – National Planning Framework (2018 – 2040)

- 4.17 Project Ireland 2040 is the Government's overarching planning and development policy for the country to 2040. It constitutes a *"strategy to make Ireland a better country for all of its people"* by setting public investment policy at a high level.
- 4.18 The NPF presents ten National Strategic Outcomes (NSOs), *"a shared set of goals for every community across the country"*. A corresponding suite of National Policy Objectives (NPOs) are set out with a view to achieving these NSOs.
- 4.19 The following NPOs are of relevance to the proposed development:
- NPO 4 is to *"Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being."*
 - NPO 11 states that *"In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth."*
 - NPO 13 further states that *"In urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well-designed high-quality outcomes in order to achieve targeted growth"*.
- 4.20 The proposed development site is well aligned with the NPFs policies, in that it will provide a large number of additional well-designed, high quality and liveable residential units within the Dublin Metropolitan Area and at a site well served by existing and future proposed public transport services.

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

- 4.21 The Urban Development and Building Heights Guidelines (UD & BHGs) for Planning Authorities were published in December 2018 by the Minister for Housing, Planning & Local Government. They have been published to support the objectives of the NPF, by securing a more compact and sustainable manner of development in urban areas.
- 4.22 The proposed development features new residential buildings ranging in height from four to twelve storeys. The Urban Development and Building Height Guidelines were prepared in response to the National Planning Framework and as means of supporting increased density, scale, and height of development in the town and city cores. The Guidelines note that “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.*” The proposed development is consistent with the overriding principle of these Guidelines.
- 4.23 The proposed development has regard to the policy framework set out in the Building Height Guidelines. The proposed development complies with the applicable objectives and therefore it is in accordance with the provisions of national policy guidelines. It therefore represents a suitable location for increased building heights and densities

4.3.5 Rebuilding Ireland – Action Plan for Housing and Homelessness (2016)

- 4.24 Rebuilding Ireland is the Government's Action Plan for Housing and Homelessness, launched in 2016. The Plan's aim is to accelerate housing supply by addressing the needs of homeless people and families in emergency accommodation, accelerate the provision of social housing, deliver more housing, utilise vacant homes and improve the rental sector.
- 4.25 Rebuilding Ireland is set around 5 no. pillars of proposed actions summarised as follows:
- Pillar 1 – Address Homelessness: Provide early solutions to address the unacceptable level of families in emergency accommodation; deliver inter-agency supports for people who are currently homeless, with a particular emphasis on minimising the incidence of rough sleeping, and enhance State supports to keep people in their own homes.***
- Pillar 2 – Accelerate Social Housing: Increase the level and speed of delivery of social housing and other State – supported housing***
- Pillar 3 – Build More Homes: Increase the output of private housing to meet demand at affordable prices.***
- Pillar 4 – Improve the Rental Sector: Address the obstacles to greater private rented sector delivery, to improve the supply of units at affordable rents.***
- Pillar 5 – Utilise Existing Housing: Ensure that existing housing stock is used to the maximum degree possible – focusing on measures to use vacant stock to renew urban and rural areas.***
- 4.26 The proposed development is consistent with Pillar 3 to build more homes. The proposed development provides for new apartment units. The provision of these units will substantially add to the residential accommodation availability of the area and cater to the increasing housing demand. The proposal will also deliver 10% of units for Part V requirements (Pillar 2) and provide for additional units on the rental market (Pillar 4).

4.3.6 Design Manual for Urban Roads and Streets

4.27 The Design Manual for Urban Roads and Streets (DMURS) was adopted by the Department of Transport and the Department of Environment (now Housing) in 2013. The proposed development site is the outcome of integrated urban design and landscaping to create lower traffic speeds through the Site and, thereby, facilitate a safer environment for pedestrians and cyclists. NRB Consulting Engineers Ltd have prepared a DMURS Statement of Consistency that is submitted with this planning application.

4.3.7 Smarter Travel – A Sustainable Transport Future (2009 – 2020)

4.28 *Smarter Travel – A Sustainable Transport Future* (2009 – 2020) outlines the Government's goals to achieve transport sustainability. The proposed development site will promote sustainable personal mobility decisions by virtue of its proximity to existing and future proposed public transport services and the proposal to minimise car parking provision while maximising bicycle parking and providing other cyclist facilities. The proposed development site will also provide electric vehicle (EV) charging points.

4.3.8 Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009)

4.29 The Department of Environment, Heritage and Local Government's Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009) sets out the key planning principles guiding the delivery of residential development in urban areas in Ireland. The proposed development site is situated in area served by existing and future proposed public bus services, is consistent with this policy.

4.3.9 Urban Design Manual – A Best Practice Guide

4.30 The Urban Design Manual provides best practice guidance on the practical implementation of the policies contained in the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009). The criteria of the Urban Design Manual have been given due consideration in the design of the proposed development site.

4.3.10 The Planning System and Flood Risk Management – Guidelines for Planning Authorities

4.31 The Planning System and Flood Risk Management – Guidelines for Planning Authorities was published by the Office of Public Works (OPW) and Department of Environment, Heritage and Local Government in 2009. The guidelines introduce comprehensive mechanisms for the incorporation of flood risk identification, assessment, and management into the planning process. The proposed residential properties are situated in Flood Zone C and protected from inundation up to the 0.1% predicted annual exceedance probability (AEP) tidal event.

4.32 However, the site is at risk of pluvial flooding. Design measures including localised ramping at ground floor entrance doorways to provide a threshold, overland flow routes directed away from the buildings and a surface water drainage network including attenuation storage designed to best practice guidelines, are considered to be sufficient measures to provide protection to the development from the potential pluvial flooding risk.

- 4.33 As a result of the design and mitigation measures the proposed development is in line with the core principles of the Planning Guidelines and Objective outlined in the DCC Development Plan 2016-2022 and the Draft DCC Development Plan 2022-2028. Under the Planning Guidelines the site is therefore considered suitable for development of commercial and residential land uses.

4.3.11 Delivering Homes, Sustaining Communities – Statement on Housing Policy (2007)

- 4.34 The Department of Environment, Heritage and Local Government's 2007 policy statement, Delivering Homes, Sustaining Communities – Statement on Housing Policy, provides an overarching policy framework for an integrated approach to housing and planning.
- 4.35 It is considered that the proposed development site is consistent with the vision for housing set out in the Statement, in that it will provide high quality residential units (including 10% social housing allocation) that is strategically located in terms of proximity to existing community amenities, public transport services and employment hubs.

4.3.12 Childcare Facilities – Guidelines for Planning Authorities (2001)

- 4.36 *Childcare Facilities – Guidelines for Planning Authorities (2001)* provide a framework to guide Local Authorities in preparing development plans and assessing applications for planning permission, and developers and childcare providers in formulating development proposals. It is proposed to provide a creche facility to cater for the projected demand from the future residents of the proposed development.

4.4 LOCAL PLANNING CONTEXT

4.4.1 Eastern and Midland Regional Assembly – Regional Spatial and Economic Strategy (2019 – 2031)

- 4.37 On 28th June 2019, the Regional Spatial and Economic Plan for the Eastern Midlands Region 2019-2031 (RSES) was made by Eastern Midlands Regionals Assembly (EMRA). This strategic plan and investment framework will shape the future of the Region to 2031 and beyond as per the Vision Statement. *"To create a sustainable and competitive Region that supports the health and wellbeing of our people and places, urban and rural, with access to quality housing, travel and employment opportunities for all."*
- 4.38 Consistent with the provisions of the NPF, the RSES supports continued population and economic growth in Dublin City and suburbs, with high quality new housing promoted and a focus on the role of good urban design, brownfield redevelopment and urban renewal and regeneration. The RSES notes that the NPF sets out ambitious targets to achieve compact growth with 50% of housing to be provided within or contiguous to the built-up area of Dublin City and suburbs, which includes the subject site. As a result, Regional Planning Objective (RPO) 4.3 that is set out below applies:
- RPO 4.3: *"Support the consolidation and re-intensification of infill/brownfield sites to provide high density and people intensive uses within the existing built up area of Dublin City and suburbs and ensure that the development of future development areas is co-ordinated with the delivery of key water infrastructure and public transport projects".*
- 4.39 Chapter 5 of the RSES focuses on the Dublin Metropolitan Area Strategic Plan (MASP). To achieve the vision for the MASP, there are several guiding principles for the sustainable development of the Dublin Metropolitan Area that inter alia include the following:

- Compact sustainable growth and accelerated housing delivery – To promote sustainable consolidated growth of the Metropolitan Area, including brownfield and infill development, to achieve a target of 50% of all new homes within or contiguous to the built-up area of Dublin City and suburbs, and at least 30% in other settlements. To support a steady supply of sites and to accelerate housing supply, in order to achieve higher densities in urban built up areas, supported by improved services and public transport.
- Integrated Transport and Land use – To focus growth along existing and proposed high quality public transport corridors and nodes on the expanding public transport network and to support the delivery and integration of 'Bus Connects' while maintaining the capacity and safety of strategic transport networks.

4.4.2 Dublin City Council Development Plan 2016 – 2022

- 4.40 The development strategy for the development seeks to utilise existing infrastructure such as roads and public transport in an area at the northern edge of Dublin City).
- 4.41 The settlement strategy for the city has a strong emphasis on consolidation of the existing city area, with major growth focussed on the Strategic Development and Regeneration Areas (SDRAs) within the city, making best use of existing and planned high quality public transport and social infrastructure. The settlement strategy details how the future population and housing needs of the city will be met over the life of the Development Plan. The SDRA areas are central to meeting the growth need of the city in that they provide sustainable higher density new housing locations, supporting local communities and services.
- 4.42 The proposed development site will provide a well-designed, high quality and a higher density mixed-use (predominantly residential) development on appropriately zoned lands, which are well served by public transport supporting the delivery of planned sustainable mixed use residential development as envisaged in the Development Plan.

4.4.3 Draft Dublin City Council Development Plan 2022 – 2028

- 4.43 The DCC Development Plan (2016-2022) is currently being updated. The consultation period for the draft DCC Development Plan 2022-2028 has ended and the elected members are due to receive a report prepared by the Chief Executive regarding all submissions and observations received by the 29th September 2022. Having considered the proposed material alterations to the Draft DCC Development Plan and the Chief Executive's Report on submissions received, the Elected Members will make the Dublin City Development Plan 2022-2028 with or without amendment, at the end of October 2022.
- 4.44 Considering that this proposed development may still be in the planning process while the draft DCC Development Plan 2022-2028 is finalised and adopted, this planning application has also made reference to pertinent elements of the draft DCC Development Plan 2022-2028 alongside those aspects of the DCC Development Plan (2016-2022).
- 4.45 This consideration of the draft DCC Development Plan 2022-2028 in this EIAR is made in the full knowledge that the Elected Members may, as is their discretion, make alterations to the draft DCC Development Plan 2022-2028 and as such those elements of the draft DCC Development Plan 2022-2028 referred to in the planning application that remain unchanged shall serve the application for the proposed development throughout the planning process, and those that may be altered will need to be re-addressed by means of Further Information request.

4.5 SITE PLANNING HISTORY

- 4.46 A planning history search was conducted using the DCC online planning search system. 2 No. applications relate directly to the subject site. There are several previous applications which include the subject lands which are not of relevance.

4.5.1 Subject Site

Reg. Ref 2450/13

- 4.47 DCC granted planning permission for the following development on 17th July 2013:

The development will consist of the increase in height of the existing Cold Store Building and construction of a new delivery Building at the side of the existing building.

Reg. Ref 2151/12

- 4.48 DCC granted planning permission for the following development on 18th May 2012:

Change of use from light industrial use to recreational use, new signage and all ancillary site works. The current building use is a cold storage facility, and the intended use is an ice sports training centre.

4.5.2 Applications Outside the Subject Site but Within the Applicant's Ownership

ABP Reg. Ref. 307011 'Omni Living'

- 4.49 An Bord Pleanála (ABP) granted planning permission for the demolition of existing structures at Lands to the northeast of Omni Park Shopping Centre including vacant warehouse, Swords Road, Santry, Dublin 9, construction of 324 no. apartments, an 81-bedroom aparthotel, creche and associated site works on 3rd of September 2020. The permitted development ranged between 5 no. storeys to 12 no. storeys in height.

- 4.50 The 3 building blocks will comprise of the following:

- Block A – An 8-12 storey mixed use building with one café/restaurant/retail unit on the ground floor providing 130 no. residential units (45 no. one-bedroom, 78 no. two-bedroom and 7 no. studios).
- Block B – A 7-11 storey mixed use building with a creche at ground level providing 135 no. residential units (69 no. one-bedroom units, 54 no. two-bedroom units, 12 no. studios).
- Block C – A 5-9 storey mixed use building delivering 59 no. residential units (12 no. one-bedroom and 47 no. two-bedroom), internal amenity space and an 81 no. bedroom aparthotel.

- 4.51 The scheme will create a new pedestrian entrance plaza to the Omni area with landscaped open areas.

Reg. Ref. 3811/20

- 4.52 DCC granted planning permission for the following development on 21st June 2021.

"Planning permission for development on the island site known as Building 126 (formerly known as units 122A & B Plan Reg Ref 3767/18) to east of Omni Park Shopping Centre, Swords Road, Santry, Dublin 9.

The proposed new development will consist of a 3 storey multi-tenant commercial building c. 1992 sqm with full banking and financial service uses on ground level in unit 126-1 circa

390 sqm to include cashiers, self-service devices, offices, event space, external ATM and ancillary accommodation and unit 126-2 circa 109 sqm of retail use; associated illuminated corporate signage at corner entrances indicated on elevations, first floor office accommodation circa 558 sqm, second floor of media-associated use circa 558 sqm; 11 car parking spaces with bicycle stands, plant room and waste storage facility, including associated modifications to internal road and footpath layouts.”

Reg. Ref. 2213/18

- 4.53 DCC granted planning permission for the following development on 27th of March 2018.

“Permission for development at unit 224-226 incl (395 sqm) at first floor Omni Park Shopping Centre. The development will comprise a change of use from approved retail use of first floor units 224-226 incl permitted under Reg Ref 5662/04 for use as medical consulting rooms with associated signage together with all ancillary site works”.

Reg. Ref. 3246/13

- 4.54 DCC issued a decision to grant planning permission for the following development on 12th November 2013. However, the decision was subsequently appealed to ABP who upheld the decision of DCC and granted planning permission on the 26th June 2014.

“Permission for the development of convenience and comparison retail floorspace and associated works and development measuring approx. 3660 sqm gross floor space on a site of 1.2 hectares. The proposed development comprises: the demolition of an existing warehouse / office building measuring 3667 sqm and associated and ancillary structures and site development works; the construction of a phased development, Phase 1 comprising a single storey double height Licensed Discount Foodstore measuring 1831 sqm with a net sales area of 1287 sqm and a single storey electricity sub-station measuring 48 sqm; and, Phase 2 comprising three adjoining single storey double height retail units with a gross floor area of 1781 sqm and net sales areas measuring approximately 384, 492 and 600 sqm; the provision of a surface car park comprising 65 no. spaces and 18 no. cycle spaces in association with Phase 1 and the assignment of 47 no. existing parking spaces within the existing Omni Park car park dedicated to Phase 2; customer vehicular and pedestrian access to the proposed development is to be via new connections to the existing Omni Park car park and service / delivery access is to be via the existing Santry Hall Industrial Estate access road which will be upgraded; the proposed development also comprises car parking and access modifications / integration to the adjoining previously permitted mixed use scheme (Reg. Ref: 6584/07); and, the provision of signage, and totem signage on Swords Road, boundary treatments, hard and soft landscaping, lighting, connections to drainage and water services and all other ancillary and associated works including within the Omni Park car park and other enabling works to form connections to the Omni Park Shopping Centre.”

Reg. Ref. 5303/05

- 4.55 DCC granted planning permission for the following development on 14th of October 2005.

“Planning permission for amendments to previously approved development, Reg ref No 3268/05 consisting of the following: replacement of previously approved 24no car parking spaces at lower ground floor level with undercroft (200sqm) below unit No1 as access for services, 200sqm of financial service use at ground floor level, additional 665sqm of retail use at 1st floor level and entrance canopies to shop units, all to the west of the previously

approved multi-storey car-park (Reg ref No 1508/04) and fronting onto the existing north/south main pedestrian walkway at Omni Park Shopping Centre, Swords Road, Santry, Dublin 9.”

4.5.3 Development in the Vicinity of the Proposed Development Site

Santry Place - Reg. Ref. 2713/17 (granted), 4549/22 (application pending), 2737/19 (granted) and 2543/21 (refused) – North of the Site.

- 4.56 The development is partially constructed, phase one is constructed and the second phase is at planning stage. DCC issued a decision to grant permission for the following development on 12th March 2018:

“The proposed development (c.25,083 sq m total gfa above basement car park, and excluding plant, bin stores and bike stores), generally comprises: the partial demolition (c.7,781 sq m gfa) of an existing 8-bay warehouse (c.9,539 sq m gfa), and the construction of: 1 no. 5-storey mixed use building fronting Swords Road (Block A: c.5,932 sq m gfa in total), including 3 no. retail/commercial units (c.502 sq m) at ground level and 48 no. residential units in levels above; 1 no. 5-storey residential building (Block B: c.5,233 sq m gfa, 47 no. residential units); 1 no. 5-storey mixed use building (Block C: c.5,383 sq m gfa in total), including 2 no. office units (c.373 sq m gfa) and 1 no. crèche (c.331 sq m gfa) at ground floor, and 42 no. residential units from ground to 4th floor levels; the refurbishment of the partially retained and reclad double height warehouse (2-bays, 1,758 sq m gfa) with new 4-storey extension, to accommodate commercial office use (Block D: c.6,733 sq m gfa in total); and a new 4-storey commercial office building (Block E: c.1,802 sq m gfa in total); The proposed development accommodates 137 no. residential units in total (25 no. 3-bed, 88 no. 2-bed and 24 no. 1-bed); And all ancillary and associated site development works, including: new vehicular and pedestrian access via Swords Road at the north east corner of the site, and environmental improvements along the Swords Road frontage; upgrading of existing vehicular and pedestrian access via Santry Avenue; new basement car park (c.3,988 sq m) accessed via ramp under Block A accommodating 122 no. car parking spaces (to include 6 no. disabled access), 100 no. bicycle parking spaces, plant, etc.; 151 no. surface car parking spaces (to include 7 no. disabled access); 100 no. surface bicycle spaces; bin storage at ground level in Blocks B and C; surface water attenuation tank; and, hard and soft landscaping, lighting and boundary treatment works; all on a site of c. 1.9Ha.”

- 4.57 Permission was granted on the 1st October 2019 to amend the residential element to provide for an additional 2 floors (7 total), with the following description of development:

“Permission for development, consisting of modifications to a permitted mixed-use development under Ref. 2713/17, located at Santry Avenue and Swords Road, Santry, Dublin 9. Permission is sought to increase the height of Blocks A, B and C from permitted 5 storeys to proposed 7 storeys and for a change in unit type and increase in number of apartments i.e. 70 no. apartments, which will result in a change from 137 no. permitted apartments to 207 no. 1, 2 & 3 bed apartments in the aforementioned buildings, including provision of balconies and roof terraces (i.e. 240sq.m. each) to Blocks A, B & C. The ground floor of Block C will accommodate a unit (i.e. 210sq.m.) for community use in compliance with condition no. 3 attached to planning permission Ref. 2713/17. The proposed development also seeks to provide additional office floor space to both Blocks D & E, providing an increase of 2,931sq.m. of office accommodation to the overall previously permitted development. Block D will increase in height from permitted 2 & 4

storeys to proposed 3 & 5 storeys, while Block E will increase in height from permitted 4 storeys to proposed 5 storeys. Permission is also sought for an extension to the permitted basement car park, (i.e., 1,273sq.m.), to accommodate 52 no. additional car parking spaces, additional bicycle parking and a new emergency escape route to the surface. The proposed development also provides for conversion of 3 no. surface car parking spaces to 3 no. GoCar spaces to the north of Block B, and all associated site development works, on a site area of 1.55ha. The effect of the proposed development will be a modification to an extant permission under Ref. 2713/17."

- 4.58 The Applicant has recently submitted a further application on the above site (DCC Reg. Ref. 2543/21), this application was subsequently refused on 1st June 2021, for the following development:

*Permission for development, consisting of modifications to a permitted mixed-use development under Refs. 2713/17 and 2737/19, known as "Santry Place" located at Santry Avenue and Swords Road, Santry, Dublin 9. Permission is sought to demolish the remainder of an existing warehouse (1,758m²) **and the construction of 3 no. 7-10 storey buildings (Blocks D, E, & F) accommodating residential, commercial and office uses.** The proposed Block D (7 storeys) accommodates 48 no. apartments (i.e., 30 no. 1 beds & 18 no.2 beds) on first to sixth floor, over ground floor commercial use (247.9m²), residential amenity space (174.9m²), and bike & bin stores. Block E & F are 7 and 10 storeys respectively, accommodating ground floor commercial use (1,175.4m²) with office space overhead (11,206.5m²). The proposed development also provides for communal open space (1,026.3m²) at first floor podium level, internal and external bicycle parking (212 no. bicycle spaces), bin stores, and all associated site development works, on a site area of 0.65 ha. Car parking is provided in the form of surface and undercroft parking, with 67 no. surface spaces & 41 no. undercroft spaces. The effect of the proposed development will be a modification to the extant permissions under Refs. 2713/17 & 2737/19.*

- 4.59 There was a recent application on 26th of July 2022 (DCC Reg Ref: 4549/22) for modifications to the development permitted on site under DCC Reg. Ref.: 2713/17 and 2737/19.

"The proposed development located at Santry Place, Santry Avenue and Swords Road, Santry will consist of modifications to the development permitted on site under DCC Reg. Ref.: 2713/17 and 2737/19. The proposal will include construction of an urban block comprising 3 no. 7 storey blocks (Blocks D, E, and F). - Block D, and the ground floors of Blocks E and F will provide c. 13,921 sqm office space (an increase of 2,454.7sqm). - Residential apartments are proposed on the upper floors of Blocks E and F providing 48 no. apartments (16 no. 1 beds, 24 no. 2 beds, and 8 no. 3 beds) to provide a new total of 253 no. residential units (in increase from 205 units). All residential units will have north/south/east/west facing private open spaces. The development will also include communal open space at podium level, 95 no. car parking spaces and 269 no. cycle parking spaces at surface and undercroft level (an increase of 15 no. car parking space and 164 no. cycle parking spaces), and all other site services and works to enable the development including bins, substations/plant areas, boundary treatments and landscaping".

Swiss Cottage Site - ABP-303358-19

- 4.60 The Swiss Cottages “build to rent” development has been constructed. Permission was granted for a SHD on the 2nd of April 2019 for the following description of development:

“Demolition of existing single storey licenced premises on site, construction of 112 no. Build to Rent units, café/retail/restaurant and associated site works.

Santy Avenue and Swords Road - ABP-314019 -22

- 4.61 Permission was submitted for a SHD on the 7th of July 2022 to ABP (Application Pending Decision, case is due to be decided by 26th October 2022).
- 4.62 The proposed SHD is located at the junction of Santry Avenue & Swords Road. The site is bounded to the north by Santry Avenue, to the east by Swords Road, and to the west by Santry Avenue Industrial Estate. To the south, the site abuts the permitted Santry Place development (granted under DCC Ref’s. 2713/17 & 2737/19).
- 4.63 The proposed development includes for the demolition of the existing industrial type building on the site (i.e., the Chadwicks Builders Merchants) and, in its place, will see the construction of 4 no. buildings, sub-divided into 7 no. blocks (Blocks A-G), ranging from 7 no. storeys to 14 no. storeys in height, over a basement level car park.
- 4.64 The residential element of the development consists of 350 no. apartments in 4 no. buildings, sub-divided into 7 no. blocks (Blocks A-G), comprised of the following mix of dwellings:
- 113 no. 1 bed dwellings
 - 218 no. 2 bed dwellings
 - 19 no. 3 bed dwellings
- 4.65 The proposed development also provides for 4 no. commercial / retail units and a medical suite / GP Practice unit located on the ground floor of Blocks A, B, and D, a community use unit located on the ground floor of Block E, and a 1 storey residential amenity use unit located between Blocks A and D. All these proposed non-residential uses face onto Santry Avenue and Swords Road.
- 4.66 The proposed development includes for a basement level car park (c. 5,471sq.m) comprised of 173 no. car parking spaces (including for 12 no. disabled parking spaces) & 719 no. bicycle parking spaces. The basement level is internally accessible from cores of Blocks A, B, C, D, E, & F, while vehicular access to the basement is from the south between Blocks B & C. An additional 36 no. car parking spaces & 58 no. bicycle parking spaces (including 42 no. visitor spaces) are also provided for within the site boundaries, at surface level. Blocks F & G cater for internal bicycle storage areas at ground floor level also.
- 4.67 Public open space of c. 1,915sq.m is provided for between Blocks C, D, E, & F. Communal open space of c. 3,122sq.m is provided for as follows: (i) between Blocks E, F, & G (ii) Blocks A, B, C, & D, and (iii) in the form of roof gardens located on Blocks A, C, & F, and on the proposed residential amenity use unit. Private open spaces are provided as terraces at ground floor level of each block and balconies at all upper levels. The development includes for hard and soft landscaping & boundary treatments, which clearly define public, private, and communal open spaces.

- 4.68 Vehicular access to the development will be via 2 no. existing / permitted access points: (i) on Santry Avenue in the north-west of the site (ii) off Swords Road in the south-east of the site, as permitted under the adjoining “Santry Place” development (Dublin City Council Ref. 2713/17).
- 4.69 The site is currently in private use by Chadwicks Builders Merchants and therefore the development will not result in any loss or reduction of existing public open space, residential dwellings, or community related facilities.

4.6 SEVESO SITES

- 4.70 Seveso Sites are defined as Industrial sites that, because of the presence of dangerous substances in sufficient quantities, are regulated under Council Directives 96/82/EC and 2003/105/EC. It has been confirmed through consultation with the Health & Safety Authority that there are no Seveso Sites within proximity of the Project Site. It follows that the proposed development is not likely to be affected by an accident at any Seveso Site in the wider area; and vice versa, nor is any Seveso Site likely to be affected by the proposed development itself.

4.7 CONCLUSIONS

- 4.71 The proposed development is in accordance with the policies and objectives of the National Spatial Strategy, Draft Regional Spatial and Economic Strategy for the Eastern and Midlands Regional Assembly, and the DCC Development Plan 2016 – 2022 and the Draft DCC Development Plan 2022-2028.
- 4.72 The site context does not include any significant Seveso or Industrial Emissions licenced sites. The proposed development is not likely to be affected by an accident at any Seveso Site in the wider area; and vice versa, nor is any Seveso Site likely to be affected by the proposed development itself.
- 4.73 The proposed development site is zoned as “Z4 District Centre”. The development is a District Centre zoned site, regard being had to the existing shopping centre, existing adjoining residential developments. The zoning objective of “*a diversity of uses*” which “*should be promoted to maintain their vitality throughout the day and evening*” including “*residential use with appropriate social facilities*”, the application proposes to deliver a significant quantum of residential units in conjunction with other commercial uses, public plaza, creche and community facility, which will improve the overall mix of uses in the District Centre and ensure its long-term viability.
- 4.74 The Omni Park Shopping Centre provides a significant number of services to support the additional population (as set out in the submitted Community Audit), and the additional population in turn will ensure vibrancy throughout the day as sought under the zoning objective.
- 4.75 The context of the site is described further in Chapter 2 (Description of Development). The development is an appropriate land use for the area and meets the requirements of the DCC zoning objectives. The development will minimise the potential environmental impacts as described in various chapters of this EIA Report.