

Comhairle Chontae Atha Cliath Theas

PR/1526/21

Record of Executive Business and Chief Executive's Order

Reg. Reference: SD21A/0271 **Application Date:** 01-Oct-2021
Submission Type: New Application **Registration Date:** 01-Oct-2021

Correspondence Name and Address: Downey Planning 29, Merrion Square, Dublin 2, D02RW64

Proposed Development: Demolition of the existing building on site and the construction of a 5-storey over partial basement, mixed-use development comprising a gastro pub/restaurant with off-licence, 2 retail units, associated bin stores, bike stores, 1 ESB sub-station, all at ground floor level; a small plant room at basement level; a total of 50 apartments (25 one beds and 25 two beds) on the upper floors, all provided with private balconies/terraces; communal roof gardens; car parking; motorcycle parking; bicycle parking; landscaping and upgrades to public realm including upgrades to existing pedestrian crossing on Kennelsfort Road Upper; and all associated engineering and site works necessary to facilitate the development on lands at The Silver Granite pub, junction of Kennelsfort Road Upper and Wheatfield Road, and at The Silver Granite car park adjoining Palmerstown Shopping Centre car park (accessed from Kennelsfort Road Upper via Palmerstown Park).

Location: Lands at the Silver Granite pub, Palmerstown, Dublin 20

Applicant Name: Hollyville Investments Ltd.

Application Type: Permission

(SW)

Description of Site and Surroundings

Site Area: stated as 0.469 Hectares on the application.

Site Visit: 20 October 2021

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Site Description

The subject site is split in two. The main element is on the east side of Kennelsfort Road Upper, at the corner with Wheatfield Avenue. It contains 'The Silver Granite' pub, a two-storey structure with turrets and other design features that give a castle like appearance. 'Cheers' off-licence and 'Paddy Power' bookmakers are contained within a single storey structure attached to the Wheatfield Avenue elevation. There is car parking and outdoor dining to the front and side of the building. The application site also crosses Kennelsfort Road Upper, where there is an existing pedestrian crossing. There is a vehicle access labelled 'Silver Granite Car Park' to the south of the crossing, leading to the car park within the grounds of Palmerstown Shopping Centre. There is also a pedestrian entrance to the car park just north of the crossing.

A petrol station lies to the south of the site.

Residential properties lie to the north and east.

Proposal

Permission is being sought for:

- Demolition of the existing building on site and
- the construction of a **5-storey over partial basement, mixed-use development** comprising
 - a **gastro pub/restaurant** with off-licence, **2 retail units**, associated bin stores, bike stores, 1 ESB sub-station, all at ground floor level;
 - a small plant room at basement level;
 - a total of **50 apartments** (25 one beds and 25 two beds) on the upper floors, all provided with private balconies/terraces;
 - communal roof gardens;
 - car parking; motorcycle parking; bicycle parking;
 - landscaping and upgrades to public realm including upgrades to existing pedestrian crossing on Kennelsfort Road Upper;
 - and all associated engineering and site works necessary to facilitate the development

on lands at The Silver Granite pub, junction of Kennelsfort Road Upper and Wheatfield Road, and at The Silver Granite car park adjoining Palmerstown Shopping Centre car park (accessed from Kennelsfort Road Upper via Palmerstown Park).

Zoning

The majority of the site is subject to zoning objectives 'DC': *'To protect, improve and provide for the future development of District Centres'*.

A small element of road within the red line at the east boundary is zoned 'RES': *'To protect and / or improve residential amenity'*.

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Consultations

Roads – Request additional information.

Water Services – no objections, subject to conditions.

Pollution control – no report received at time of writing.

Parks – no objections, subject to conditions.

Housing strategy unit – no report received at time of writing,

Irish Water – no objections, subject to conditions.

Dublin City Council – no report received at time of writing.

Chief Fire Officer – no report received at time of writing.

EHO – no report received at time of writing.

SEA Sensitivity Screening – no overlap is recorded in the SEA monitoring system.

Submissions/Observations /Representations

A number of third-party submissions were received, which raised the following concerns in summary:

- Loss of privacy
- Loss of sunlight
- Development will be overbearing
- Development will overshadow gardens
- Traffic issues will be made worse
- Noise will increase
- Development will be an eyesore
- Insufficient school places
- Insufficient capacity at doctors
- The wastewater sewer network in the area is old and stretched to capacity. SDCC had to remove a blockage on Kennelsfort Road not long ago.
- Loss of property value
- Another off-licence will add to the existing problems
- Development is too tall and will have a negative impact on visual amenity
- Illegal parking issues will be made worse
- The proposal will impact road safety and cause further hazards for pedestrians and cyclists.
- Retail units are unnecessary
- Type of housing need is family and not small 1 and 2 bed rental type apartments
- Proposal is contrary to section 11.2.7 of the county development plan and does not take account of adjacent 2 storey structures
- Inadequate bin storage is provided. There are no times set out for deliveries. Delivery/bin access is unsuitable.

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- There is a lack of layby areas and parking bays
- The proposed development is partially contained on Folio DN5245 – no letter of consent from owner to include laneway
- Ground floor plans indicate features that are not feasible. E.g. staff and patrons must share sanitary facilities for shops and pub
- No building lifecycle report has been included in accordance with Section 6.13 of the Apartment guidelines.
- Lighting has not been evaluated or modelled
- Children's play area is proposed on top of services. Where will extractor fans from refuse areas be situated.
- Apartments located on the eastern side of the building are accessed through a lift – there will be a negative impact in terms of fire and there will be no escape route
- Proposal would be at variance with the pattern of development in the area and would seriously injure the visual amenities of the area. The proposed development would be contrary to the proper planning and sustainable development of the area and would set an undesirable precedent.
- Due to Covid and outdoor dining there is currently limited parking on the site. Delivery vehicles currently block access to parking
- Increased volumes of people will result in anti-social behaviour for families
- Proposal is a material contravention
 - Density is contrary to policy H8
 - Proposal is not sustainable in its urban design and is contrary to housing H7 objective 1
 - Proposed removal of footpath is contrary to H7 objective 4
 - Building heights are contrary to H9 objectives 2 and 3
 - Car parking provision is contrary to TM7
 - Quantum of car parking is non-compliant with Tables 11.23 and 11.24
 - Siting of car parking is contrary to section 11.44 'car parking design and layout'
 - The proposal is contrary to the zoning of the site and to the adjoining 'RES' zoning
- Proposal is haphazard and piecemeal
 - Contrary to the zoning of the site and to the adjoining 'RES' zoning
 - Shopping centre car parking is haphazard and piecemeal
 - Legal agreement for the shopping centre car park does not support subdivision
 - Traffic and parking impacts of the scheme are placed on the shopping centre
 - The lanes to the east of the applicant site should not be effectively privatised.
 - There is no precedent for apartments on the site
- The proposal constitutes overdevelopment of the site
 - Density is excessive

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- Height of 5 storeys and 18.1m is excessive
- Use of the red and blue line is misleading
- Scale, massing and length of the elevations are overdevelopment
- 40% of apartments are single aspect and therefore overdevelopment
- 11 no primarily north facing apartments is overdevelopment.
- Single aspect social housing units is overdevelopment.
- Under provision and poor quality of POS is overdevelopment.
- Siting of 2nd and 5th storey terraced communal open spaces is overdevelopment.
- Communal open spaces impact on adjoining future apartments amenities
- Silver Granite should be retained and extended
- Roads and traffic concerns
- Vehicle access proposals are haphazard and ill concerned
 - Proposal includes a new entrance to a subdivided area of a shared SC car park?
 - The applicant would need to fence off an area of the shopping centre car park
 - Creating a vehicular exit out of the existing emergency exit is substandard
- The vehicle parking proposals for this scheme are haphazard and ill considered
 - 48 'proposed' car parking spaces are Palmerstown Shopping Centre spaces
 - Scheme offers insufficient parking spaces – overflow into the shopping centre will result
 - All apartment parking is within the shopping centre car park – this is substandard
 - Parking, bike parking and set down area on Wheatfield Rd are outside site's red line
 - Transport assessment report argues for a loading bay in an existing footpath
 - SDCC is providing land for the Spar and pharmacy/bookmaker parking/loading area
 - The proposal seeks permission to remove all 'on-site' vehicular parking
 - Why can't 'on-site' parking be provided within the blue line pub boundary
- The transportation assessment report under-estimates traffic/parking
 - Site's location close to the M50, R148 and the R833 mean it will be a car based scheme
 - Traffic impacts will be localised at the entrance to/exit from the SC parking area
- Proposed intensification of use of the pedestrian crossing would slow traffic
 - is it safe and reasonable to require all scheme customers/residents to cross the road
- Areas of cycle parking are not acceptable
- The lands to the east should be excluded from this scheme
 - The applicant seeks to make use of the lanes to the east but not to maintain them
- Proposed negative amenity impacts on adjoining properties
 - Elevation 2 would cause significant negative amenity impacts
 - Elevation 2 would cause excessive and unrestricted overlooking impacts
 - 18.1m tall 5 storey elevation 2 causes negative visual overbearing impacts

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- 18.1m tall 5 storey elevation 2 causes negative visual overshadowing impacts
- Elevations 3 and 4 would cause significant negative amenity impacts
- No contiguous elevations or photomontages of elevations 3 and 4
- Elevations 3 and 4 would cause excessive and unrestricted overlooking impacts
- 18.1m tall 5 storey building causes negative visual overbearing impacts
- 18.1m tall 5 storey building causes negative visual overshadowing impacts
- 18.1m tall 5 storey building causes negative visual overlooking impacts
- Applicant proposals for a bin store adjoining No1 Wheatfield Rd require review
- Issues of concern over the outline construction management plan
 - No construction details are provided as to works in the shopping centre car park
 - No construction vehicles or worker vehicles should be parked in the shopping centre
 - Working hours should be fixed and not subject to revision for any reason
 - A complaints procedure and an independent complaints process is required
 - The applicant has provided no baseline noise measurements
 - Noise from plant and machinery needs to be mitigated
 - Independent noise monitoring is required and conditions must be enforced
 - Vibration concerns at construction phase
 - A baseline vibration survey should have been submitted
 - Construction phase visual impacts on surrounding properties should be minimised
 - Construction phase could cause light overspill impacts on residential dwellings
 - Dust impacts on nearby areas.
- The proposed development would set poor precedents
- Proposal would substantially depreciate the value of nearby properties
- Proposal impacts on the development potential of the shopping centre.
- The remote car parking is not clearly separated from the other car parking
- Development will impact residents impacts to existing amenities
- Section (location B) indicates the property is at the same level as proposal but it is 3 / 4 feet below this
- Demolition will cause disturbance
- Laneway and roof garden could lead to antisocial behaviour
- Photos of traffic provided
- Car parking alterations are unauthorised and impact the layout of the existing shopping centre over which there are established rights of way – unclear if applicant is legally entitled to propose the parking and road traffic alterations proposed
- Unclear whether the applicant is legally entitled to alter the traffic management at the pub
- Road safety will be compromised with the proposed layout leading to congestion
- Site notices should be in yellow and at each access point
- Impact of Vincent Byrnes site should be considered

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- Proposal is contrary to H2 objective 1, H7 objective 4, H8 objective 4, H9 objective 2, H9 objective 3, H15 objective 4, H17 objective 4, UC4 objective 4, UC6 objective 2, R1 objective 9, R6 objective 2, TM3 objective 2, TM3 objective 3, TM3 objective 4, TM6 objective 2, TM7 objective 1, TM7 objective 3, IE7 objective 4.
- Vibrations from construction could damage the foundations of properties
- Fears that dust and dirt will negatively impact health
- How can this be considered acceptable when other smaller extensions have been deemed out of character with the area.

Cllr Hayes, Cllr Johansson, Cllr O'Connell also provided a representation raising the following concerns:

- Proposal is overdevelopment, within 200m of the site there are already stores. The LC zoning seeks to provide, protect and improve local facilities. The overprovision of some facilities would have a negative impact on the local area. CDP limits development in Palmerstown Village and surrounds to 3 storeys
- Shadow analysis indicated impact
- Privacy of existing residents will be compromised
- Existing 7.5 tonne weight restriction on Kennelsfort Road and 3.5 tonne restriction on Wheatfield Road – unclear how the applicant will ensure these are observed.
- Noise from locating apartments above a public house
- New development should retain some of the character of original structure
- Proposal needs to be looked at more in terms of community development than in commercial terms
- The scale is too large
- Development represents bad planning
- Kennelsfort Road is severely congested
- The district centre where this proposal is mainly to the west side of Kennelsfort Road
- There is acceptance locally that a change is needed, however, this proposal is not acceptable. 5 storey development is unacceptable and out of place.
- Despite the modelling, the bulk of the facility will be out of keeping with the surrounding area and will impact privacy
- Density is too high – apartments should be 2 and 3 bed to assess housing need
- The proposal should be 3 storey with 2bed or 3bed apartments
- Fears that outdoor late night drinking will cause disruption
- No need for additional off-licences and no case for the proposed spar. There are already pharmacies in the area
- Proposal will result in illegal parking. Lack of facilities for delivery vehicles.

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- Details of household waste disposal are vague
- Proposal for a roof garden should be replaced by solar panels
- The TTA (a desk exercise) cannot be taken seriously as it states traffic on Wheatfield Road and Kennelsfort Road are only light and moderately trafficked respectively.
- Wheatfield Road is not traffic calmed as claimed and has a single ramp close to junction with Kennelsfort Road
- Kennelsfort Road is congested in each direction at least 3 times a day
- It has not been identified that they 2 cycleways on Kennelsfort Road are shared and are dangerous
- The pedestrian crossing is dangerous and the upgrading does not do enough
- Kennelsfort Road/Wheatfield Road junction should have a toucan crossing
- The proposal is to use the current shopping centre entrance to the car park. This is not acceptable. The 'Silver Granite Car Park' entrance is always closed. This should be closed and moved.
- It is noted preplanning has taken place. No consultation has taken place with local residents.

These submissions are noted and have been taken in consideration in the assessment of the proposed development.

Relevant Planning History

Subject site

ED21/0010 20ft container converted to a coffee/snack unit for retail - 14sq.m – located in car park of pub: the premises (Pub) is currently closed due to pandemic. **Declared not exempt (pub site)**

SD21A/0109 Single storey entrance porch; modification to existing windows and an amendment to lean-to roof abutting the supermarket. **Grant Permission (Car park . Palmerstown Shopping Centre site)**

SD11A/0114 Three parking spaces (2.5 metres wide x 5 metres in length) for taxis to ply for hire, including 1 aluminium advertising sign (1 metre x 0.45 metres) on the inside of the southern boundary wall. **Grant Permission (Car park . Palmerstown Shopping Centre site)**

SD10A/0393 Change of use of two number customer parking spaces to two number spaces for Taxis to ply for hire, including two number aluminium advertising signs (1 meter x 0.45 metres) on the inside of the boundary wall. **Grant Permission (pub site)**

SD08A/0611 Amendments to the shopping centre extension permitted under Reg. Ref. SD05A/0518, PL06S.214169 and consists of retention for the following elements: (1) the extension

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to the single storey service block located to the south of the existing supermarket, which now has a floor area of 73.2sq.m. (an increase from 22.9sq.m. as permitted) and for plant equipment and screening located on the roof of the service block; (2) amendments to the distances provided between the permitted three storey glazed stairway/lobby entrance to the shopping centre extension and the leisure centre entrance located on the northern elevation of the shopping - in excess of 2m separation has been provided between both entrances and 1.907 metres between the nearest point of overhang on both structures, which is 0.093 metres below the minimum clearance distance required under Condition No. 3 of Reg. Ref. SD05A/0518, PL06S.214169; (3) solar panels and metal balustrade located on the roof of the permitted extension to the shopping centre. **Grant Retention (Car park . Palmerstown Shopping Centre site)**

SD08A/0610 Amend existing planning permission SD05A/0518 to change proposed new single storey entrance to the supermarket by increasing its eaves height to 6.168m; to increase the entrance area by 45.3sq.m.; to increase the supermarket external signage to 44sq.m.; to incorporate the existing ATM housing into the entrance structure; to change external appearance to zinc, porcelain tiles, curtain walling and a flat roof; to amend entrance ramp to comply with disabled access requirements. **Grant Permission (Car park . Palmerstown Shopping Centre site)**

SD05A/0518 Renovations and alterations to Palmerstown Shopping Centre to include - the construction of a new 3 storey extension to the north elevation of Supervalu, 12 meters high to include ground floor stores, first floor staff area and stores for Supervalu and second floor community centre accessed through new lobbied lift/stairwell; the replacement of existing glazed corner entrance to Supervalu with re-modelled glazed feature corner to include new entrance to supermarket; the retention of ATM block; the construction of new single storey plant room, replacing existing structure to south elevation of Supervalu; the erection of new signage to north and east face of new remodelled glazed feature corner; the construction of new single storey waste management room to rear yard of shopping centre; the addition of new vehicular access to shopping centre car park off Kennelsfort Green. **Grant Permission and Retention (Car park . Palmerstown Shopping Centre site)**

SD04A/0612 Erect a betting office with staff area, toilets and permission to erect 3 no. satellite dishes. **Grant Permission (pub site)**

S99A/0256 Change the front entrance to existing off-licence. **Grant Permission (pub site)**

Adjacent and surrounding sites

SD17A/0273 2 3-bedroom houses in a semi-detached block in the combined side garden areas to include off street parking for 2 cars for each of the 2 existing and 2 proposed houses, associated site development works and connections to all services. **Refuse Permission**

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SD03A/0053 Retention of an unauthorised steel storage container. **Retention Permission Granted**

SD02A/0696 One two storey dwelling to the side. **Refuse Permission (SDCC and ABP)**

SD02A/0356 Two storey dwelling incorporating existing two storey extension at side. **Refuse Outline Permission**

S00A/0322 Retention of variations to design of previously approved canopy. **Permission and Retention Granted**

S99A/0107 Redevelop Kennelsfort Road Service Station including demolition of existing shop building, construction of new shop building, A.T.M., underground tank farm, canopy, car wash facility, environmental compound and ancillary works. **Permission Granted**

Relevant Enforcement History

S8675 operation of business in car park without planning permission **Live file**

S8201 Casino operating on the premises without PP **Closed**

S7218 erection of marquee type structure to front of lands above **Closed**

S6333 operation of taxi rank from carpark of pub without p.p. **Closed**

S1273 (pre-apas)

S0665 CREATION OF A BEER GARDEN (pre-apas)

S6425 Non Compliance with Cond. No.6 of PP SD05A/0518 &PL06S.214169; landscaping **Closed**

Pre-Planning Consultation

PP130/20 Demolition of the existing building and the construction of a 5 storey mixed-use development comprising a gastro pub with off-licence, 2 retail/commercial units, associated bin stores, bike stores etc. all at ground floor level and a total of 50 apartments on the floors above, all with private balconies and communal roof gardens. Car parking and bicycle parking is also proposed along with landscaping, boundary treatments and all associated works.

PP174/18 It is intended that the existing building would be demolished in order to facilitate the construction of a five storey over basement mixed-use development comprising a gastro pub with off-license and 2 no. retail/commercial units at ground floor level, with a total of 36 no. apartments (20 no. 1 beds, 16 no. 2 beds) at first, second, third and fourth floor level, all with associated car parking, bicycle parking, and bin store at basement level. Car parking and bicycle parking will also be proposed at surface level, landscaping, boundary treatments, and all associated site works.

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Relevant Policy in South Dublin County Council Development Plan 2016 – 2022

2 Housing

Section 2.2.2 Residential Densities

Policy H 8 Residential Densities

Section 2.2.3 Residential Building Height

Policy H 9 Residential Building Heights

Section 2.2.4 Mix of Dwelling Types

Policy H 10 Mix of Dwelling Types

Section 2.3.0 Quality of Residential Development

Section 2.4.0: Residential Consolidation – Infill, Backland, Subdivision & Corner Sites

Policy H 17 Residential Consolidation

H 17 Objective 2:

To maintain and consolidate the County's existing housing stock through the consideration of applications for housing subdivision, backland development and infill development on large sites in established areas, subject to appropriate safeguards and standards identified in Chapter 11

Implementation.

H 17 Objective 4:

To promote and encourage residential uses on the upper floors of appropriate buildings located in Town, District, Local and Village Centres within the County save for public houses and nightclubs and other inappropriate places where similar business is conducted.

5 Urban Centres & Retailing

Section 5.1.4 Local Centres

Policy UC 5 Local Centres

Section 5.1.5 Building Height in Urban Centres

Policy UC 6 Building Heights

7 Infrastructure & Environmental Quality

Policy IE 1 Water & Wastewater

Policy IE 2 Surface Water & Groundwater

Policy IE 3 Flood Risk

Policy IE 7 Environmental Quality

8 Green Infrastructure

Policy G 1 Overarching

Policy G 5 Sustainable Urban Drainage Systems

9. Heritage, Conservation & Landscapes

Policy HCL 2 Natura 2000 sites

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11 Implementation

Section 11.2.7 Building Height

Section 11.3.1 Residential

Section 11.3.1 (iv) Dwelling Standards

Table 11.21: Minimum Space Standards for Apartments

Section 11.3.1 (v) Privacy

Section 11.3.2 Residential Consolidation

Section 11.3.2 (i) Infill Sites

Section 11.3.6 Retail Development

Section 11.4.1 Bicycle Parking Standards

Table 11.22 Minimum Bicycle Parking Rates

Section 11.4.2 Car Parking Standards

Table 11.24 Maximum Parking Rates (Residential Development)

Section 11.4.4 Car Parking Design and Layout

Section 11.6.0 Infrastructure and Environmental Quality

Section 11.6.5 Waste Management

Section 11.7.2 Energy Performance in New Buildings

Section 11.8.1 Environmental Impact Assessment

Section 11.8.2 Appropriate Assessment

Relevant Government Guidelines

- Project Ireland 2040 National Planning Framework, Government of Ireland, (2018).
- Regional Spatial & Economic Strategy 2019 - 2031, Eastern & Midlands Regional Assembly, (2019).
- Section 5 – Dublin Metropolitan Area Strategic Plan, in Regional Spatial and Economic Strategy 2019 – 2031.
- Sustainable Residential Development in Urban Areas - Guidelines for Planning Authorities, Department of the Environment, Heritage and Local Government (2009).
- Urban Design Manual: A Best Practice Guide, A Companion Document to the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, Department of the Environment, Heritage and Local Government, (2009).
- Quality Housing for Sustainable Communities-Best Practice Guidelines, Department of the Environment, Heritage and Local Government, (2007).
- Sustainable Urban Housing: Design Standards for New Apartments, Department of Housing, Local Government and Heritage, (2020)
- Urban Development and Building Heights Guidelines for Planning Authorities, Department of Housing, Planning and Local Government, (2018).

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- Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities, Department of the Environment, Heritage and Local Government, (2009).

Assessment

The main issues for assessment relate to:

- Zoning and Council Policy;
- Ownership and consent;
- Visual and Residential Amenity;
- Parks and Landscaping;
- Access and Parking;
- Services and Drainage;
- Environmental Health;
- Environmental Impact Assessment; and
- Appropriate Assessment.

Zoning and Council Policy

The proposed development is consistent in principle with zoning objective 'DC': *'To protect, improve and provide for the future development of District Centres'*. A Public House, off licence, restaurant/café, shop local, shop neighbourhood and residential development are permitted in principle under this zoning objective.

Section 5.1.3 of the Development Plan states It is the policy of the Council (UC 4) to encourage the provision of an appropriate mix, range and type of uses in District Centres, including retail, community, recreational, medical and childcare uses, at a scale that caters predominantly for a district level catchment, subject to the protection of the residential amenities of the surrounding area.

UC4 Objective 1 states 'To support the revitalisation of district centres, including maximising the use of upper floors of existing buildings, with due regard to the quality of urban design, integration, linkage, accessibility and protection of residential amenity.'

It is considered that the redevelopment of the District Centre and the range of uses proposed is supported by the Development Plan.

A small element of the site is zoned 'RES', no significant works are proposed within this area.

Concern has been raised that the proposed retail units and off-licence would undermine the vitality of the existing shopping centre and business in the area and would conflict with R6 Objective 2: *"To ensure that the scale and type of retail offer in District Centres is sufficient to serve a district*

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catchment, without adversely impacting on or drawing trade from higher order retail centres". It is noted that there is an existing off-licence on the site that would be replaced by this proposal. In addition, it is not considered that the proposed retail units are of a scale that would undermine the vitality of the existing shops at the district centre and wider area.

The principle of the proposed development is, therefore, considered acceptable.

Design Statement

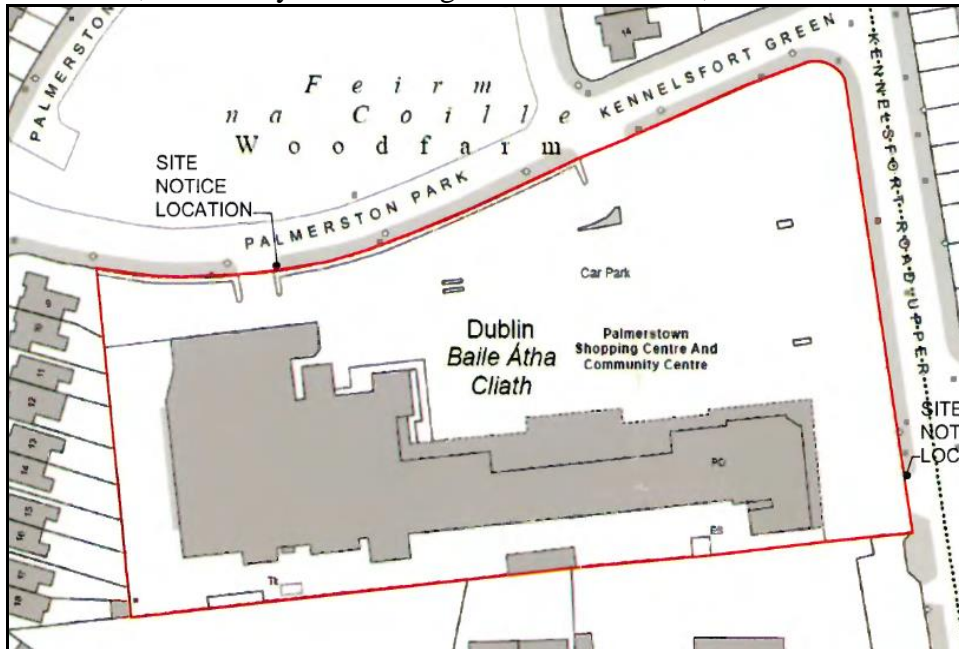
In accordance with Section 11.2.0 of the Development Plan 2016 – 2022: *'All medium to large scale development proposals (10 dwellings and above and/or commercial, retail or community developments of 1,000sq.metres and above, or as otherwise required), shall be accompanied by a Design Statement.*

The applicant has submitted an Architectural Urban Design Statement, prepared by Downey. It is considered that the design statement submitted meets the requirements of the CDP.

Ownership and Consent

The applicant has submitted a letter of consent from Bunker Estates. Several objections have raised concerns regarding the ownership, this includes access laneways. One objection has raised concerns regarding the legal right to the development and has submitted a copy of this legal agreement.

In addition to this, having regard to the application reg ref: SD21A/0109, the applicant, Ladgrove Stores Ltd, stated they were the legal owner of the site, the red line of which was:



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It is noted that there is correspondence from Michael Nugent and Co Solicitors stating that Kennelsfort Management Company are the owners of the site in relation to SD21A/0109.

Notwithstanding the above, the Planning Authority requests that the applicant provide a clearly labelled plan, indicating land within their ownership, as well as land where consent has been obtained to secure planning permission. The applicant is also requested to detail whether there are any existing agreements which would restrict the parking area identified on the west side of Kennelsfort Road Upper from being used as parking as part of the current application. This should be provided via **additional information**.

Visual and Residential Amenity

The proposed development would provide for:

- A mixed-use development comprising
 - a gastro pub/restaurant (560sq.m) with off-licence (147sq.m),
 - 2 retail units (226sq.m and 157sq.m),
 - 50 apartments (3,417sq.m), all provided with private balconies/terraces (616sq.m);
 - communal roof gardens;
 - parking;
 - upgrades to existing pedestrian crossing on Kennelsfort Road Upper;

Total floorspace provided is 6,197sq.m.

The proposal would also demolish the existing building – 1,349sq.m

Existing Residential Amenity

The closest buildings to the subject site are the residential properties on Wheatfield Road (east), Kennelsfort Road (north), Palmerstown Avenue (north-east) and Oakcourt Grove (south east). A Circle K petrol station lies to the south and Palmerstown Shopping Centre lies to the west.

Overshadowing

Digital dimensions have produced a 'Daylight and Sunlight Assessment'. This includes a number of shadow diagrams, which have been produced in accordance with the BRE guidance for shadow studies. The study indicates impacts on Wheatfield Road @ 21 March 3PM and 5PM, as well as 21 June 4PM and 6PM. An impact is indicated on Kennelsfort Road on 21 December at 10AM, 12PM and 2PM. Palmerstown Avenue is impacted 21 December at 12PM, 2PM. The impacts are of varying degrees, with some changes to the shadows being cast and suggested as minor.

Given the overall scale of the proposal and the limited changes in the shadow analysis (as submitted), the impacts are considered to be generally acceptable

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Daylight and Sunlight

The 'Daylight and Sunlight Assessment' produced by Digital dimensions, has undertaken an analysis of the gardens of adjacent properties. Five locations have been detailed:

- S1 – 172 Kennelsfort Road Upper
- S2 – 215 and 215A Palmerstown Ave
- S3 – 1 Wheatfield Road
- S4 – 13 Oakcourt Grove
- S5 – 12 Oakcourt Grove

For 21st March, there are no discernible changes and the report sets out that, for each property, the ratio of proposed to existing sunlight received is 100%.

There is therefore no change in this regard, which is considered acceptable.

Privacy

Policy H15 states "*It is the policy of the Council to promote a high standard of privacy and security for existing and proposed dwellings through the design and layout of housing*".

The proposed development on site is taller than existing surrounding development and introduces a residential use on the upper floor. The proposed apartments each have individual private amenity spaces, some of which are in close proximity to existing residential properties. There is therefore potential to impact upon the residential amenity of these areas.

Drawing 525_001_PL_006 indicates that the side elevation of No. 13 Oakcourt Grove would be approx. 25.7m from the edge of the proposed apartment balconies. The side elevation of No. 172 Kennelsfort Road Upper would be located approx. 32m from the proposal and 215A Palmerstown Ave would also be approx. 32m. H15 Objective 4 states "*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*". The balconies on elevation 3 (i.e. the closest to residential properties) are stated to be opaque and 1.8m high. They are also set at an angle. It is also noted that there is screening to outdoor dining areas and at the 4th floor terrace. Specific regard has been given within the assessment to the provision of a significantly deep 'ornamental shrub planting' at fourth floor level, which will support the protection of private amenity space of existing residential areas, particularly to the east. The Planning Authority has assessed this element of the design and considers that no undue overlooking of, or negative impact on, existing private amenity space would arise and therefore consider the development to be generally acceptable in this regard.

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Building Heights

Policy UC 6 seeks to 'support varied building heights across town, district, village and local centres and regeneration areas in South Dublin County.' The following objectives are also relevant:

UC6 Objective 1: To encourage varied building heights in town, district, village, local and regeneration areas to support compact urban form, sense of place, urban legibility and visual diversity while maintaining a general restriction on the development of tall buildings adjacent to two-storey housing.

UC6 Objective 2: To ensure that higher buildings in established areas take account of and respect the surrounding context.

In the context of UC6 Objective 1, it is noted that the Development Plan outlines that tall buildings exceed five storeys. As such, this development is not a tall building. In building height terms, the proposal represents a 'higher building' as it is greater than prevailing height.

The proposed development would be 5 storeys in height along the Kennelsfort Road Upper and Wheatfield Road, with the eastern section of the structure stepping down to 4 storeys to the east, accommodating a roof terrace above. This is an increase in height from the height of the current public house onsite. Under the County Development Plan (Section 11.2.7) the height of any building will be determined by, in summary, the prevailing building height in the area, proximity of existing housing and Protected Structures, and the formation of a cohesive streetscape pattern. This list of criteria to consider includes that 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.

The existing building heights to the north and east are all 2 storeys, the closest being to the east, where the proposal has been stepped to 4 storeys. A petrol station lies to the south and the remainder of the district centre lies to the west, alongside commercial development. The site itself is designated as part of the District Centre. There are no Protected Structures adjoining or in close proximity to the subject site.

Policy H7 of the County Development Plan states:

*"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***

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Minister under Section 28 of the Planning & Development Act 2000 [Planning Authority's emphasis](as amended)".

H7 Objective 4 states "*That any future development of both residential and/or commercial developments in Palmerstown Village and the greater Palmerstown Area shall not be higher than or in excess of three stories in height*".

The above H7 policy, H7 objective 4 and the criteria consideration that a 35m set back from housing for greater than 2 storeys are noted. The applicant has provided an assessment in accordance with the Section 28 *Urban Development and Building Height Guidelines for Planning Authorities, 2018*.

Under SPPR 3 of the Building Height Guidelines, the planning authority may approve development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise. The site is located within a district centre, is supported by existing facilities and infrastructure in the vicinity of the site, which includes a public transport network. Having regard to the submitted documentation and given the DC zoning of the site, the separation distance from the existing residential properties and the measures proposed to protect the amenities of the surrounding area, it is considered that the principle of the overall building height is compliant with the Building Height Guidelines and SPPR3.

Density

The applicant states that proposed 50 residential units on an approx. 0.265ha (gross development area) site equates to a residential density of 188 residential units per ha. It is noted that the site area given on the application form is 0.469ha. It is considered that the gross density is 106 (including all parking etc) and the net density is 188.

The proposed density, although significant, would generally be in accordance with County Development Plan policy and objectives:

Policy H8 'It is the policy of the Council to promote higher residential densities at appropriate locations and to ensure that the density of new residential development is appropriate to its location and surrounding context'.

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).

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The 2009 guidelines cite town centres, areas along public transport, infill sites, redevelopment sites as areas that may be suitable for higher densities. This is not altered by the 2021 circular. The Apartment Guidelines (2020) also guide higher densities to 'Central and/or Accessible Urban Locations'. Densities over 45dph are also acceptable at 'Intermediate Urban Locations'.

Given the location, in proximity to existing retail and supporting facilities and located along a significant public transport route, the proposed density is considered acceptable.

Amenity of Future Occupiers

The proposed development would provide for 25 x 1-bed and 25 x 2-bed units. Table 11.21 of the County Development Plan and the 2020 Apartment Guidelines set out minimum space standards for apartments. The proposed apartments are assessed against these requirements. It is noted that the applicant has not specified this is a Build-To-Rent proposal as defined by the Apartment Guidelines. The proposed development has been assessed as a Build-To-Sell development in this report.

A housing mix of 25 one-bedroom and 25 two-bedroom apartments equates to 50% of the development as one-bedroom apartments, which is in accordance with the 2020 Apartment Guidelines SPPR1.

Standard of Accommodation

One-Bedroom Units:

The proposed 1-bedroom apartments would have the following approx. areas:

- Floorspace: Ranging from 49 to 60sq.m (min is 45sq.m)
- Private open space: Ranging from 7.2 to 23sq.m (min is 5sq.m)
- Storage: 3.3sq.m to 5.5sq.m (min is 3sq.m)
- Aggregate floor area of living/dining/kitchen area: Ranging from 24.4 to 34.1sq.m (min is 23sq.m)
- Size of bedroom: 11.7sq.m (min is 11.4sq.m)
- living/dining room width: not stated. Drawings indicate c3.3m (min 3.3m)
- bedroom width: not stated. Drawings indicate c2.8m (min 2.8m)

Two-Bedroom Units:

The proposed 2-bedroom (4 x person) apartments would have the following approx. areas:

- Floorspace: Ranging from 78 to 90sq.m (min is 73sq.m)
- Private open space: Ranging from 7.4 to 49sq.m (min is 7sq.m)
- Storage: Ranging from 6 to 12.6sq.m. (min is 6sq.m)
- Width of living/dining room: 3.6m – no.22/36 as example (min 3.6m)

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- Aggregate floor area of living/dining/kitchen area: Ranging from 30 to 33.8sq.m (min is 30sq.m)
- Aggregate bedroom area: 24.7 to 27.2sq.m (min is 24.4sq.m)
- Bedroom width – (min 2.8m)
- Size of bedroom: 11.7sq.m – bedroom 2 in no.22/36 as example (min is 11.4sq.m/13sq.m)

The Apartment Guidelines require the majority of the apartments to exceed the minimum floor area standard for any combination by a minimum of 10%. The majority of the proposed apartments (29) exceed the minimum floor area by at least 10% and the proposal therefore complies with this requirement. The proposed floor to ceiling heights would be approx. 5m at ground floor level and approx. 3m for the remaining upper floors. This complies with the Apartment Guidelines.

Communal Open Space

Communal open space is provided as follows:

1st floor 186sq.m
4th floor 258sq.m

It is Council policy, in accordance with the County Development Plan:

“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”. Policy H12

Policy H13 further states *“It is the policy of the Council to ensure that all dwellings have access to high quality private open space (incl. semi-private open space for duplex and apartment units) and that private open space is carefully integrated into the design of new residential developments”.*

Having regard to Council policy and the lack of information submitted with this application, the applicant is requested to provide a plan indicating how the above requirements are met, indicating the hierarchy of open spaces and clearly indicating the location of the public open space proposed.

Additional information.

Public Open Space

Given the site size, the proposal represents an infill site and useable public open space is difficult to provide. The applicant states they are providing 623sq.m public open space. The applicant has not indicated this area on drawings and it is considered that it is enhancement to the public realm. In

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relation to public open space on infill sites, Section 11.3.2 sets out that subject to appropriate safeguards to protect residential amenity, reduced open space and car parking standards may be considered for infill development, dwelling sub-division, or where the development is intended for a specific group such as older people or students. Public open space provision will be examined in the context of the quality and quantum of private open space and the proximity of a public park. In this context, subject to clarity in relation to the public realm improvements, it is considered that the approach of the applicant to public open space is acceptable at this location, having regard to the proximity of pockets of open space in the area.

Aspect

Of the 50 apartments 20 would be single aspect and 30 would be dual aspect, equating to a 60% dual aspect ratio. The single aspect apartments would be facing east, west or south. This proportion and orientation of the single aspect apartments is considered acceptable and in accordance with SPPR 4 of the Apartment Guidelines.

Daylight

The applicant has provided an assessment of the Average Daylight Factor (ADF). For the assessment in this instance, the applicant has assessed the first and second floor habitable rooms, which is considered acceptable, given there are no residential units at ground floor and floors above would have a higher ADF. The report concludes that the proposed development meets the recommendations of the BRE guidelines and BS 8206 Part 2: 2008 Lighting for Buildings, Code of Practice for Daylighting and all the units will have a good quality of daylight'. This is considered acceptable to the Planning Authority and will provide a level of daylight in accordance with the standards in Section 3.2 of the Building Height Guidelines.

Sunlight

For the proposed amenity spaces, the BRE recommend that 50% of the area should receive more than 2 hours of sunlight on 21 March. All amenity spaces meet this criteria.

Building Lifecycle

No building lifecycle report has been included in accordance with Section 6.13 of the apartment guidelines. The applicant is requested to provide this via **additional information**.

Design and Visual Impact

Concern has been raised in the submissions that there is a change in levels between the site and the surrounding residential development that has not been shown. The applicant has provided existing and proposed contiguous elevations that indicate a minor change in levels between the site and the

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surrounding areas (the site sits slightly lower). It is considered the information submitted is accurate.

The applicant has submitted photomontages from 6 different viewpoints:

- VP1: View from north to the site from Kennelsfort Road Upper (adjacent to shopping centre car park). Building is significantly prominent, but design is generally in keeping with the character of the surrounding area.
- VP2: View from north to the site from Kennelsfort Road Upper (adjacent to shopping centre car park – closer than 1). Building is significant, but the design is in generally in keeping with the zoning of the site and it provides for a statement structure at this prominent location.
- VP3: View from south to the site from Kennelsfort Road Upper. Building is significant, but the design is in generally in keeping with the zoning of the site and it provides for a statement structure at this prominent location.
- VP4: View from south to the site from Kennelsfort Road Upper (further south than 3). Building is significant, but the design is in generally in keeping with the zoning of the site and it provides for a statement structure at this prominent location .
- VP5: View from east from Wheatfield Road. The structure increases in height by an additional two floors and is separated by a laneway between the site and the dwelling house directly to the east. The design is in generally in keeping with the zoning of the site, and addresses the residential properties to the east.
- VP6: View from east from Wheatfield Road / Palmerstown Ave junction. Building is more prominent to existing, but design is in keeping with the character of the surrounding area.

The photomontages and elevations provided indicate that the design of the proposed development is generally sympathetic to the surrounding area and that the proposal would enhance the streetscene and strengthen this corner as focal point for the district centre.

It is noted that no contiguous elevations have been provided for elevations 3 and 4. It is noted that these are not front facing/principal elevations, however, they are still necessary for a full assessment. The applicant is requested to provide these via **additional information**.

There are no significant changes to the car park element on the west side of Kennelsfort Road Upper. It is noted that a tree is included every 5 spaces.

Access to the Public House

It is apparent that the Spar, Pharmacy (bookmaker) and apartment have individual entrances from the north elevation. There are numerous entrances to the Bar/Off-licence and Gastropub along the

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west elevation. The Gastropub also has access to the service are to the east. It is not apparent from the plans if one of these would serve as the main entrance/focal point. It is also not clear whether the Bar/Off-licence and Gastropub would be connected internally. This should be clarified.
ADDITIONAL INFORMATION.

Bin Storage

Bin storage for the apartments is proposed to the rear of the pharmacy and the spar, internally within the building. The bin stores for the commercial development is also within the building on the ground floor, adjacent to the access road to the east. It is not apparent that the applicant has demonstrated how the bin collection would function effectively and the Roads Department has requested a swept path analysis indicating collection is possible. This should be provided via **additional information**.

Parks and Landscaping

The Parks and Public Realm Department has stated:

*“1. We welcome the blue and green roofs, permeable paving and SuDS bioretention/tree pits in the drainage proposals. However, there are conflicts between the information on the Landscape Proposals (Downey Landscape Drawings 525-001-PL-610/525-001-PL-613) and the SuDS Layout Strategy (gdcl Consulting Engineers Drawing P-2012-C-105). The Public Realm section requires the SuDS proposals in the drainage strategy to be consistent with those in the Landscape Proposals . (Some of the bio-retention features are missing from the SuDS strategy including retrofitted bioretention SuDS tree pits in the car park across the Kennelsfort Road Upper).
2. Play proposals should be accessible and in compliance with BS 1176 and 1177 Playground Equipment and Playground Safety Surfacing”.*

Conditions are recommended, however, as additional is being sought for other matters, it is considered that additional information should also be sought regarding the matters highlighted by the Parks and Public Realm Department. In this instance, it is considered that playground equipment is not relevant.

Access and Parking

The Roads Department has stated:

“Access & Roads Layout:

There is no vehicle access to the proposed development. The access to the car park on the west is from an existing arrangement with the shopping centre, although this is not mentioned in the application, verification of the access arrangements to the car park should be confirmed. The entrance to the east of the carpark directly on to Kennelsfort Road should be removed and not used for access.

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Refuse collection is proposed to be serviced by traditional weekly refuse lorries as required. This "traditional" method is not feasible for this type of development and a detailed waste management plan would be required, highlighting the collection of waste by off street staging areas, this is particularly relevant for the commercial aspects of the development.

Permeability:

The public footpath along Wheatfield Road and Kennelsfort road are shown within the red line and therefore assumed for upgrading. Although the orange hatching that identifies the management companies' reasonability cuts the footpath to the north of the development in half, this footpath should remain in its entirety in the care of the local authority, therefore the management companies' boundary should be moved south towards the building line. The existing footpath should be matched and be continuous with any newly proposed.

There is proposals to upgrade the existing pedestrian crossing on Kennelsfort Road, details of this crossing should be submitted to the roads department for written approval prior to commencement.

Car Parking:

There is a total of 53 carparking spaces for the development. 32 are dedicated to the apartments providing a ratio of 0.64 per unit. Including two motorbike spaces. The majority of carparking is to the west of the development on the opposite side of Kennelsfort Road. An upgraded pedestrian crossing has been proposed to allow for residents to access the intended car park. There are 4 on-street car parking spaces proposed for Wheatfield Road to the north along with a loading bay. These spaces have been shown to be offered for taking in charge by the local authority.

The parking provision for the Palmerstown area would be 36 spaces (16 for the one bed and 20 for the two bed). The retail and bar areas would require 31 car parking spaces for areas of 560m² pub and retail 530m² the provision for the retail is low.

Bicycle Parking:

There are 128 bicycle parking spaces, 96 for residents and 32 spaces for visitors. The bicycle parking is adequate.

Taking in Charge:

All works in the public domain shall confirm to South Dublin County Councils taking in charge standards".

Additional information has been requested. The Planning Department is satisfied that the applicant investigate options as per the Roads report.

Services and Drainage

Water Services and Irish Water have reviewed the proposed development and have no objections, subject to conditions.

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Environmental Health

The H.S.E. Environmental Health Officer has reviewed the proposed development and has stated: *“The proposed development is located on the Kennelsfort Road in a largely residential area with properties situated to the North, East and Southern end of the site.*

The main concerns from Environmental Health relate to potential noise disturbance from the proposed demolition of the site. There is also potential for dust issues to arise if not managed properly.

Given the site is bordered by residential the approved construction hours must be restricted to a starting time of 8am. A standard condition of consent has been included below.

In order to mitigate the potential for both noise and dust it is important to ensure that all receivers receive information detailing the site managers contact details prior to works commencing. The proposed demolition works will be intrusive by nature and therefore it is important that adequate community engagement between the site contractor and surrounding residents.

A mail drop to all neighbouring residential and commercial properties must be completed in advance of works commencing. The information must include an outline of the works and relevant site contact details should the public wish to make a complaint.

This measure should help to prevent complaints being generated to the Environmental Health Department by ensuring that any issues that arise are dealt with efficiently. A non-standard condition has been provided with regard to community consultation”.

There are no objections, subject to conditions.

Screening for Environmental Impact Assessment

Having regard to the modest nature of the proposed development, and the distance of the site from nearby sensitive receptors, there is no likelihood of significant effects on the environment arising from the proposed development. The need for environmental impact assessment can, therefore, be excluded at preliminary examination and a screening determination is not required.

Screening for Appropriate Assessment

The applicant has submitted an appropriate assessment screening. This concludes:

“no significant effects will arise from this project to Natura 2000 sites in Dublin Bay: The North Dublin Bay SAC, the North Bull Island SPA or the South Dublin Bay and River Tolka Estuary SPA... On the basis of the screening exercise carried out above, it can be concluded that the possibility of any significant impacts on European Sites, whether arising from the project itself or in combination with other plans or projects, can be excluded beyond a reasonable scientific doubt on the basis of the best scientific knowledge available”.

Having regard to the scale and nature of the proposed development, the location of the development within a serviced urban area so that any construction surface water runoff will be managed via the existing drainage system, the consequent absence of a pathway to a European site, it is considered

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that the proposed development would not be likely to have a significant effect individually, or in combination with other plans and projects, on the Natura 2000 network and appropriate assessment is not therefore required.

Conclusion

Having regard to the:

- provisions of the South Dublin County Development Plan 2016-2022,
- the established character of the area, and
- the scale, design and standard of the proposed development,

it is considered that **Additional Information** is required to ensure that the proposed development would be in compliance with Council policy, would provide a quality standard of accommodation for future occupiers, would provide adequate parking and public space and would, therefore, be in accordance with the proper planning and sustainable development of the area.

Recommendation

I recommend that **ADDITIONAL INFORMATION** be requested from the applicant with regard to the following:

1. The applicant is requested to submit revised drawings and documentation, including a revised Site Layout Plan of the car parking located to the west of Kennelsfort Road, clearly delineating the following:
 - (a) The existing pedestrian access and east-west aligned walkway shall be closed and relocated as follows:
 - (b) A new pedestrian access should be created at car parking spaces 12-13 from the Kennelsfort Road (to align with the upgraded crossing).
 - (b) The relocated east-west walkway should connect the new pedestrian access (required under item a.) to the pathway to the west of car parking spaces 04-05.
 - (c) Car parking spaces 04-05 and 12-13 should be omitted and relocated to the area created by the omission of the existing pedestrian entrance and walkway.
 - (d) Proposals for the suitable landscaping of the new east-west walkway and pedestrian entrance should also be submitted.
2. The applicant is requested to submit:
 - (1) A revised layout of not less than 1:200 scale showing the car parking, bicycle parking and pedestrian routes within the development. Please refer to Table 11.22: Minimum Bicycle Parking Rates- SDCC County Development Plan 2016-2022. Please refer to Table 11.23: Maximum Parking Rates (Non-Residential) - from the SDCC County Development Plan 2016-2022. The revised layout should also indicate:
 - (a) The minimum width of footpaths shall be 1.8m wide to aid mobility impaired users (specific regard to footpath along the eastern boundary with the laneway).

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- (b) All external bicycle parking spaces covered.
 - (c) Footpath layout providing adequate connectivity around the development and footpaths on the main road.
 - (2) Accurate plans demonstrating the provision of a visibility splay of 2.4m x 50m in both directions from the entrance to the east side (rear lane). Sightlines should be shown to the near side edge of the road to the right-hand side of entrance and to the centreline of the road to the left-hand side of the entrance (when exiting).
 - (3) A revised layout of not less than 1:200 scale showing 5% of vehicular parking spaces for mobility impaired users, and 10% vehicular parking spaces to be equipped with electrical charging points.
 - (4) A revised layout of not less than 1:200 scale detailing the removal of the existing vehicle access from the car park directly on to Kennelsfort road.
 - (5) A revised layout of not less than 1:100 scale, showing a swept path analysis drawing (i.e. Autotrack or similar) demonstrating that fire tenders and large refuse vehicles can access/egress the site. An Autotrack demonstrating how vehicles access the parking facilities within the shopping centre.
 - (6) A revised layout of not less than 1:100 scale, showing a suitable designated bin collection/delivery vehicle set-down spaces not on wheatfield Road or Kennelsfort Road, i.e., this should be located within the development.
3. The applicant is requested to submit a Drainage plan/SuDS strategy that are consistent with SuDS shown on the landscape plans. This should show how much water each/all of the SuDS features are attenuating and for SuDS to be retrofitted in the adjoining car park as indicated on the landscape plans. At present, there are conflicts between the information on the Landscape Proposals (Downey Landscape Drawings 525-001-PL-610/525-001-PL-613) and the SuDS Layout Strategy (gdcl Consulting Engineers Drawing P-2012-C-105). SuDS proposals in the drainage strategy should be consistent with those in the Landscape Proposals. Some of the bioretention features are missing from the SuDS strategy including retrofitted bioretention SuDS tree pits in the car park across the Kennelsfort Road Upper.
 4. The applicant states that 623sq.m public open space will be provided. The applicant has not indicated this area on drawings. The applicant is requested to clearly indicate the location of the 623sq.m public open space on a revised plan and provide clarity on the material finishes and taking in charge.
 5. The applicant is requested to:
 - (1) provide a clearly labelled plan, indicating land within their ownership, as well as land where consent has been obtained to secure planning permission.
 - (2) detail whether there are any existing agreements which would restrict the parking area identified on the west side of Kennelsfort Road Upper from being used as parking as part of the current application.

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6. The applicant is requested to submit a full schedule detailing how each apartment satisfies the minimum standards in Appendix 1 of the Apartment Guidelines 2020.
7. (a) The applicant is requested to provide a building lifecycle report in accordance with Section 6.13 of 'Sustainable Urban Housing: Design Standards for New Apartments' (2020).
(b) It is noted that no contiguous elevations have been provided for elevations 3 and 4. It is noted that these are not front facing/principal elevations, however, they are still necessary for a full assessment. The applicant is requested to provide these contiguous elevations.

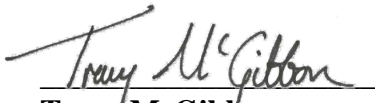
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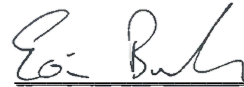
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REG. REF. SD21A/0271

LOCATION: Lands at the Silver Granite pub, Palmerstown, Dublin 20



Tracy McGibbon,
A/Senior Executive Planner



Eoin Burke,
Senior Planner

ORDER: I direct that **ADDITIONAL INFORMATION** be requested from the applicant as set out in the above report and that notice thereof be served on the applicant.

Date: 25 Nov 21



Mick Mulhern, Director of Land Use,
Planning & Transportation