

PLANNING REPORT

PREPARED AS PART OF A PLANNING APPLICATION FOR

A RESIDENTIAL DEVELOPMENT

ON A SITE AT

HAYDEN'S LANE, LUCAN, CO. DUBLIN

PREPARED FOR

JACKIE GREENE CONSTRUCTION

PREPARED BY

Senior Administrative Officer,
Planning Department,
South Dublin County Council,
County Hall,
Tallaght
Dublin 24

21st December 2021

RE: Jackie Green Construction intend to apply for planning permission on a site at Hayden's Lane, Lucan Co Dublin. The proposed development is for:

- **Construction of a residential development comprising 3 no. 3-5 storey blocks of 74 no. apartments (20 no. 1-bed, 48 no. 2-bed and 6 no. 3-bed) all with associated private balconies/terraces to the north/south/east/west elevations;**
- **Vehicular and pedestrian access from Hayden's Lane to the north west of the site and closure of the second existing vehicular entrance at south west of site;**
- **A pedestrian access from Griffeen Park to the south east of the site;**
- **Provision of car and cycle parking, public and communal spaces, bin stores and all associated site development and clearance works, landscaping, boundary treatments and other servicing works.**

1. INTRODUCTION

McGill Planning Ltd., No. 45 Herbert Lane, Dublin 2, have prepared this planning application on behalf of our client Jackie Green Construction for the development as described above at a site on Haydens Lane, Adamstown, Lucan, County Dublin.

This report sets out the planning rationale and justification for the proposed development and demonstrates how it aligns with the planning and sustainable development of the area. This report should be read in conjunction with the drawings and documentation submitted by Oppermann Associates Architects and Interior Designers, Roger Mullarkey and Associates Consulting Structural and Civil Engineers, Cunnane Stratton Reynolds Landscape Architects, and TPS Traffic Consultant.

Development Proposal	Statistics
No. of residential units	74 no. apartment units: - 20 no. 1-bed, - 48 no. 2-bed - 6 no. 3-bed
Site Area	Overall application site: c.1.09 ha Applicant Ownership c.0.87 ha
Density	68 per hectare gross / 85 units per ha net
Building Height	3-5 storeys in height
Aspect	70% Dual/Triple Aspect (52 no. units)
Open Space	Public Open Space: c.3,630 sqm Communal Open Space: c.1,805 sqm
Carparking	42 resident's car spaces (including 2 disabled spaces)
Cycle parking	160 no. cycle parking spaces.
Access	Off Hayden's Lane to the north west of the site. Pedestrian access to Griffeen Park to the south east of the site



PROPOSED SITE LAYOUT PLAN
PLANNING PERMISSION

2. SITE LOCATION AND DESCRIPTION

The site is located at the southern end of Hayden's Lane, a cul-de-sac, to the north of the Dublin-Cork Railway Line and Adamstown Link Road. It is approximately 2.2km to the south of Lucan Village. The site is bounded by Hayden's Lane to the west, with residential development further west. Griffeen Valley Park to the south and east. To the north east and east by two storey housing in the "Old Forge" housing estate and by a number of individual residential units to the north.

The subject site is a brownfield site which is currently made up of concrete hardstanding, tarmacadam, and vegetation. The site is circa. 0.87 Ha is irregular in shape and bordered by a mixture of dense planting, overgrown hedgerows and trees, with a number of dry ditches along the south, east and north eastern borders. Additional lands in the ownership of South Dublin County Council are also included within the application site to enable upgrading works to the footpaths etc. when this land is included there is a total gross site area of 1.09ha.

An industrial warehouse previously existed on the site. This has been partially demolished under permissions SD15A/0301, PL06S.245936. Existing palisade fencing borders the site at Hayden's Lane which will be removed and replaced with new boundary treatment. The site is largely overgrown with concrete hardstanding remaining from the demolition of a former industrial unit. The site is not located within an Architectural Conservation Area, nor is it a Candidate Architectural Conservation Area.



Figure 1 Site location (Source: author)



Figure 2 Site viewed from Hayden's Lane (Source: author)

Current vehicular access is provided by two points to the north and south of the site. Public pedestrian access to Griffeen Valley Park exists directly to the south of the site off Hayden's Lane. To the west of the site, Hayden's Lane ends in a cul-de-sac and a pedestrian footbridge continues footbridge over the Dublin-Cork railway line to provide access to the greenfield lands south of the railway line.



Figure 3 Hayden's Lane cul-de-sac adjacent to the site (Source: author)



Figure 4 Existing north west entrance to site from Haydens Lane (Source: author)



Figure 5 Existing second access to site at the southwest of the site to be closed off (Source: author)

The surrounding area of the site is predominantly residential dominated by detached, semi-detached and terraced 1 and 2 storey houses to the north, northeast and west of the development site. The locality is characterised by a mix of style of housing styles that range from pebble dash and brick front-gabled two-storey houses to hipped roof plaster rendered buildings.

Under the provisions of the South Dublin County Development Plan the subject site is primarily zoned Objective RES: 'To protect and/or improve residential amenity'. The proposed land uses are 'Permitted in principle' on such lands. A small proportion of the site included in the red line boundary is zoned Objective OS "To preserve and provide for open space and recreational amenities" and is in the care of South Dublin County Council. A letter of consent has been obtained for this land and is included with this planning application.

Wider Area:

The subject site is located close to a wide variety of amenities including shops, restaurants, cafes and bars in Lucan Village centre, which is 2.2 km. distance away, 9 minutes by car, 12 minutes by bicycle, 18 minutes by public transport and walking distance 34 minutes. Finnstown neighbourhood Centre is 1.2 km distance from the site, a 5-minute car journey, 14-minute walking and 4 minutes cycling distance while the Adamstown Londis and neighbourhood shops are 1.1km away. Lucan Shopping Centre is 6-minute journey by car from the site, 19 minutes by public transport, 22 minutes, waling and 9 minutes cycling distance.

Liffey Valley shopping centre is located 6.6Km for the site which is a 12 minutes journey by car, 18 minutes cycle and also has public transport running to it.

There is a substantial number of primary, secondary and third level schools and colleges in the area which are easily accessible from the site. Primary schools in the area include Adamstown Educate Together, Nionra Mharin, Finnsview Montessori and Childcare, Esker Educate Together, Gaelscoil Eiscir Riada. Secondary and further education/third level colleges in the area include: Lucan Community College, Griffeen Community College, St Joseph's College, Adamstown Community College, Deansrath Community College. In addition, Maynooth University is located 15km from the site and is accessible via the M4., the junction to which is located 3.3km from the subject site.

The site also benefits from excellent cycle connections into the wider area.

The site's proximity to Griffeen Valley Public Park along the eastern border is of significant benefit in terms of amenity value. It also provides pedestrian link through the park to Griffeen Avenue, and up through this attractive parkland to Griffeen Valley Park Playground and the Lucan Sports and Leisure Centre.

Public Transport

The site is situated 13.5 kms from Dublin City Centre and located in an area with well-established public transport and road infrastructure. The site is well serviced with public transport having a direct Irish Rail commuter service connection at Adamstown Train Station located 1.5m which is c.20 minutes walking and 7 minutes cycling distance. Adamstown Train Station provides a regular commuter service to and from Dublin City into Heuston Station. These walk times to public transport are indicated on the plans below.

There are three different bus stops within 700m of the site. These connect the site to local bus services including the C1, C2, L53, and P29 connecting the site to Sandymount, Liffey Valley Shopping Centre, Adamstown Station and Dublin city centre, and the Airport.

Haydens Lane also connects to the R120 and the N4/M4 providing access into Dublin City Centre easily along with connecting to the M50 Motorway, providing connection to the wider area.

The site is also located close to other important employment centres around the M50 being c. 3.6 km from Leixlip, c.7.4 km from Celbridge and 18.4 km from Rathcoole.



Figure 6 walking routes and connectivity to the surrounding area



Figure 7 Location of public transport and walking distances



Figure 8 Cycle network in the surrounding area

The site also benefits from excellent cycle connectivity. With direct access onto the cycle path through Griffeen Valley Park and direct links down to the Grand Canal Cycle way. This ensures ease of access by bike to the wider area.

Form of Transport	Destination	Distance from the Proposed Development	Peak Frequency
Bus routes	C1 between Adamstown Rail Station and Sandymount	c.550m (6 min walk)	Between every 15 mins at peak to 30 mins off peak
	C1 between Adamstown Rail Station and Sandymount	c.550m (6 min walk)	Every c.6-10 Minutes at peak and 30mins off peak

	L53 between Adamstown Rail Station and Liffey Valley Shopping Centre	c.550m (6 min walk)	Every c.30 mins
	P29 between Adamstown Rail Station and Ringsend Road	c.700 m (7 min walk)	Every morning and evening.
Train	Adamstown to Dublin Heuston Station	c.1.9km (19 min walk)	Every c.10 mins
Cycle	Grand canal cycle route to Dublin City Centre (40 mins cycle)	c.700 m	N/A
	N4 Cycle Path to Blanchardstown (48 mins cycle)	c.1.4km	N/A
	R136 Cycle Path to Citywest Business Park (30 mins cycle)	c.1km	N/A

3. PLANNING HISTORY

The relevant recent planning history of the site is as follows:

SDCC Planning Reg. Ref: SD21A/0144

On 20th May 2021 the applicant lodged a planning application with SDCC for a residential development on the subject lands as per the following statutory planning notice wording:

- Construction of a residential development comprising 3 no. 3 storey blocks made up of 54 no. duplex units (27 no. 2-bed and 27 no. 3-bed) all with associated private balconies/terraces to the north/south/east/west elevations;
- Vehicular and pedestrian access from Hayden's Lane to the north west of the site and closure of the second existing vehicular entrance at south west of site;
- A pedestrian access from Griffeen Park to the south east of the site;
- Provision of car and cycle parking, public and communal spaces, bin stores and all associated site development and clearance works, landscaping, boundary treatments and other servicing works.



Figure 9 withdrawn application layout

This application was withdrawn on 14th July 2021.

The current application seeks to resolve a number of issues that were arising in relation to this previous application. This is discussed further below.

SDCC Planning Reg. Ref: SD15A/0301

PERMISISON granted with 15 no conditions for the demolition of existing 2 storey industrial/factory building (2,691sq.m) and construction of residential nursing home on lands at the former factory building, Hayden's Lane. The development will comprise 124 bedrooms (147 bed spaces) with associated ancillary/common facilities and office/administration areas. The new building will range in height from 1 storey to part 2 storey and part 3 storey. The development will also include car parking, site works, landscaping, retention of and modification to one existing access and removal of one secondary access plus boundary treatment, upgrade to footpath along Hayden's Lane, Lucan Co. Dublin.

Applicant: Carechoice Lucan GP Ltd.

Date of Grant: 24th November 2015.

First Party Appeal of Condition no 14 in respect of financial contribution for infrastructure in the area, to An Bord Pleanála Ref. PL: 06S.245936.

Board Decision 3rd May 2016 to direct the council to amend no condition 14.

This permission was partially developed with the demolition of the industrial buildings. These former buildings measured 7.6m in height. The permitted development was 3 storeys in height and measured 10m at its highest point.

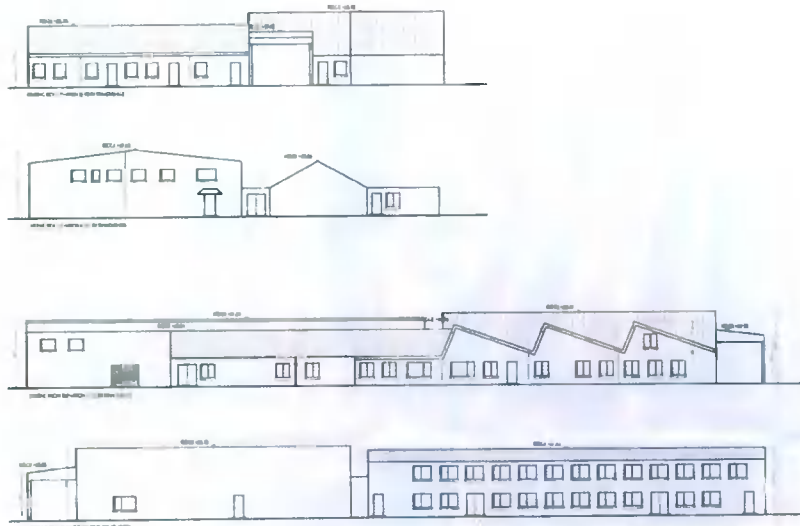




Figure 10 Propose site layout of previous application



Figure 11 East elevation

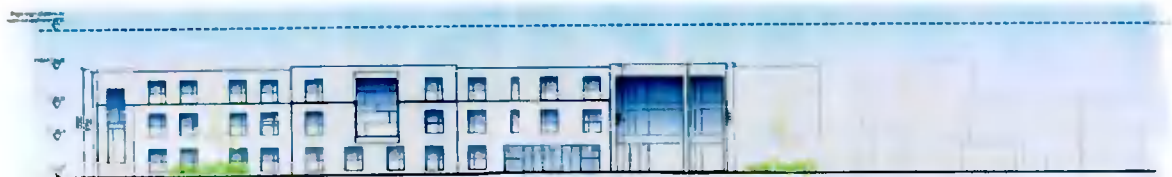


Figure 12 Southern elevation



Figure 13 West elevation

SDCC Planning Reg. Ref: SD14A/0271

PERMISISON granted having 13 no conditions for the demolition of the two storey industrial/factory building (2,691sq.m) and the construction of a Residential Nursing Home; the development will comprise a 120 bedroom residential nursing home ranging in height from 1 storey to part 3 storey with associated ancillary/common facilities and office/administration areas; the development also provides for the utilisation of existing car parking and 1 existing vehicular access (and removal of existing second access), landscaping, boundary treatments, upgrades to existing footpath along Hayden's Lane and all associated site development and engineering works.

Applicant: Rhonellen Developments Ltd.

Final Grant: 24th March 2015.

The permitted development was 3 storeys in height. This permission was not developed.

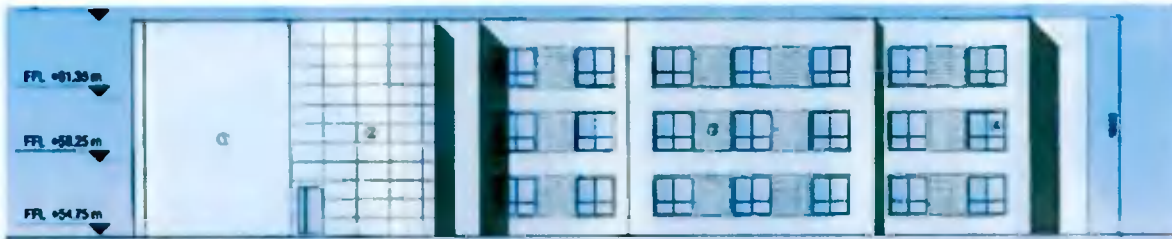


Figure 14 South elevation



Figure 15 West Elevation



Figure 16 East Elevation



Figure 17 North elevation



Figure 18 Proposed site layout of previous application

SDCC Planning Reg. Ref: S99A/0102

Permission for re-location of canteen and other staff facilities to first floor in existing factory, together with demolition of existing and construction of new stores block, extended carpark and other alterations.

4. PROPOSAL

The proposed development is for the following:

- Construction of a residential development comprising 3 no. 3-5 storey blocks of 74 no. apartments (20 no. 1-bed, 48 no. 2-bed and 6 no. 3-bed) all with associated private balconies/terraces to the north/south/east/west elevations;
- Vehicular and pedestrian access from Hayden's Lane to the north west of the site and closure of the second existing vehicular entrance at south west of site;
- A pedestrian access from Griffeen Park to the south east of the site;
- Provision of car and cycle parking, public and communal spaces, bin stores and all associated site development and clearance works, landscaping, boundary treatments and other servicing works.



Figure 19 Current proposal

5. RATIONALE FOR DEVELOPMENT

Site layout

The proposed site layout has been altered to provide 3 blocks with blocks 2 and 3 framing Griffeen Valley Park with a shorter frontage along Haydens Lane. The entrance into the development remains the same, while block 3 is in a similar location to the north of the site but altered to provide an angled view.

Blocks 2 and 3 form an attractive arced layout which is informed by the curving of the site and the frontage onto Griffeen Valley Park. The buildings have also been carefully sited to ensure that the proposed blocks are not directly backing onto the existing neighbouring buildings but are rather offset from them.



Figure 20 previous withdrawn proposal

Figure 21 Current proposal

Building Height, overshadowing and overlooking

The proposed buildings vary in height from 3 to 5 storeys. Oppermann Associates have provided a design statement setting out the approach to height on this site and the rationale for its development.

Block 1 to the north is 3 storeys in height and provides 6 duplex units, 3 no. 3 bed at ground floor and 3 no. 3 bed at upper floor. These units are located c. 33.78m from their neighbours to the north, c. 19.49m to the boundary to the east and c. 33.9m from 21a The Old Forge to the south east; and c.38.9m from the neighbours to the west. Due to these distances, and the angle of the building, there is no direct back to back overlooking between these neighbours so the privacy of the surrounding existing neighbours is protected. There is also no overshadowing or loss of light due to these distances and the fact that this building is only 3 storeys in height. It is noted that this building is only 3m taller than the pitched roof two storey houses in Hanstead Park and as such will fit in with the existing building heights of the area.



Figure 22 extract from design statement, block 1

Block 2 is located to the southeast of the site. This building steps from the east to the west from 3 storeys in height up to 5 storeys in height. This provides a transition from block 1 to the north, where the lower existing building heights are located, to the south where there are no existing adjacent buildings. The increase in height adjacent to the park will provide attractive views of the park for future residents, surveillance of the park and an attractive edge to the park land. It also ensure that there is no overbearing, large building due to the stepping of the building when viewed from existing neighbours properties. It is located to the south west of its nearest neighbour so is not directly in their line of sight.



Figure 23 extract from design statement, block 2

Again, this block 2 is a considerable distance away from surrounding neighbours with only one existing neighbour which is over 27m away, 21b The Old Forge to the east. The building is located to the south west of 21b The Old Forge and is angled away from this existing building ensuring that there is no direct overlooking between the proposed block and existing building. There are only oblique views between them. It has no adjacent existing neighbours to the south or west. There is no direct overlooking between block 1 and block 2 due to the angle and distance between the buildings. This protects the amenities of future occupants of both blocks. Furthermore, the distances proposed and the stepping of the building ensures that there is no loss of light or undue overshadowing as a result of this development.

Block 3 is located to the south west of the site. Again, this block transitions from three storeys to the west up to 5 storeys to the east, adjacent to block 2. As with block 2, the stepping of block 3 reflects the existing building height of its only existing neighbours to the west, stepping up to meet block 2 and providing appropriate height on the south of the site fronting onto the park. This will provide an attractive feature from the park and also provide surveillance to the park. Block 3 is located some c. 14.78m from its nearest neighbour on Haydens Lane, which is a single storey building. The gable wall of block 3 will address Haydens Lane also providing passive surveillance of this part of the lane. Again, due to the oblique views, the fact that this is a main public road, and the use of the existing residential windows, there will be no additional loss of privacy to these residents to the west. There is no proposed apartments to the north of block 3.



Figure 24 extract from design statement, block 3

Overall, the approach to building height is based on the context, with the lowest elements adjacent to the existing residential buildings and providing increased height in the locations which have no adjacent buildings. The highest buildings are to the south providing an attractive edge to the park along with overlooking to this area making it a safer place to be. The stepping of the height, and the location of the buildings ensures that there will be no undue overshadowing or loss of light due to the sensitive siting of these taller elements. In line with the NPF, Building Height Guidelines and the Apartment Guidelines this increase in height is appropriate in this highly sustainable location.

Unit types, sizes and aspect

The surrounding area is predominantly low density, low rise housing in the form of detached, semi detached single and two storey housing. This proposed development will introduce apartments and duplex units into this area, providing a greater mix and choice of units for the area. In line with the Apartment guidelines it is proposed to provide 74 no. units including 27% one bedroomed units, 65% two bedroom units and 8% three bedroom units. This mix is considered to be appropriate for this location considering the dominance of larger family homes in the area.

All of the units exceed the requirements of the Apartment Guidelines in term of floor areas required. All of the apartments have private amenity space, storages areas and large living areas. The schedule of accommodation and Housing Quality Assessment in the Design Statement clearly demonstrate the high quality of each of these units.

70% of the units are dual or even triple aspect. With only 30% single aspect units. There are three single aspect north facing units in block 2 but these, in line with section 3.18, are overlooking the proposed public park in the centre of the development. Given their limited number and the attractive

aspect they enjoy and the lack of overlooking from adjacent properties it is considered that these units are acceptable and appropriate within this development.

Building Design

The buildings have been designed to provide activity and windows on all elevations, including the gable ends. This provides animation to the buildings and overlooking to the surrounding proposed public and existing open spaces.

The materials proposed are high quality, low maintenance durable materials this includes brick and zinc as set out in section 4 of the design statement.

The blocks vary in height from 3 to 5 storeys providing visual interest and animation in the blocks, which is further complimented by the balconies which break up the building frontage. Blocks 2 and 3 are an unusual, curved design following the irregular shape of the site at the southern edge. This combined creates an attractive feature of the proposed development.

All of the bike and bin stores are of high quality, secure enclosed areas. They are proposed to be timber clad enclosures. These proposed enclosures are complimentary to the landscape strategy for the development.

Open spaces, both communal, public and private (Policies H21 and C12)

This open space is attractively landscaped as set out in the Landscape Master Plan for the site prepared by CSR. These open spaces also include plazas, and children play areas and provide privacy and security to the future occupants of these apartments, while also offering an attractive landscape for people passing to view and enjoy.

The proposed design exceeds the requirements for amenity space set out in the Design Standards for New Apartments 2018.

The proposed area to the south provides connectivity into the park, the central area provides an attractive area of public open space along Haydens lane and connects to the park, while the area to the east is adjacent to the area of public open space in The Old Forge Estate, and should SDCC wish to they could complete the connectivity between these areas.

The landscape design is sensitive to the character and ecology of the area and proposes to remove inappropriate boundary planting and introduces more appropriate native trees and shrubs where possible.

Each block also has an area of communal open space located to the rear of the block for residents to use in addition to the private open space associated with each apartment or duplex. The quantum of communal open space exceeds that required the Apartment Guidelines.



Figure 26 division of open spaces

Car and bicycle parking

The proposed development includes 42 car parking spaces and 160 bicycle parking spaces within the development. This is, as set out in the report by TPS Transport Planning, in line with the maximum standards set out in table 11.24 of the SDDP 2016-2022.

This is an accessible site with ease of access to Griffeen Avenue which provides excellent bus services and a c. ten minute bicycle/ 20 minute walk to Adamstown rail station. The accessibility of this site to both the bus and train network allows ease of access to Dublin City Centre, Kildare, and Liffey Valley all of which are key employment and educational nodes within the area.

As set out in the description of the area above, the site is also proximate to a range of retail, education and community facilities all of which can be accessed by foot or bicycle. As such, this reduced car parking ratio is appropriate to this site and is in line with both the Development Plan and National Planning policy which aims to reduce reliance on the car and a modal shift to more sustainable forms of transport.

The TPS report concludes that *"the existing road and junction links to access the proposed development site can operate satisfactorily in accommodating the levels and types of traffic likely to be generated by the residential apartment development"*

Sustainable community

The proposed development will, as discussed above, introduce new public open spaces to the area which will compliment the existing park to the south of the site. In addition to this the proposal also includes upgrades to the road to provide improved paths along this section of the road.

The introduction of a more varied house type, in the form of these apartments and duplexes, will allow empty nesters, single people, couples and smaller family units who want to remain in the area but cannot afford or do not want a larger home. This development will provide additional choice for this identified need in the area.

Water services

Roger Mullarkey and Associates have completed an Engineering Planning Drainage and Water Services Report and Flood Risk Assessment. This has been completed following dialogue with South Dublin County Council Drainage and Water Department and also the Public Realm Department. As a result this proposal uses existing dry ditch to the north and east of the site as a SuDS Swale and also use the existing dry grassed depression of the site as the bio retention SuDS attenuation storage feature. The design of the water services are in line with the requirements of SDCC and also Irish Water as demonstrated by the Roger Mullarkey and Associates report.

Ecology

A bat assessment and ecology report were prepared for the previous withdrawn scheme and are submitted again with this application. This notes some bats are on site. It is proposed to implement the mitigation measures recommended in both reports to support the existing ecology on site and also to provide measures, as shown in the landscaping drawings and report, to further enhance it.

Part V requirements

As part of the Part V requirement the applicant has designated 4 no. one bed apartments and 3 no. two bed apartments as Part V. Please refer to the Part V costings sheet that accompany this application.

6. PLANNING POLICY

The following sections of this report describe how the proposed development complies with the relevant National, Regional and Local policies and objectives:

National Policy

National Planning Framework: Ireland 2040 (2018)

National Planning Framework (NPF) is the Government's plan to cater to the extra 1 million people that are anticipated to be living in Ireland. The Eastern and Midland Region including Dublin is estimated to grow by at least half a million people more than today.

The NPF aims at:

- Supporting the future growth and success of Dublin as Ireland's leading global city of scale, by better managing Dublin's growth to ensure that more of it can be accommodated within and close to the city.
- Targeting a greater proportion (40%) of future housing development to be within and close to the existing 'footprint' of built-up areas.
- Making better use of under-utilised land and buildings, including 'infill', 'brownfield' and publicly owned sites and vacant and under-occupied buildings, with higher housing and jobs densities, better serviced by existing facilities and public transport.

The aim for compact growth of cities promotes "*Making better use of under-utilised land and buildings, ... with higher housing and jobs densities, better serviced by existing facilities and public transport.*" The new policy will make better use of lands and increase the footfall of areas thereby contributing to the viability of the services and enables more people "*to be close to employment and recreational opportunities, as well as more cycle and use the car less.*" (section 2.6NPF).

Section 4.5 highlights that "***general restrictions on building height or universal standards for car parking or garden size may not be applicable in all circumstances in urban areas and should be replaced by performance-based criteria appropriate to general location, e.g. city/town centre, public transport hub, inner suburban, public transport corridor, outer suburban, town, village etc.***" It highlights that there "***should also generally be no car parking requirement for new development in or near the centres of the five cities, and a significantly reduced requirement in the inner suburbs of all five.***"

National Policy Objective 13

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. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected.

National Policy Objective 35

Increase residential density in settlements, through a range of measures including reductions in vacancy, reuse of existing buildings, infill development schemes, area or site-based regeneration and increased building heights.

National Policy Objective 33

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

National Policy Objective 27

Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.

EVALUATION OF CONSISTENCY

The proposed development accords with the above listed National Policy Objectives and will be a sustainable re-use of a brownfield site at a very accessible location. The proposed scale and density of the development is a sustainable form of development with clear benefits in terms of increased local population and demand for services, high quality urban design outcomes and without negatively impacting the surrounding existing developments and uses.

Urban Development & Building Heights: Guidelines for Planning Authority, 2018

The Guidelines emphasise the policies of the NPF to **increase levels of residential development in urban centres and increase building heights and overall density** by both facilitating and encouraging the development of increased heights and densities by Local Authorities and An Bord Pleanála. It identifies the need to focus planning policy on *“reusing previously developed “brownfield” land, building up urban infill sites”*. The guidelines place significant emphasis on promoting development within the existing urban footprint utilising the existing sustainable mobility corridors and networks. *“In order to optimise the effectiveness of this investment in terms of improved and more sustainable mobility choices and enhanced opportunities and choices in access to housing, jobs, community and social infrastructure, development plans must actively plan for and bring about increased density and height of development within the footprint of our developing sustainable mobility corridors”*.

Specific Planning Policy Requirements -SPPR 1

Support increased building height and density in locations with good public transport accessibility to secure the objectives of the NPF and RSES and shall not provide for blanket numerical limitations on building height.

Development Management Criteria Section 3.2:

At the scale of relevant city/town:

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

At the scale of district/ neighbourhood/ street;

- The proposal responds to its overall natural and built environment and makes a positive contribution*
- The proposal is not monolithic and avoids long, uninterrupted walls of the building*
- The proposal enhances the urban design context for public spaces and key thoroughfares*
- The proposal positively contributes to the mix of uses and/ or building/ dwelling typologies*

EVALUATION OF CONSISTENCY

The proposed development will provide 3 blocks of residential development 3-5 storeys in height. The proposed height is considered suitable for this location to allow for overlooking over Griffeen Park to the south east of the site.

The proposed density on the site makes good use of a site that is very accessible. The site is located c. 19-minute walk from the Irish Rail Adamstown train stop, and Dublin bus has multiple routes within 8 minutes walk of the site. These bus routes connect the site to Dublin city centre, Heuston Train station and Blanchardstown.

The proposal will positively contribute to the locality as it will bring an underutilised site within an established neighbourhood back to life.

Sustainable Urban Housing: Design Standards for New Apartments 2020

The apartment guidelines 2018 promote sustainable housing by ensuring that the design and layout of new apartment buildings provide a satisfactory variety of household types and sizes including families with children over the medium long term.

Schemes that are within walkable distance of up to 5 minutes to/from high frequency urban bus service are identified as within Central and/or accessible urban locations by the guidelines and such schemes are encouraged to consider higher density development.

The guidelines provide updated guidance's for apartment buildings in line with NPF and Rebuilding Ireland. Planning authorities and ABP are required to have regard to the guidelines and apply Specific Planning Policy Requirements (SPPRs) within the meaning of section 28 of PDA 2000 in carrying out their functions (Section 1.20).

	EVALUATION OF CONSISTENCY
<p><u>SPPR 1</u> <i>Apartment developments may include up to 50% one-bedroom or studio type units (with no more than 20-25% of the total proposed development as studios) and there shall be no minimum requirement for apartments with three or more bedrooms.</i></p>	<p>The proposed mix will consist of the below:</p> <p>74 no. apartment units:</p> <ul style="list-style-type: none"> - 20 no. 1-bed, 27% - 48 no. 2-bed, 65% - 6 no. 3-bed, 8%

<p>SPPR 3 <i>Minimum Apartment Floor Areas:</i></p> <ul style="list-style-type: none"> - Studio apartment (1 person) 37 sq.m - 1-bedroom apartment (2 persons) 45 sq.m - 2-bedroom apartment (4 persons) 73 sq.m - 3-bedroom apartment (5 persons) 90 sq.m 	<p>The HQA produced by Oppermann Associates demonstrates that this proposal meets and exceeds these requirements.</p>
<p>SPPR 4 <i>(i) A minimum of 33% of dual aspect units will be required in more central and accessible urban locations, where it is necessary to achieve a quality design in response to the subject site characteristics and ensure good street frontage where appropriate.</i> <i>(ii) In suburban or intermediate locations, it is an objective that there shall generally be a minimum of 50% dual aspect apartments in a single scheme.</i></p>	<p>70% of the units are dual aspect.</p>
<p>SPPR 5 <i>Ground-level apartment floor to ceiling heights shall be a minimum of 2.7m and shall be increased in certain circumstances, particularly where necessary to facilitate a future change of use to commercial use.</i></p>	<p>Ground floor ceiling heights are greater than 2.7m</p>
<p>SPPR 6 <i>A maximum of 12 apartments per floor per core may be provided in apartment schemes.</i></p>	<p>This is met.</p>

Requirement for communal amenity spaces are stated within the Design Standards for New Apartments Guidelines for Planning Authorities. The total requirement for communal amenity spaces required for the proposed mix of units is 490sqm. The scheme provides a communal courtyard of 1,805sqm for the benefit of the residents exceeding the requirement stated by Design Standards for New Apartments 2018.

Minimum floor areas for communal amenity space

Studio	4 sq m
One bedrooms	5 sq m
Two bedrooms (3 person)	6 sq m
Two bedrooms (4 person)	7 sq m
Three bedrooms	9 sq m

Table 1 Design Standards for New Apartments 2018 Communal Amenity space requirements

Quality Housing for Sustainable Communities 2007 (DoEHLG)

The guidelines encourage increased densities on residentially zoned lands and particularly concerning infill developments. Section 5.9 identifies that they can range from *“small gap infill, unused or derelict land and backland areas”*. It advises that *“a balance has to be struck between the reasonable protection of the amenities and privacy of adjoining dwellings, the protection of established character and the need to provide residential infill.”*

It goes on to say in section 6.10 that *“While a 22m separation distance between opposing above ground floor windows is normally recommended for privacy reasons, this may be impractical and incompatible with infill development. In these cases, innovation and flexibility is essential in the interpretation of standards so that they do not become inflexible obstacles”* (Sustainable Residential Development – p54).

EVALUATION OF CONSISTENCY

The proposed development is located on a brownfield site that is zoned for residential development. The site is bounded generally by Griffeen Park to the south and south east, Haydens Lane to the west and Lucan Boxing Club / Old Forge residential estate to the north and north east. In order to protect the residential amenities of these dwellings, the blocks have been located to ensure that all the existing residential units are protected while still providing an attractive development.

Quality Housing for Sustainable Communities 2007 (DoEHLG)

The guidelines identify principles and criteria that are important in the design of housing and sets out some recommendations in terms of space provisions and room sizes etc. The guidelines also encourage infill and backland development, as identified in section 1.4.1 that infill sites can

- *Facilitate a mix of residential tenure within an area, thereby helping to promote social integration and facilitating the creation of vibrant, sustainable communities;*
- *Help to restore, strengthen or upgrade the social and physical fabric of an area and eliminate derelict, under-utilised areas;*
- *Maximise use of existing infrastructure;*
- *Act as a catalyst for urban regeneration; and*
- *Improve the appearance of an area, enhance the public realm and help to give a sense of place for the people who will live there.*

The guidelines are in support of a design layout that provides for pedestrian and vehicles sharing the use of the same surface in cluster housing and courtyard type layouts. In these cases, designs should utilise signage, road markings, surface texture or any other appropriate measures to indicate that the vehicles do not have priority over pedestrians.

EVALUATION OF CONSISTENCY

The proposed development will bring active use into a neglected and underutilised brownfield site located close to a frequent railway line, several Dublin Bus stops and excellent cycling infrastructure. The development will improve the vibrancy of the area and play a major role in upgrading the social and physical fabric of the area. The proposed scheme will make maximum use of the existing high-quality infrastructure and public transport corridors. The development will improve the identity and sense of place for the existing and future population in the area.

Regional Policy

The subject site is located within Lucan, Co. Dublin which is covered by

- Regional Spatial and Economic Strategy 2019-2031
- Transport Strategy for the Greater Dublin Area 2016-2035

Regional Spatial and Economic Strategy 2018-2031

Under the Local Government Reform Act 2014 the Regional Planning Framework has been revised with the previous Regional Authorities/Assemblies (ten in total) now replaced with three Regional Assemblies. The Regional Authorities for the Greater Dublin Area – The Dublin Region and the Mid-East Region - have been replaced by the Eastern and Midland Regional Assembly. The region covers nine counties, Longford, Westmeath, Offaly, Laois, Louth, Meath, Kildare, Wicklow, and Dublin.

The Regional Spatial and Economic Strategy for the Eastern and Midland Region (RSES) was adopted in 2019 and is a strategic plan and investment framework to shape the future development of this region to 2031. The RSES will support the implementation of Project Ireland 2040 – the National Planning Framework (NPF) and National Development Plan (NDP). It addresses employment, retail, housing, transport, water services, energy and communications, waste management, education, health, sports and community facilities, environment and heritage, landscape, sustainable development, and climate change.

The vision for the region is to *“create a sustainable and competitive Region that supports the health and wellbeing of our people and places, from urban to rural, with access to quality housing, travel and employment opportunities for all.”* The three key principles are Healthy Placemaking, Climate Action and Economic Opportunity.

The RSES sets out 16 Regional Spatial Objectives and the most relevant to this site are:

- **Sustainable Settlement Patterns** Better manage the sustainable and compact growth of Dublin as a city of international scale and develop Athlone, Dundalk, Drogheda, and a number of key complementary growth settlements of sufficient scale to be drivers of regional growth. (NSO 1, 7, 10)
- **Compact Growth and Urban Regeneration** Promote the regeneration of our cities, towns, and villages by making better use of under-used land and buildings within the existing built-up urban footprint and to drive the delivery of quality housing and employment choice for the Region’s citizens. (NSO 1)
- **Integrated Transport and Land Use** Promote best use of Transport Infrastructure, existing and planned, and promote sustainable and active modes of travel to ensure the proper integration of transportation and land use planning. (NSO 2, 6, 8,9)
- **Support the Transition to Low Carbon and Clean Energy** Pursue climate mitigation in line with global and national targets and harness the potential for a more distributed renewables-focussed energy system to support the transition to a low carbon economy by 2050. (NSO 8, 9)

The subject site is located within the Dublin Metropolitan Area. Section 5.3 sets out the guiding principles for the growth of the Dublin Metropolitan Area.

- **Integrated transport and land use** – Target growth along high quality public transport corridors and nodes linked to the delivery of key public transport projects including Bus Connects, DART expansion and Luas extension programmes and the Metro Link, along with better integration between networks.
- **Accelerate housing delivery**– Activate strategic residential development areas and support the steady supply of sites to accelerate housing supply and the adoption of performance-based standards to achieve higher densities in the urban built up areas, supported by better services and public transport.
- **Co-ordination and active land management** - enhanced co-ordination across Local Authorities and relevant agencies to promote more active urban development and land management policies that focus on the development of underutilised, brownfield, vacant and public lands.

RSES along with the NTA and Local Authorities have developed Guiding Principles for Integration of Land Use and Transport in the region. They include the following:

- For urban-generated development, the development of lands within or contiguous with existing urban areas should be prioritised over development in less accessible locations. Residential development should be carried out sequentially, whereby lands which are, or will be, most accessible by walking, cycling and public transport – including infill and brownfield sites – are prioritised.
- Planning at the local level should prioritise walking, cycling and public transport by maximising the number of people living within walking and cycling distance of their neighbourhood or district centres, public transport services, and other services at the local level such as schools.
- Support the '10 minute' settlement concept, whereby a range of community facilities and services are accessible in short walking and cycling timeframes from homes or accessible by high quality public transport to these services in larger settlements.
- Cycle parking should be appropriately designed into the urban realm and new developments at an early stage to ensure that adequate cycle parking facilities are provided.
- Support investment in infrastructure and behavioural change interventions to encourage and support a shift to sustainable modes of transport and support the use of design solutions and innovative approaches to reduce car dependency

Evaluation of Consistency

The proposed development will help to achieve RSES's aims and objectives. The proposed development will provide a residential development at an appropriate density within the Lucan area. The site is a brownfield site and is therefore considered appropriate for development to help with the consolidation of the area and to avoid sprawl in the west Dublin region.

The scheme will help to encourage a modal shift away from private car usage to more sustainable travel. The pedestrian footbridge into Griffeen Park from the proposed development will create an attractive pedestrian and cycle route through the development and will promote walking and cycling as viable transport options for both the future residents of the scheme and the wider neighbourhood. Furthermore, the existing pedestrian / cycle bridge over the railway line which links the development to the grand canal cycle path will promote the use of cycling and walking.

The close proximity of the Adamstown, Lucan Village and Griffeen Valley park will provide local destinations that residents will further encourage people to choose walking/cycling over cars. These existing destinations in the area combined with the proposed permeability of the scheme will support the '10 minute settlement' concept promoted by RSES.

Transport Strategy for the Greater Dublin Area 2016-2035

The Transport Strategy for the Greater Dublin Area promotes the consolidation of the Metropolitan Dublin area allowing for the accommodation of a greater population than at present, with much-enhanced public transport system, with the expansion of the built-up areas providing for well-designed urban environments linked to high quality public transport networks, enhancing the quality of life for residents and workers alike.

The strategy's primary policy notes that *Ireland is required to radically reduce dependence on carbon-emitting fuels in the transport sector and that the strategy must promote, within its legislative remit, transport options which provide for unit reductions in carbon emissions. This can most effectively be done by promoting public transport, walking, and cycling, and by actively seeking to reduce car use in circumstances where alternative options are available.*

Section 7 states that *"the implementation of the Strategy will facilitate a more efficient use of land within the GDA. By focussing public transport investment, and investment in the cycling and pedestrian network, into the city centre, major suburban centres and hinterland growth towns, the Strategy will complement national, regional, and local planning policy by promoting and enabling the consolidation of development into higher order centres... In terms of the provision of housing, the Strategy will directly enable the sustainable development of strategically important residential sites, particularly in Metropolitan Dublin, where demand is highest."*

Evaluation of Consistency

The proposed development is located within Corridor C – Maynooth – Leixlip – Lucan – to Dublin City Centre. The strategy notes that 72% of all trips are done by car and only 8% of trips are by public transport.

The proximity of the subject site to a number of Dublin Bus stops, the Cork – Dublin railway line and the cycling infrastructure will help to encourage a modal shift away from car usage. The permeability of the site and the provision of safe pathways will encourage walking and cycling as viable transport options.

Local Policy

South Dublin County Council, Development Plan 2016-2022

The site is located within the administrative boundary of the South Dublin County Council and is therefore subject to the land use policies and objectives of the County Development Plan 2016-2022

The provisions of South Dublin County Council Development Plan are considered in the following

Zoning

Under the provisions of the South Dublin County Development Plan the subject site is primarily zoned Objective RES: 'To protect and/or improve residential amenity' The proposed land uses are 'Permitted in principle' on such lands. A small proportion of the site included in the red line boundary is zoned Objective OS "To preserve and provide for open space and recreational amenities" and is in the care of South Dublin County Council.



Figure ? : South Dublin County Council Development Plan Zoning Map, Subject Site indicated by a star

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

	Recreational Facility , Residential, Restaurant/Café, Rural Industry-Food, Shop-Local, Sports Club/Facility, Traveller Accommodation.
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Evaluation of Consistency

The proposed development will provide 74 no. residential units which is in accordance with the land use zoning. The provision of open space to the south and south east of the site is also in accordance with the land-use zoning.

The table below outlines the consistency of the proposed development with the relevant policies and objectives relating to the proposed development.

Policy/Objective	Evaluation of Consistency
Core Strategy	
Policy CS2 (including CS2 Objective 1, 2, 3, 4, 5 and 6) supports the sustainable long term growth of Metropolitan Consolidation Towns through consolidation and urban expansion.	The proposed development will contribute to the continued development of the area. Lucan is identified as being within a Metropolitan Consolidation Town. This site is an infill site within an existing built-up area.
Policy CS3 (including CS3 Objective 1 and 2) supports the sustainable long term growth of Moderate Sustainable Growth Towns/Emerging Moderate Sustainable Growth Towns.	The subject site is zoned for residential development within the Development Plan. The surrounding lands have been developed and it is therefore considered appropriate an appropriate time to develop the subject site.
Policy CS6 (including CS6 Objective 1 and 2, and CS6 SLO1, CS6 SLO 2, and CS6 SLO3) supports the preparation of Local Areas Plans.	The subject site is located adjacent to the high frequency Dublin Cork Railway line, several Dublin Bus stops, and the site also benefits from excellent cycling infrastructure including the Grand Canal cycle path. The subject site is also located c. 12 min walk away from the Adamstown Neighbourhood centre, c.13 mins away from a neighbourhood centre located on Griffeen Avenue and c.16-minute walk away.
Policy CS8 supports the implementation of the National Climate Change Strategy and the National Climate Change Adaption Framework Building Resilience to Climate Change 2012 and the preparation of a Climate Change Adaption Plan.	The proposed development is a medium -density residential development. The proposed development is in a highly sustainable location. The proximity to multiple bus routes and cycle routes provides a viable public transport route to Dublin City. This will provide an alternative to

	unsustainable patterns of car dependent residential development.
Housing	
Policy H1 (including H1 Objective 1-10) supports the implementation of the Interim South Dublin County Council Housing Strategy.	In line with Part V of the Planning and Development Act, the proposed development includes 10% social housing units.
Policy H3 (including H3 Objectives 1-4 and H3 SLO 1-3) relates to the provision of housing for older people.	The proposed development comprises of 20 no. 1 bed; 48 no. 2 beds and 6 no. 3 bed duplex units. These units will significantly improve the housing mix within the area which is currently dominated by larger single and two storey houses. The proposed development therefore provides a range of attractive accommodation choices for people wishing to downsize within the area.
Policy H4 (including H4 Objective 1) relates to the provision of housing for students.	This policy does not apply to this application.
Policy H5 (including H5 Objectives 1-5) relates to traveller accommodation.	This policy does not apply to this application.
Policy H6 supports the development of sustainable communities in accordance with Government policy.	The proposed development has been designed fully in accordance with Government policy in relation to the development of housing and residential communities.
Policy H7 (including H7 Objectives 1-4) supports high quality design in all new residential developments that complies with Government guidance.	The proposal has been designed in compliance with the provisions of the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas 2009, the Urban Design Manual 2009 and the Design Manual for Urban Roads and Streets as outlined in Section 5 of this Statement.
Policy H8 (including H8 Objectives 1-7 and H8 SLO1 and H8 SLO2) promotes higher residential densities at appropriate locations.	The proposed development's density of c.84 uph for the net area is considered appropriate on this brownfield infill site. The site is located adjacent to the Dublin - Cork Railway line, several Dublin Bus stops, and the site also benefits from excellent cycling infrastructure including the Grand Canal cycle path. The site is also well located in terms of local amenities and employment centres.
Policy H9 (including H9 Objective 1-5) supports varied building heights across residential and mixed use areas in South Dublin County	The proposed development is 3 to 5 storeys in height.
Section 11.2.7 states that varied building heights are supported across residential areas. It states that the maximum and minimum	The proposed heights positively contribute to the surrounding context and step in height taking into account the context of the surrounding buildings.

<p>height of any building will be determined by several factors including:</p> <ul style="list-style-type: none"> - <i>The prevailing building height in the surrounding area</i> - <i>The proximity of existing housing - new residential development that adjoins existing one and/or two storey housing (backs or sides onto or faces) shall be no more than two storeys in height, unless a separation distance of 35 metres or greater is achieved.</i> - <i>The formation of a cohesive streetscape pattern – including height and scale of the proposed development in relation to width of the street, or area of open space.</i> - <i>The proximity of any Protected Structures, Architectural Conservation Areas and/or other sensitive development.</i> <p>It highlights that <i>“Development proposals that include ‘higher buildings’ that are greater than the prevailing building height in the area should be supported by a strong urban design rationale (as part of a Design Statement) and provide an appropriate series of measures that promote the transition to a higher building.</i></p> <p><i>Proposals for higher buildings of over three storeys in residential areas should be accompanied by a site analysis (including character appraisal) and statement that addresses the impact of the development (see also Section 11.2.1 – Design Statements).”</i></p>	<p>Although the proposed development is up to 5 storeys in height and adjoins existing one and two storey housing, the buildings are considered to be step appropriately the blocks are located sensitively to ensure that they have minimal impact on the surrounding neighbours. this is in line with national policies and guidelines.</p> <p>Please refer to the ‘Building Heights’ section within this planning report for further justification.</p> <p>This has been complied with as a Design Statement and Justification is included in this application along with additional justification set out above.</p>
<p>Policy H10 (including H10 Objective 1) supports a wide variety of adaptable housing types, sizes and tenures.</p>	<p>The proposed development provides a one, two and three bedroom apartments and duplex units which will add to the housing stock in the area.</p>

<p>Policy H11 (including H11 Objective 1 and 2) promote a high quality of design and layout in new residential developments.</p>	<p>The proposed development has been designed to provide a high-quality environment for the future residents. The apartment blocks have been carefully located to provide both high-quality internal and external environments. The landscaping will create a welcoming outdoor environment. The provision of a basement car park has allowed the creation of an environment that priorities people.</p> <p>The proposed development has been designed in accordance with Part L of the Building Regulations.</p>
<p>Policy H12 (including H12 Objectives 1-4) requires a clear hierarchy and network of high quality public open spaces in all residential developments.</p>	<p>There is a clear hierarchy of open space provided within this development. These open spaces will add to the recreational amenity of the area.</p> <p>As demonstrated by the CRS Landscape Architects pack, the communal, public, and private open spaces will all be clearly defined by hard and soft landscaping. All of these open spaces will be overlooked by the apartment blocks, providing passive surveillance, and creating a sense of safety.</p> <p>The proposed public open space provide connection to and flow into Griffen Park. This will allow for the creation of attractive useable open spaces serving multiple developments and creating a better environment for flora and fauna in the area.</p>
<p>Policy H13 (including H13 Objective 1, 2 and 3) requires all dwellings to have access to high quality private and semi-private open space.</p>	<p>All dwellings will have private open space in balconies or terraces. These private open spaces have been designed in accordance with all best practice guidelines.</p> <p>In addition, communal open space will be provided for the duplexes. These communal open spaces have been carefully designed as part of the whole layout.</p>
<p>Policy H14 (including H14 Objective 1 and 2) requires a high standard of flexible and adaptable accommodation.</p>	<p>The proposed development and all proposed residential units have been designed in accordance with the 2020 Apartment Guidelines and all relevant guidance. Please see the Housing</p>

	Quality Assessment prepared by Opperman Architecture.
Policy H15 (including H15 Objective 1-5) promotes a high standard of privacy and security for existing and proposed dwellings.	All of the public and communal open spaces are overlooked by the apartment blocks and duplexes. This will provide a high sense of security for both residents and visitors to the area. The private open spaces have all been carefully located to avoid possible overlooking.
Policy H17 (including Objectives H17 1-7 and H17 SLO1) supports residential consolidation and sustainable intensification at appropriate locations.	The proposed development on this brownfield site is considered an appropriate density within a sustainable location and existing community.

Green Infrastructure	
Policies G1, G2, G4, and G6 relate to the enhancement of the green infrastructure network throughout the county and for new developments. Policy G3 relates to the protection and management of watercourses in the county. Policy G5 supports the development of Sustainable Urban Drainage Systems (SUDS) in the County	The proposed open spaces will contribute to the green infrastructure network in the area. The proposed open spaces have been located to connect with the open spaces on the adjoining Griffeen Public Park and dry ditch to the north and east. The public open spaces will provide both recreational space for the residents and space for the local biodiversity to thrive. The open space along the boundaries will be enhanced through the provision of a riparian buffer zone and native planting. The proposed green spaces will benefit the local ecology and biodiversity in the area by providing green links between green spaces. SuDS will be incorporated into the landscaping to ensure sustainable water management on the site.

Evaluation of Consistency
Overall, it is considered that the proposed development is in accordance with the policies and standards of the SDCC Development Plan. The proposed development provides for a residential development on residentially zoned land, while also making a positive contribution to the green infrastructure network. The duplex blocks will increase the housing stock in the area and have been designed to a high quality standard.

CONCLUSION

This proposal presents an opportunity to redevelop a brownfield site in a desirable area which is serviced by excellent public transport, services and social infrastructure. Having regard to the zoning of the site and the policies and objectives of the South Dublin County Development Plan, the proposal is acceptable based on the following:

- The subject site is located within lands zoned for residential development. It is in a highly accessible location as it is within walking distance of a number of established public transport services, namely the Dublin Cork Railway Line, the Dublin Bus network, and the Grand Canal Cycle Path.
- National guidances and policies like NPF, Urban Development and Building Heights and Design Standards for New Apartments, requires local authorities and developers to maximise the use of infill development sites within cities in order to achieve the goal of compact city. High densities and taller buildings with high quality designs are therefore promoted in National level guidances. Instead of following general standards for buildings heights, car parking spaces etc. local authorities are encouraged to look at the merits of the scheme if it respects the amenity of existing residential properties.
- The proposal will improve the quality of residential amenities in the area and improve the visual attractiveness of the area. At present the site is a derelict, vacant site resulting in a lack of night time use in the area thus promoting antisocial activities. The proposed residential units will create around the clock use for the site providing surveillance in these areas throughout the day and night.
- The proposed use on the site will improve the dwelling mix available in the area that is currently dominated by semi detached 3 and 4 bed units. The proposed units consist of 20 no. 1 beds, 48 no. 2 beds and 6 no. 3 bed units. The area is currently dominated by larger, low density development. The proposed units will allow residents of the area to downsize within the same locality.
- The proposal is of a very high quality architectural design and proposes the use of very high quality materials that will balance the surrounding context. The site is located within an established residential estate. The proposed scale of buildings in terms of height and massing is similar to previously permitted scheme on the site. This is considered a successful, and appropriate development for this difficult, small, infill site.
- The height, scale, form, and density of development is appropriate having regard to the high demand for housing and excellent access to public transport. The proposal will see a density of c. 84 uph at a height of 5 storeys. This is in line with the National Policy objective to increase residential density and heights in existing urban infill location set out in the National Planning Framework and the Urban Development and Building Heights guidelines.
- The proposed apartment buildings and units are considered to be suitably located on the subject site, integrated within the landscape and well connected to adjacent facilities including public transport, and will provide a high-quality development on the subject site. It will not have a detrimental impact on the adjoining residential properties in terms of overlooking, loss of light or overshadowing.
- This proposal is a very well-designed residential scheme which accords with all the National, Regional and Development Plan policies. We trust the information provided is satisfactory. For the reasons outlined above and information contained in the accompanying drawings and documentation, we ask the Planning Authority to grant permission for development subject

to conditions, as appropriate. Should you require anything further, please don't hesitate to contact our office.

Yours sincerely,

Brenda Butterly

**Brenda Butterly,
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ENCLOSURES

- 1 no. copy of a completed application form
- 1 no. cheque to the value of € 4,890

Class	Calculation	Fee
Class 1	€65*74	€4,810
Class 13	€80 (minimum)	€80
Total		€4,890

- 5 no. photocopies and an original copy of the newspaper notice published in the Irish Star on the 21st December 2021
- 6 no. copy of the following:
 - Site notice erected on the site on the 17th December 2021
 - Planning Report
 - Part V pack including costings and drawing.
 - Letter of consent from South Dublin County Council
 - Architects Design Statement and the following Drawings prepared by Oppermann Associates:

drawing no.	size	scale	drawing title
0000 SITE WORKS			
0000 Series - Site Plans			
20772-OPP-00-ZZ-DR-A-0001-PP-P01	A3	1:1,000	Site Location Map
20772-OPP-00-ZZ-DR-A-0002-PP-P01	A1	1:200	Existing Site Plan
20772-OPP-00-ZZ-DR-A-0003-PP-P01	A1	1:200	Proposed Site Plan
0100 Series - Site Details			
20772-OPP-00-ZZ-DR-A-0101-PP-P01	A1	1:250	Proposed Site Plan - Area Designation
20772-OPP-00-ZZ-DR-A-0102-PP-P01	A0	1:200	Existing and Proposed Contiguous Elevations & Site Sections
20772-OPP-00-ZZ-DR-A-0103-PP-P01	A3	1:100	Bin Store General Arrangement Drawings
20772-OPP-00-ZZ-DR-A-0104-PP-P01	A3	1:100	Bike Shed General Arrangement Drawings
9000 GENERAL ARRANGEMENT DRAWINGS			
20772-OPP-00-ZZ-DR-A-101-PP-P01	A1	1:100	Block 1 Floor Plans
20772-OPP-00-ZZ-DR-A-102-PP-P01	A1	1:75	Block 1 Unit Types
20772-OPP-00-ZZ-DR-A-103-PP-P01	A1	1:100	Block 1 Elevations
20772-OPP-00-ZZ-DR-A-104-PP-P01	A1	1:100	Block 1 Sections
20772-OPP-00-ZZ-DR-A-105-PP-P01	A1	NTS	Block 1 Sketch Views
20772-OPP-00-ZZ-DR-A-106-PP-P01	A1	1:100	Block 2 Ground & First Floor Plans
20772-OPP-00-ZZ-DR-A-107-PP-P01	A1	1:100	Block 2 Second & Third Floor Plans
20772-OPP-00-ZZ-DR-A-108-PP-P01	A1	1:100	Block 2 Fourth & Roof Plans
20772-OPP-00-ZZ-DR-A-109-PP-P01	A1	1:75	Block 2 & 3 Unit Types
20772-OPP-00-ZZ-DR-A-110-PP-P01	A1	1:100	Block 2 Elevations
20772-OPP-00-ZZ-DR-A-111-PP-P01	A1	1:100	Block 2 Elevations & Sections
20772-OPP-00-ZZ-DR-A-112-PP-P01	A1	NTS	Block 2 Sketch Views
20772-OPP-00-ZZ-DR-A-113-PP-P01	A1	1:100	Block 3 Ground & First Floor Plans
20772-OPP-00-ZZ-DR-A-114-PP-P01	A1	1:100	Block 3 Second & Third Floor Plans
20772-OPP-00-ZZ-DR-A-115-PP-P01	A1	1:100	Block 3 Fourth & Roof Plans
20772-OPP-00-ZZ-DR-A-116-PP-P01	A1	1:100	Block 3 Elevations
20772-OPP-00-ZZ-DR-A-117-PP-P01	A1	1:100	Block 3 Elevations & Sections
20772-OPP-00-ZZ-DR-A-118-PP-P01	A1	NTS	Block 3 Sketch Views

- The following engineering drawings and report prepared by Roger Mullarkey & Associates:

DWG NO.	SIZE	DRAWING TITLE
2031B 01	A1	Levels, Drainage, Sightlines & Watermain GA's
2031B 02	A1	SuDS Details
2031B 03	A1	Drainage Longitudinal Sections
2031B 04	A1	Manhole Details
2031B 05	A1	Impermeable Areas
Report	A4	Drainage Infrastructure & Flood Risk Assessment

- The following Landscape Architecture / Arboricultural drawings and report prepared by Cunnane Stratton Reynolds:

Dwg. No.	Dwg. Title
Landscape Plans	
21503-1-105	Landscape Masterplan
21503-1-106	Boundary Treatment Plan
21503-1-107	Landscape Masterplan & Services
21503-1-202	Sections A & B
21503-1-203	Section C
21503A_T_101	Classification & Constraints
21503A_T_102	Arboricultural Impact Assessment
21503A_T_103	Tree Protection
21503-01-LDR	Landscape Design Report
21503A	Tree Survey

- Bat Assessment by Dr. Tina Aughney
- Appropriate Assessment Screening by Altemar Marine & Environmental Consultancy
- Ecological Impact Assessment by Altemar Marine & Environmental Consultancy
- Traffic Report by TPS M Moran & Associates