

ABP-312501-22 – STRATEGIC HOUSING DEVELOPMENT AT MILL ROAD, SAGGART, COUNTY DUBLIN

INTRODUCTION

South Dublin County Council hereby sets out its Chief Executive's Report, including recommendations on the above Strategic Housing Development for An Bord Pleanála (ABP or The Board). The Board as the competent authority has validated the application, and will carry out an Appropriate Assessment Screening of the proposed development, and will decide to grant or refuse permission for the proposed development.

Statutory Requirements of this Report

This report sets out, in accordance with the provisions of the Planning and Development (Housing) and Residential Tenancies Act 2016 and the Planning and Development (Strategic Housing Development) Regulations 2017 - inter alia:

1. A summary of the points raised in the submissions received by An Bord Pleanála on the application.
2. The Chief Executive's view on the effects of the proposed development on the proper planning and sustainable development of the area and on the environment, having regard to matters specified in Section 34(2) of the Planning and Development Act, 2000 (as amended) and submissions received by An Bord Pleanála on the application.
3. A summary of the views of the relevant elected members on the proposed development as expressed at a meeting of members of the Clondalkin Area Committee on the 17th of February 2022.
4. The Planning Authority's opinion as to whether the proposed strategic housing development would be consistent with the relevant objectives of the development plan or local area plan, including a statement as to whether the Planning Authority recommends to An Bord Pleanála that permission should be granted or refused, together with the reasons for its recommendation.
5. Conditions of permission
Where the Planning Authority recommends that permission be granted or refused, the planning conditions and reasons for them that it would recommend if An Bord Pleanála grants permission.

Summary of Key Issues Arising

Principle of Development

Residential development on the site is supported by the RES-N and RES zonings. Zoning Objective RES-N requires that lands be developed in accordance with an approved plan. The Planning Authority acknowledges the urban design guidance that is part of the Mill Road Area Plan 2008, however, it is considered that the plan is dated. The submitted plan from the applicant relies on connections to the east and these adjoining lands being brought forward for residential development. The Planning Authority has concerns in regard to this.

Residential Density and Building Heights

The Planning Authority is not satisfied that the proposed residential density, which results in a number of taller buildings, is justified. It is considered that the current and proposed public transport infrastructure and local facilities would not support the higher residential density

level proposed on the site. The proposed development should be revised to a more appropriate density and height.

Mix of Uses and Units

The applicant has not fully justified the proposed provision of 1 bed apartments. This can be addressed with the reduction in scale of the apartment blocks.

Design and Layout

The layout of the proposed development is generally acceptable. The Planning Authority does have some concerns regarding the proximity of proposed houses and duplexes to the proposed apartment blocks.

Open Space

The quantity of public open space provided is acceptable, however, there are some areas that are not considered to contribute (around ESB structures for example). How the public open space interacts with communal and private open space should be addressed.

Access and Parking

The locations of the proposed accesses are considered to be acceptable. The previous permission SD13A/0221/EP had the northern access omitted via condition, therefore avoid the provision of two accesses in close proximity. Car and bicycle parking provision is acceptable.

Standard of Accommodation

In terms of the standard of accommodation, the proposed development appears to be generally consistent with the standards of the Quality Housing for Sustainable Development, Apartment Guidelines and County Development Plan. Better differentiation in the use of materials and finishes should be provided.

Proposed Development

Description of Development

The development will consist of demolition of existing single-storey dwelling and the construction of 274 units on a 4.62 ha (net) site (density 60 units per hectare). It will comprise of 51 houses, 38 duplex units and 185 apartments. The height of the proposed scheme will range from two-storey houses and three-storey duplexes to 5 storey and part 8 storey apartment blocks.

The proposed residential mix will comprise of:

- 17 2-bed houses, 27 3-bed houses and 7 4-bed houses,
- 2 1-bed duplex, 17 2-bed duplex and 19 3-bed duplex units,
- 62 1-bed apartments, 119 2-bed apartments and 4 3-bed apartments.

A 4-classroom crèche of c. 276sq.m and 2 substations are also included in the proposed development. 276 car parking spaces and 634 bicycle spaces are provided.

A planted woodland berm will be developed along the northern boundary with the N7 to provide a sound barrier and amenity open space. There are a number of green spaces located in the centre of the site and on the southeast and west of the site with natural play and SUDS elements as well as a large open communal space for the two apartment blocks to the south.

Vehicle, pedestrian and cycle access to the site will be from the Mill Road. A new road will be constructed running east west at the southern boundary of the site. The residential element of the site will have two access points off the proposed new road. This new route will extend eastwards to provide cycling and pedestrian connections through neighbouring Citywest lands and to the Saggart LUAS light rail terminus.

Secondary access is proposed at the north west of the site from an existing access road connecting to Mill Road. This access is designed as services and emergency only and will be controlled by collapsible bollards.

Key Development Statistics

	Proposed Development
No. of units	274
Types of units	51 houses 38 duplex units 185 apartments
House Mix	17 2-bed 27 3-bed 7 4-bed
Duplex Unit Mix	2 1-bed 17 2-bed 19 3-bed
Apartment Mix	62 1-bed 119 2-bed 4 3-bed
Overall Mix	64 1bed 153 2-bed 50 3-bed 7 4-bed
Site Area (Gross)	4.94 ha
Site Area (Net)	4.62 ha
Density	60 unit/ha
Height	2 to 8 storeys
Dual Aspect (for apartments)	51%
Public Open Space	8,970sq.m
Communal Open Space (apartments)	1,206sq.m
Communal Open Space (duplexes)	618sq.m
Car Parking Spaces	276 (incl. 6 for creche)
Residential Car Parking Ratio	0.98 spaces/unit
Bicycle Parking Spaces	634 (incl. 14 for creche)
Residential Bicycle Parking Ratio	2.2 spaces/unit

Summary of Consultations

Pre-Planning with the Planning Authority SHD1SPP012/20

The applicant engaged in Stage 1 pre-planning consultation with the Planning Authority on the 3rd of September 2020. The main points of discussion were as follows:

- Consultation required with TII regarding the setback from the N7 and noise.
- Eastern strip of open space is not useable and should be reconfigured.
- Consider options for pedestrian permeability to the south.

- Utilise DMURS standards for internal road widths to reduce traffic speeds and promote pedestrian safety/comfort.
- Off carriageway cycle tracks and no parking required on major link road to Saggart.
- Low water pressure in this area – should enquire with Irish Water as it is an issue for fire-fighting.
- Overlooking issues with pocket parks, these should be designed to maximise natural surveillance.
- Provide ecological and bat survey.
- Provide tree survey and tree protection measures.
- Landscape Plan should provide details plans and sections, should include a planting specification and proposed timeline for implementation.
- Retain as much boundary planting, green infrastructure, as possible.

The relevant minutes have been included with this report.

Pre-Application SHD2ABP-308982-20

The applicant lodged a Stage 2 Pre-Application, and a tripartite consultation meeting was held remotely on the 22nd of March 2021. South Dublin County Council raised the following points in summary:

- Two parallel access in proximity to each other not acceptable.
- Current public transport connections not of a high frequency, further pedestrian and cycle link are required.
- Outside improvement works beneficial to scheme, including sub-standard paths.
- Usability of some areas of open space.
- Larger central open space within site sought. Would help with maintenance of these spaces. Details of taken in charge and management.
- Car parking dominates the open spaces.
- Informal kickabout area and additional play provision (particularly at the north boundary).
- Potential overshadowing/overlooking of 2 storey units by the higher blocks have not been addressed.
- Proximity of N7 and J4 raise potential concerns. Additional trip generation will also affect roundabout which will need to be addressed in a transport assessment.
- Satisfied with bicycle parking provision.
- Scope to look at reducing car parking around the apartments and duplex units.
- Additional SuDS features should be included. Details of tree pits.
- Ecology
- Scheme lacks enclosures/vistas within the development.
- Have regard to trees to be retained.

DEVELOPMENT CONTEXT

Site Description

The application site consists of a greenfield site and an existing residential property that are located off Mill Road, to the north west of Saggart Village, and south of Junction 4 of the N7.

Mill Road connects the N7 with Saggart Village. There are a number of residential properties, which front Mill Road adjacent to the subject site. An extant planning permission for housing exists on lands to the south of the proposed site. The two proposed vehicular access points

connect to the large greenfield site, which is located to the rear of these properties which front Mill Road. City West Hotel Golf Club is located east of the site.

The site falls from west to east and rises above the level of the N7 by approximately 1 metre. An ESB overhead cable traverses the site from east to west. It is proposed to bury this cable underground. The Camac watercourse is located to the north and west of the site and there are substantial hedgerows and planting around the site's edges.

Site Area

Stated as approx. 4.94 ha.

Zoning

The subject site is zoned under the following under the South Dublin County Development Plan 2016-2022:

- The proposed site is largely subject to land-use zoning objective 'RES-N': 'To provide for new residential communities in accordance with approved area plans'.
- Part of the site, under the existing dwelling, is zoned 'RES': 'To protect and/or improve residential amenity'.
- The eastern link would go through land zoned 'OS': 'To preserve and provide for open space and recreational amenities'.

SEA Sensitivity Screening

- Record of Monument and Place Duchas No. 021-032 Field System Site at the proposed eastern link.
- Strategic Flood Risk Assessment (SFRA) A and B layers along the front of the site.

Note for An Bord Pleanála:

The SEA Sensitivity Screening is related to an internal SEA Monitoring framework, which is used by South Dublin County Council to record certain Development Management information relating to monitoring Biodiversity, Flood-plains, Contaminated Soils, Conservation (Built Environment), Archaeological areas of importance, and Landscape

CONSULTATIONS

Internal Consultees

Water Services	Report received.
Roads Department	Report received.
Public Realm Section	Report received.
Housing Department	Report received.
Heritage Officer	No report received.
Water Pollution	No report received.
Waste Management	No report received.

Submissions and Observations

Third Parties

4 third part submissions were received by An Bord Pleanala on the application. These raised the following concerns in summary:

- Development would be premature and should be delayed until after the 2022-2028 CDP and an area plan for Rathcoole town is adopted.
- Submitted masterplan has not gone through consultation nor approval of rezoning of golf lands.

- Existing strain on infrastructure. Additional infrastructure required to support proposal.
- Ad hoc development on greenbelt between Rathcoole and Saggart, would prejudice the future existence of Rathcoole as a distinct historical town. A LAP is required.
- Inadequate road infrastructure and lack of public transport. The proposal would exacerbate traffic congestion.
- Air safety concerns.
- Existing schools and facilities under pressure.
- Apartment block out of context with existing development.
- Support for the proposal that would provide much needed residential development for the area.
- Density and height not justified. No basis to contravene the CDP.
- Discrepancies in submitted documentation.
- Previous concerns raised at pre-planning not addressed.
- Proposed eastern connection in third party lands.
- Query adequacy of the submitted sunlight, daylight and shadow assessment and traffic assessment.
- Loss of hedgerows and amenity.
- CGI views not adequate to make a full assessment.
- Proposed car parking is not sufficient and would cause parking issues.
- Welcome the addition of a creche.
- Lighting plan for eastern pedestrian/cycle route.

A submission was received from Cllr. Shirley O'Hara raising the following points in summary:

- Building height and scale at odds with the County Development Plan and out of keeping with character of village.
- Increase in car journeys through an already busy junction could cause chaos. The junction should be fully upgraded as part of the development. Overdevelopment at this junction could impact pedestrian and cyclist safety.
- Impact of traffic and overdevelopment on existing rural community.

Observations

Observations have been received from the Department of Defence, Irish Aviation Authority, Transport Infrastructure Ireland and Inland Fisheries Ireland:

- The Department of Defence has submitted a letter stating that they object to the development of Block A. The DoD state this building would breach the Inner Horizontal Surface (by 4m) and requires an Aeronautical Study. Additionally, in the event of a grant of permission, they request that conditions be attached relating to bird activity hazards during construction, and aviation warning lighting.
- The Irish Aviation Authority has also submitted a report stating that the applicant should be required to engage with DoD to ensure the proposal would have no impact on the safety of flight operations at Casement Aerodrome.
- Transport Infrastructure Ireland has stated that they will rely on the planning authority to abide by official policy in relation to development on/affecting national roads. This is subject to the development being undertaken in accordance with the Transport (Traffic) Assessment and Road Safety Audit submitted. Any recommendations arising should be conditioned in the event of a grant of permission. Additional works required as a result of this should be funded by the developer.

- Inland Fisheries Ireland state that the development is located in the catchment of the Camac River. They request that if granted, all works will be completed in line with the Construction Management Plan. This should be conditioned in the event of a grant of permission.

Elected Representatives

The proposed development was presented to the Clondalkin Area Committee on the 17th of February 2022. The comments of Elected Members at that meeting are summarised thus:

Cllr. Kavanagh

- Ratio of car parking spaces is noted as being nearly 1 to 1.
- However, the site is not well served by public transport. It's a distance from the Luas and the bus stop in Saggart has a frequency of 1 bus every hour.
- Concerns regarding the proximity of the development to the N7. Refer to the existing Broadfield development where due to its proximity to the N7 noise issues arise. There would be more dwellings exposed to noise from the N7 in the proposed development.

Cllr. Ó Broin

- Public transport is too far.
- The Residents' Association have made a submission stating that 8 storeys is unprecedented.
- Query on what tenure the development would be.
- Implications on adjoining open space/golf course.

Cllr. Carey

- Large development in a small village.
- Serious concerns in regard to the development.
- What would happen with the lands to the east.
- Query as to how the proposal fits in with County Development Plan zoning and policy.

Cllr. O'Hara

- Building heights and scale would be out of line with the County Development Plan and would be out of keeping with the character of the village.
- Result in an increase in car journeys.
- This is already a busy junction, which should be upgraded.
- Concerns regarding traffic impact on pedestrian and cyclist safety.

Cllr. Egan

- Raises concerns with increased traffic at the junction in Saggart.
- Added pressure on existing infrastructure, including roads.

Cllr. Timmons

- Proposal is excessive. Raises concerns in relation to heights of up to 8 storeys.
- Lack of existing infrastructure to cater for the proposed development.
- Impact of the proposed development on existing residents.

All submissions, observations and representations have been reviewed in full and taken into consideration in the assessment of the proposed development.

PLANNING HISTORY

Subject Site

SD14A/0003

Demolition of 1 dwelling and construction of 88 houses and attendant siteworks. **Application withdrawn after additional information was requested.**

Adjacent and Surrounding Sites

Lands to east:

SD04A/0090

The construction of 88 No. Golf Lodges in 2 no. 4 storey blocks of 44 golf lodges per block all with basement car parking for 134 car parking spaces and access Road, with associated site works: this site is on the site of a recorded monument with protected structure status.

Permission refused.

SD03A/0400

A new bottle store. The building is being construction on the site of a recorded monument with protected structure status. **Permission granted.**

SD02A/0722

Extension to existing hotel comprising of 167 new bedrooms in 2 no. blocks, Block A 88 bedroom, Block B 79 bedrooms and a conservatory extension to front bar area, also for the retention of various extensions to existing hotel, comprising of conservatory extension to reception area, conservatory extension to lounge area, extension to carvery area, retention of canopy covered walkway from front of hotel to conference room, escape stairs and lift at conference room, extension of conference room kitchen, security office and canteen area, extension to stage in conference room and retention of changing area on first floor, retention of extension to four bedrooms on second floor, retention of extension of four bedrooms on third floor, retention of extension to two bedrooms on fourth floor all over stage area, retention of switch room and bar store, retention of extension to kitchen on first floor, retention of six bedrooms on second floor over conference room, retention of ten bedrooms on third floor over conference room and retention of ten bedrooms on fourth floor over conference room and the retention of a green keepers shed and a helicopter store and landing area all with 383 additional car parking spaces, 280 to the north of the new apart hotel block under construction, 103 to the rear of existing hotel, all so for a link tunnel between apart hotel under construction to existing car parking area and associated site works on lands which are the site of a recorded monument with protected structure status. **Permission granted.**

S01A/0450

Construction of Apart Hotel, consisting mainly of a three- storey building with fourth floor in roof space, with one section facing into a lower courtyard of four stories with fifth floor in roof space. The proposal consists of 1 no. 1 bed studio, 24 no. 1 bed apartments, 95 no. 2 bed apartments, along with reception area, kitchen, dining room, cocktail bar, staff facilities and car parking for 59 cars on surface with 175 underground car spaces along with all necessary ancillary site development works on their land adjacent to their existing City West Hotel, Leisure and Golf Club, the land on which it is proposed to locate this development contains a protected structure within its curtilage. **Permission granted.**

Lands to south:

SD15A/0086

Modification to the development permitted under SD13A/0221 to consist of the demolition of "Somerton" (a habitable dwelling) to form a new vehicular access/egress point to serve the permitted development from Mill Road and the provision of a pedestrian only access point adjacent to No. 5 Mill Road in lieu of a vehicular access point permitted under SD13A/0221. The application includes ancillary drainage services to serve the permitted development; site development and site landscaping works. **Permission refused.** This was due to in summary:

- Result in one access point for the development lands, which are within two land-ownerships, rather than providing an independent vehicular access point for the site. Potential to undermine timely delivery of residential development on the lands.
- Result in one access point off Mill Road to serve two development sites and reduce permeability.

SD13A/0221 & SD13A/0221/EP

Demolition of 'Somerton' (a habitable dwelling) and the construction of 22 no. three bedroom duplex units and 22 no. two bedroom apartment units in 5 no. three storey blocks with balconies at 3rd floor level in all blocks; vehicular access to the development will be via a new entrance/exit roadway onto Mill Road and 66 no. car parking spaces are provided at surface level within the development; a new pedestrian route into the scheme is proposed adjacent to No. 5 Mill Road. Permission is also sought for all associated site development, landscaping and boundary treatment works and the provision of 4 no. bin stores (c. 48sq.m.) at 'Somerton' and No's 3, 4 and 5 Mill Road and a site of c.1.68ha located to the rear of No's 1 - 5 Mill Road. **Permission granted.**

Recent Relevant Enforcement History

None.

RELEVANT POLICY

Relevant Government Policy

The relevant policy documents are detailed below. The Planning Authority are of the opinion that of most significant relevance is the *'Project Ireland 2040 National Planning Framework'*. In this regard, National Strategic Outcome 1 of the NPF refers to and, stresses the importance, of *'Compact Growth'*. The NPF states,

'From an urban development perspective, we will need to deliver a greater proportion of residential development within existing built-up areas of our cities, towns and villages and ensuring that, when it comes to choosing a home, there are viable attractive alternatives available to people'

The NPF indicated that the delivery of compact growth will be through National Policy Objective 2a, which states,

'A target of half (50%) of future population and employment growth will be focused in the existing five Cities and their suburbs'

and National Policy Objective 3a, which states,

'Deliver at least 40% of all new homes nationally, within the built-up footprint of existing settlements'.

The National Planning Framework also includes a specific Chapter, No. 6, entitled *'People, Homes and Communities'*. It includes 12 objectives from among which:

Objective 27 seeks to 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.

Objective 33 seeks to prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.

Additional National Policy Documents of Relevance

Project Ireland 2040 National Planning Framework, Government of Ireland, 2018.

Quality Housing for Sustainable Communities-Best Practice Guidelines, Department of the Environment, Heritage and Local Government, 2007.

Sustainable Residential Development In Urban Areas - Guidelines for Planning Authorities, Department of Environment, Heritage and Local Government (December 2008).

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, (2008).

Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, Department of the Environment, Community and Local Government (2020).

Design Manual for Urban Roads and Streets Department of the Environment, Community and Local Government and Department of Transport, Tourism and Sport (2013).

Regional Planning Guidelines for the Greater Dublin Area 2010-2022, Dublin Regional Authority & Mid-East Regional Authority, (2010).

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

The Planning System and Flood Risk Management - Guidelines for Planning Authorities, Department of the Environment, Heritage and Local Government & OPW, (2009).

Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice, Building Research Establishment, (1991).

Smarter Travel – A Sustainable Transport Future. A New Transport Policy for Ireland 2009 – 2020, Department of Transport, (2009).

National Cycle Manual – National Transport Authority (June 2011).

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

Section 1.6.4 Housing Capacity Summary

Map 1.3 Capacity Sites

Policy CS3 Emerging Moderate Sustainable Growth Town

It is the policy of the Council to support the sustainable long term growth of Moderate Sustainable Growth Towns/Emerging Moderate Sustainable Growth Towns based on the capacity of public transport connections and the capacity of social infrastructure.

Policy H6 Sustainable Communities

It is the policy of the Council to support the development of sustainable communities and to ensure that new housing development is carried out in accordance with Government policy in relation to the development of housing and residential communities.

Policy H7 Urban Design in Residential Developments

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

Policy H8 Residential Densities

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.

Policy H9 Residential Building Height

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

Policy H10 Mix of Dwelling Types

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

Section 2.3.0 Quality of Residential Development

Policy H11 Residential Design and Layout

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

Policy H12 Public Open Space

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

Policy H13 Private and Semi-Private Open Space

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.

Policy H14 Internal Residential Accommodation

It is the policy of the Council to ensure that all new housing provides a high standard of accommodation that is flexible and adaptable, to meet the long term needs of a variety of household types and sizes.

Policy H15 Privacy and Security

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.

Policy H16 Steep or Varying Topography Sites

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

Section 3.2.0 Community Facilities

Policy C1 Community Centres

It is the policy of the Council to ensure that all communities have access to multifunctional community centres that provide a focal point for community activities.

Section 3.13.0 Open Space Management & Use

Policy C12 Open Space

It is the policy of the Council that a hierarchical network of high quality open space is available to those who live, work and visit the County, providing for both passive and active recreation, and that the resource offered by public open spaces, parks and playing fields is maximised through effective management.

Section 6.3.0 Walking and Cycling

Policy TM3 Walking and Cycling

It is the policy of the Council to re-balance movement priorities towards more sustainable modes of transportation by prioritising

Section 6.4.3 Road and Street Design

Policy H12

It is the policy of Council to ensure that streets and roads within the County are designed to balance the needs of place and movement, to provide a safe traffic-calmed street environment, particularly in sensitive areas and where vulnerable users are present.

Section 6.4.4 Car Parking

Policy TM7 Car Parking

Section 7.1.0 Water Supply & Wastewater

Policy IE1 Water & Wastewater

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

Section 7.2.0 Surface Water & Groundwater

Policy IE2 Surface Water & Groundwater

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

Section 7.3.0 Flood Risk Management

Policy IE3 Flood Risk

It is the policy of the Council to continue to incorporate Flood Risk Management into the spatial planning of the County, to meet the requirements of the EU Floods Directive and the EU Water Framework Directive.

Section 8.0 Green Infrastructure

Policy G1 Overarching

Policy G1 Green Infrastructure Network

Policy G3 Watercourses Network

Policy G4 Public Open Space and Landscape Setting

Policy G5 Sustainable Urban Drainage Systems

Policy G6 New Development in Urban Areas

Section 9.1.1 Archaeological Heritage

Policy HCL2 Archaeological Heritage

Section 9.3.1 Natura 2000 Sites

Policy HCL12 Natura 2000 Sites

Section 10.0 Energy

Policy E4 Energy Performance in New Buildings

Section 11.2.0 Place Making and Urban Design

Section 11.2.1 Design Statements

Section 11.2.2 Masterplans

Table 11.17: Masterplan Considerations

Section 11.2.7 Building Height

Section 11.3.1 Residential

- (i) Mix of Dwelling Types
- (ii) Residential Density
- (iii) Public Open Space/Children's Play
- (iv) Dwelling Standards
- (v) Privacy
- (vi) Dual Aspect
- (vii) Access Cores and Communal Areas
- (viii) Clothes Drying Facilities

Table 11.20: Minimum Space Standards for Houses

Table 11.21: Minimum Space Standards for Apartments

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 11.4.3 Car Parking for Electric Vehicles

Section 11.4.4 Car Parking Design and Layout
Section 11.4.5 Traffic and Transport Assessments

Section 11.6.1 (i) Flood Risk Assessment
Section 11.6.1 (ii) Surface Water
Section 11.6.1 (iii) Sustainable Urban Drainage System (SUDS)
Section 11.6.1 (iv) Groundwater
Section 11.6.1 (v) Rainwater Harvesting
Section 11.6.1 (vi) Water Services

Section 11.7.2 Energy Performance in New Buildings
Section 11.8.1 Environmental Impact Assessment
Section 11.8.2 Appropriate Assessment

ASSESSMENT OF PROPOSED DEVELOPMENT

Principle of Development

Council Policy

The Core Strategy of the South Dublin County Council Development Plan (including Variation No.4) identifies the settlement of Saggart-Citywest as a Self-Sustaining Growth Town. The self-sustaining growth town of Saggart/Citywest will develop based on the capacity of the public transport network and social infrastructure. While additional long-term capacity exists in this area, the capacity of zoned lands is considered to be sufficient to meet demand during the period 2016-2022.

Policy CS3 outlines it is the policy of the Plan to support sustainable long-term growth based on the capacity of public transport connections and the capacity of social infrastructure. The Core Strategy includes a residential capacity of 4,197 total housing capacity on 138 hectares of zoned lands. It is noteworthy that the subject zoned lands form part of the Saggart/Citywest Core Strategy landbank and the development of the lands is in accordance with the strategic approach for the County.

Land Use Zoning

The proposed development would largely be located within zoning objectives 'RES' and 'RES-N' of the County Development Plan. The proposed 'residential' use on the site is Permitted in Principle under these zoning objectives. It is noted that the proposed residential facilities and amenity spaces are associated with the residential use of the site. The proposed childcare facility would be located within zoning 'RES-N'. Childcare Facilities are Permitted in Principle under this zoning.

The proposed eastern pedestrian/cyclist link would be located within zoning objective 'OS': *'To preserve and provide for open space and recreational amenities'*. This link would appear to be publicly accessible. A pedestrian/cyclist link is not listed and should therefore be considered based on conformity with the relevant policies, objectives and standards contained within the Plan, particularly in relation to the zoning objective of the subject site and its impact on the development of the County at a strategic and local level. The link is acceptable in principle given it would be publicly accessible.

RES-N Area Plan

Zoning Objective RES-N requires that lands be developed in accordance with an approved plan. The Mill Road Saggart Area Plan was published in 2008. The zoning of the subject lands under the 2004-2010 County Development Plan required that an area plan be prepared. This plan is a non-statutory planning guidance document. The Plan has not been revoked by South Dublin County Council. However, the Planning Authority has limited regard to the content of the Plan as it acknowledges, that given the level of changes in national and regional policy since 2008, in particular but not limited to the National Planning Framework, the Regional Economic and Spatial Strategy and Section 28 Guidelines, the Plan is largely superseded.

Furthermore, the Plan is not referred to in the current 2016-2022 County Development Plan and there is no provision for the monitoring or review of the Plan. In the context of the above, it is considered that the Planning Authority cannot rely on it to assess planning applications in the area. The Planning Authority notes that the applicant has outlined that the guiding principles in the Area Plan were considered in the design stage of this process.

The Planning Authority notes that an applicant led approach to area plans for RES-N zoned lands has taken place elsewhere in the County where Local Area Plans, Areas Plans or Planning Schemes are not prepared to date or have expired. The applicant has submitted Proposed Masterplan Connectivity & Permeability (Drawing No. PA-002), which indicates potential connections from the site to neighbouring lands, Saggart Village, Saggart Luas stop and Citywest lands. There is also a masterplan on page 2 of the Architectural Design Statement. This masterplan shows links to the eastern and southern lands.

The potential link to the southern lands, to the development permitted under Reg. Ref. SD13A/0221/EP, is welcomed. The applicant notes that this is subject to agreement with the applicant of the southern lands. The applicant has also indicated potential future connections to the east, in addition to the proposed pedestrian/cyclist link, and these lands as residential on the masterplan in the Design Statement. However, these lands are currently zoned OS under the County Development Plan. Any design for potential future connections should be cognisance of this.

The submitted documentation shows that sufficient consideration has been given to the RES-N zoning and how the site connects with the RES-N lands to the south and the wider area. However, the Planning Authority does have concerns in relation to the connectivity of the site to support higher densities onsite. This is discussed further in this report.

Unit Mix and Type, Part V and Tenure

Unit Mix and Type

The proposed mix and types of units would be as follows:

	Houses	Duplexes	Apartments	Total
1 bed	0	2	62	64 (23%)
2 beds	17	17	119	153 (56%)
3 beds	27	19	4	50 (18%)
4 beds	7	0	0	7 (3%)
Total	51	38	185	274 (100%)

Policy H10 of the County Development Plan related to providing a wide variety of adaptable housing types, sizes and tenures in accordance with the Housing Strategy. Section 11.3.1

requires proposals that include more than 10% 1 beds, such as this one, to demonstrate the need for such accommodation.

The unit mix has not changed significantly from the pre-application submission. The applicant states the unit mix is appropriate having regard to the traditional housing stock in Citywest and Saggart and the need to facilities higher densities in line with strategic planning policy. However, the Planning Authority has concerns in relation to the proposed residential density. This is discussed further below.

Part V

The applicant has allocated 28 no. units for Part V purposes onsite. The Housing Department have reviewed the proposed development and have provided a report stating the following:

I refer to the above application for planning permission, SHD3ABP-312501-22 and I wish to advise that a Part V condition should be attached to any grant of permission for this application.

*The Part V submission lodged with this planning application is noted, the developer intends on fulfilling its Part V obligation by providing, 10 x 1 Bed and 18 x 2 Bed Apartments. It is South Dublin County Councils preference to **acquire a mixture of units on site in line with the ratio of units proposed in the development** and as such it would be the preference of the Housing Department that a revised proposal is submitted to include a better mix of unit types available in the overall development in line with the schedule of accommodation, as well as the inclusion of two universal type units to accommodate persons with medical needs. The Applicant is required to contact the Housing Department directly with any revised proposals.*

The Part V percentage liability is dependent on the date the applicant purchased the subject site and the applicant is required to provide proof of same to the Housing Department.

South Dublin County Council can only agree Part V in respect of the permitted development subject to costing approval from the Department of Housing, Local Government & Heritage. Please note that the Council would require a fully completed Part V submission prior to commenting on costs.

Tenure

It is not clear from the documentation submitted what the tenure of the units would be. The applicant states that it is their intention to work with SDCC to accommodate 45 no. affordable to sell units, 70 no. social units and 159 no. affordable/cost rental units. Considering no mention of Build-To-Rent has been included in the Public Notices the applicant has assessed the apartments and duplexes against the Build-To-Sell requirements of the 2020 Apartment Guidelines, the Planning Authority has assessed the proposed development against the Build-To-Sell provisions.

Residential Density and Heights

Residential Density

The proposed residential density is 61 units per ha. Saggart/Citywest is identified as a 'Self-Sustaining Growth Town' in the Settlement Hierarchy under the County Development Plan. The subject site is located on the edge of this. The site is identified as a 'Housing Capacity Site' in Map 1.3 of the County Development Plan. These are sites identified as having capacity to support sustainable growth and address the identified shortfall in housing. Policy

H8 Objective 6 of the County Development Plan provides for a recommended density of 35 – 50 dwellings to sites such as this one.

The Apartment Guidelines provide further guidance on residential density. Under such guidance, the site may qualify as an ‘intermediate urban location’ (suitable for >45 dph) or a ‘peripheral and/or less accessible urban location’ (<45 dph) depending on how the site’s accessibility is assessed. The 2009 Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas encourages increased densities within city and town centres, proximate to public transport corridors and social and physical infrastructure.

A link for pedestrians and cyclists is proposed via the open space lands to the east and Citywest Hotel lands to link to the Saggart Luas stop. This stop would be approx. 1.5 km or 18 minutes’ walk from the site. There are GoAhead bus services along the N7 and Dublin Bus services along Mill Road. The bus services along Mill Road are every 60 min, limited or peak-only, so not considered to be a quality, frequent service. Under BusConnects the services along Mill Road would be Orbital, Other City Bound and Peak Time Routes, thereby not resulting in a significant improvement. The site is an approx. 10-15 minute walk to Saggart Village.

It is considered that the current and proposed public transport infrastructure and local facilities and services would not support a higher residential density on the site. To justify the proposed density the applicant relies, in part, on the proposed eastern pedestrian/cyclist connection. However, this route is considered long, convoluted, and would lack passive surveillance. The Planning Authority would therefore raise significant concerns that the proposed link would fail to provide the high quality, attractive and usable link required to serve future residents, in order to support the residential density proposed. This element of the development is therefore considered unacceptable and the proposed density should be reduced.

Building Heights

The building heights for the proposed development would be as follows:

- 2 storey houses
- 3 storey duplex units
- 5 to 8 storey apartment blocks.

The subject site is not identified for tall buildings exceeding five storeys in an approved plan (as per Policy H9 Objective 4 and Policy UC6 Objective 3). Apartment Block A would exceed 5 storeys in the south-eastern corner where it projects up to 8 storeys. The proposed height of 8 storeys would be a material contravention of the County Development Plan, specifically Policy H9 Objective 4 and Policy UC6 Objective 3. The applicant has submitted a Material Contravention Statement in relation to building heights. This states that National Policy justifies the proposed increased density and heights due to the strong encouragement of higher densities on appropriately zoned (RES-N) and serviced lands adjacent to town centres, employment hubs and high quality public transport.

The Planning Authority acknowledges blanket height restrictions in the Development Plan run contrary to the Height Guidelines, specifically SPPR 1 and note that the Development Plan was adopted in 2016, prior to the Guidelines. It is noted that SPPR1 supports *‘increased building height and density in locations with good public transport accessibility, particularly*

town/ city cores'. SPPR3 also provides a mechanism for planning authorities to grant permission contrary to their development plan subject to being satisfied that the applicant has met the specified criteria.

However, the Planning Authority is not satisfied that this site justifies the proposed greater heights, having regard to its location from the centre of Saggart, the location to the closest Luas stop, the moderate bus services in the area and its current dependence on vehicular movement. The applicant refers to Garter's Lane SHD for justification, however, this site is directly adjacent to the Saggart Luas stop. There is also reference to the 8 storey element acting as a marker for the entrance to the adjoining lands to the east, for legibility for the future development of those lands. However, it is noted that these lands are zoned OS, and will not be brought forward for development. Given the above, it is not considered heights of up to 8 storeys on the site are unacceptable and should be reduced to a maximum of 5 storeys.

Blocks A and B would be setback approx. 56.9 m and 57.3 m respectively from the permitted dwellings to the south. Some of the houses and duplexes proposed as part of the subject development would be approx. 22.0 m and 24.8 m from the proposed 5 storey apartment blocks. It is noted that these houses and duplexes would be located to the north-west and south-west of the proposed apartment blocks.

Given the concerns in relation to residential density, the site's location and internal residential amenity it is not considered the proposed heights are justified. The heights of the apartment blocks should be reduced, in particular Block A.

Urban Design and Layout

Layout and Urban Form

The layout of the development is so that the duplex units would be located to the north-east part, closest to the N7, houses behind these, located centrally in the site and apartment blocks to the east and north-east within the site. The houses along the southern boundary would be approx. 14m to 20m from existing dwellings fronting Mill Road. This includes House Types 3 and 5. The first-floor windows in House Type 3 are to the stairwell and bathroom. These should be made opaque where less than 22 m from existing dwellings. House Type 5 would not have any first floor windows on the elevation facing the existing dwellings.

Daylight and Sunlight

A Sunlight, Daylight & Shadow Assessment has been submitted. This finds that the impact on the neighbouring properties and the proposed standard of the development itself is acceptable in relation to sunlight, daylight and overshadowing.

Out of 185 apartments, 94 would be dual aspect, resulting in a dual aspect ratio of 51%. The Apartment Guidelines advise that for single aspect units the preferred aspect is southerly, with westerly or easterly also being acceptable. In this regard, no north facing single aspect units are proposed, which is welcomed.

Permeability and Access

The site would have an access for vehicles, pedestrians and cyclists from Mill Road in the south-west of the site. The Roads Department notes that the permission Reg. Ref. SD13A/0221/EP would have a vehicular access off Mill Road very close to the proposed access for the subject application. As part of the grant of permission for Reg. Ref. SD13A/0221/EP Condition 2 required the omission of this vehicular access. This was again

refused under Reg. Ref. SD15A/0086. The proposed access for the subject proposal from Mill Road is therefore acceptable. This access might impact an existing bus stop on Mill Road. The applicant would have to liaise with the relevant bus agency in relation to this.

The applicant has stated that a potential secondary access to the site would be provided at the north-west boundary, connecting to the existing road along the frontage of the site. This access would be controlled using removable bollards for use by service and emergency vehicles only. While it is noted that the Roads Department have suggested that the bollards are instead installed at Mill Road, other sites, including a site outside of the applicant's ownership, use this access road, and therefore it is recommended that should the application be granted the control bollards should be installed as proposed.

The applicant has also indicated a potential vehicular connection to the permitted development to the south, subject to agreement with the applicant. This is welcomed by the Planning Authority. A pedestrian and cyclist access would be provided to the north-east via the open space lands to the east. This connects to Citywest Hotel lands and then to the Saggart Luas stop. These adjoining lands are shown to be within the ownership of the applicant. The proposed link would appear to be publicly accessible. The full detail of this link including lighting should be agreed via condition.

Streetscapes

A DMURS Statement of Consistency has been submitted. The Roads Department notes that the current road layout has all roads with a width of 6.0m wide. With a rearrangement footpath to the outside of the parking bays and forming shared surfaces, Homezones can be created at some locations with narrower road widths and a better hierarchy of roads created in accordance with the guidance in DMURS.

Residential Amenity and Design

Standard of Accommodation

In terms of the standard of accommodation the proposed development appears to be generally consistent with the standards of the Quality Housing for Sustainable Development, Apartment Guidelines and County Development Plan.

Section 11.3.1(v) of the County Development Plan relates to separation distances of 22m between directly opposing above ground floor windows to maintain privacy. Internal separation distances would be approx. 25m between apartment Blocks A and B and between elements of Block B approx. 22m. These separation distances are acceptable.

Private and Communal Open Space

Private open space would be afforded to each house in the form of rear gardens. Private open space would be provided to the duplexes and apartments in the form of balconies, terraces or gardens. Communal amenity space would be provided to the apartments centrally within Block B and to the north-east of Block A. Communal amenity space for the duplex units is identified along the north-west of these blocks, adjoining the public open space here. Consideration would need to be given to the provision of defensible space where units and private open space adjoin public areas. This includes the apartments at the ground floor level adjoining both communal and public spaces and the duplexes that adjoin communal and public spaces.

Materials and Finishes

A Building Lifecycle Report has been submitted for the proposed development. This provides an assessment of long term running and maintenance costs and measures to manage and reduce costs. The principal external materials and finishes proposed include various brickwork, render and metal cladding. The proposed materials and finishes are acceptable. However, more differentiation in the use of these should be provided. Particularly in the proposed housing where rows of brick housing would be provided, creating a monotone visual. A condition should be included that materials and finishes are agreed with the Planning Authority prior to commencement.

Energy Efficiency

The applicant has submitted a Sustainability Report with the application. This report outlines the strategy for M&E systems including the energy performance and sustainability of construction.

Visual Amenity

The application is accompanied by photomontages of the proposed development. The development would be a mix of houses, duplexes and apartment blocks. The apartment blocks would be approx. 66.6m and 68.4m. It is clear from the information submitted, that the architectural detailing, including the use of high-quality material and finishes and variation in brick types and bonding patterns, to break up the bulk and massing of the buildings and mitigate any potential negative visual impact. The design solution requires careful consideration and it is recommended that a condition be imposed requiring these details be agreed with the Planning Authority.

Public Open Space and Realm

The full Public Realm report is appended to this report. This report recommends 9 conditions relating to landscape design proposals, open space provision, arboricultural method statement, arboricultural impact assessment, tree and hedgerow protection measures, tree bond and arboricultural agreement, play provision, SuDS and biodiversity management plan.

The main concerns from the Public Realm Section are tree and hedgerow loss, impact on existing green infrastructure and local biodiversity, impact on bats, detail on play items, reliance of underground attenuation and location of underground attenuation. The recommended conditions should be attached in the event of a grant of permission.

Public open space provision would be provided with the largest areas being along the north-western boundary (front) and the south-eastern boundary. The total public open space would be 0.897 ha, 19.44% of the net site area. The Public Realm Section and Planning Authority still have concerns with the usability of some of these spaces. However, the newly located central area of open space (POS 01) is welcomed. Car parking should be omitted from the perimeter of this space. The proposed ESB and other structures within the open spaces should be appropriately landscaped.

The Arboricultural Impact Plan shows that the existing vegetation would be largely retained on the north-west boundary and north-east boundary. Existing trees and vegetation would be removed along the south-east and south-west boundary, save for the retention of some trees and vegetation. The retention of existing trees and vegetation should be addressed via condition.

Ecology

An Ecological Impact Assessment has been submitted. The assessment details mitigation measures to mitigate any potential impacts on flora and fauna. However, having regard to the existing green infrastructure and biodiversity on the site it is considered that a Biodiversity Management Plan should be submitted. The plan shall indicate how biodiversity and green infrastructure is to be enhanced and developed on this site, including the:

- Protection of existing trees and woodland plantations on site
- Protection and enhancement measures for bats
- The use of SUDS and Climate Adaption Measures.

Archaeological Conservation

The Record of Monument and Place Duchas No. 021-032 Field System Site is located at the proposed eastern link. An Archaeological Impact Assessment has been submitted. This assessment states that there is a potential for sub-surface archaeological remains. It is recommended that the measures recommended in this report, including an archaeological assessment (geophysical survey and test trenching), is conditioned in the event of a grant of permission.

Non-Residential Uses

Creche

The proposal would include a creche facility at the ground floor of apartment Block A. There would be an associated outdoor play area and car parking. The applicant states that the creche would accommodate 59 children.

Roads, Access and Parking

The full Roads Department report is appended to this report. This report makes a number of observations relating to access, masterplan, the hierarchy of roads, cycle route, internal footpaths, roads layout and compliance with DMURS, car and bicycle parking, EV charging, mobility spaces, mobility management, public lighting, construction traffic and waste, and taken in charge.

The number of car parking spaces would be 276 no. in total. 51 no. allocated to 51 no. houses, 6 no. for the creche and 219 no. for apartments/duplexes. This results in a car parking ratio of 0.98 for the apartments and duplexes. The Roads Department considers the car parking ratio to be a little high and recommend it is reduced by between 10% and 15%. However, they note a total of 293 no. spaces (discrepancies within the submitted documentation). Considering the location of the site the Planning Authority considers the proposed car parking provision to be appropriate.

Dedicated bicycle parking storage areas would be provided for the duplexes and apartments. A total of 634 bicycle parking spaces would be provided, 416 long stay and 218 short term. This exceeds the minimum standards of the County Development Plan and Apartment Guidelines.

Services and Drainage

The full Water Services report is appended to this report. Water Services state that the proposed surface water attenuation of 2,525m³ for the site is undersized by approximately:

- 13% for 1 in a 30 year storm event
- 20% for 1 in a 100 year storm event

Increased surface water attenuation shall be provided by means of SuDS where possible. The Planning Authority notes that in accordance with the County Development Plan underground attenuation should be the last resort for surface water management. Policy IE2 Objective 5 states that surface water run-off should be limited to SuDS and underground attenuation avoided. This is especially given that the site is a greenfield site.

Public Health

Aviation Safety

The tallest building, Block A, would be approx. 24.6m in height. The site is located to the south, across the N7, from Casement Aerodrome. Part of the front of the site is located within the Department of Defence Inner Zone on the County Development Plan maps. The Department of Defence has raised concerns in relation to the height of Block A. The requirements of DoD, including an Aeronautical Study, should be conditioned. It is however noted that the Planning Authority recommends a reduction in the height of Block A.

Environmental Health

An Inward Noise Impact Assessment has been submitted. This report includes mitigation measures for facades closest to the N7 to ensure that when windows are closed good internal noise levels will be achieved. This includes a noise barrier at the front boundary and sound insulation specification on these buildings. These measures should be conditioned in the event of a grant of permission. There would be some terraces for the duplexes to the north, however, it is noted that all duplexes would have terraces to the south, away from the N7.

Waste Management

An Operational Waste Management Plan has been submitted. This plan should be implemented in the event of a grant of permission.

Screening for Appropriate Assessment

The applicant has submitted an Appropriate Assessment Screening Report. This report finds that no significant effects are likely to arise, either alone or in combination with other plans or projects and rules out a Stage 2 assessment. An Bord Pleanála is the competent authority in this regard.

Screening for Environmental Impact Assessment

The applicant has submitted an Environmental Impact Assessment Screening Report, which concludes that an EIAR is not required for the proposed development. An Bord Pleanála is the competent authority in this regard.

Conclusion

There remain a number of issues with this application, which have each either been raised previously by SDCC, or have arisen in the present application. In particular, considering the limited public transport connections, the proposed density and building heights are not suitable for the subject site and would result in a poor quality standard of development, and considered alterations to development as proposed should be provided.

Having regard to the principle of development, County Development Plan, national and regional policy and the layout and design the Planning Authority recommends that the development can be **granted permission**, subject to the conditions proposed in Appendix 1.

Ultimately, the Board should use its discretion to assess whether the above issues do not raise issues of such magnitude as to require a refusal of permission, and can be dealt with by condition.

Colm Harte

**Colm Harte,
Senior Executive Planner**

Date: 14 March 2022



**Mick Mulhern,
Director of Land Use, Planning and
Transportation**

APPENDIX A – STRATEGIC HOUSING DEVELOPMENT TABLE OF RECOMMENDED CONDITIONS

No	Condition	Reason
1	<p>Effective control on development as approved Development in accordance with submitted plans and details. The development shall be carried out and completed in its entirety fully in accordance with the plans, particulars and specifications lodged with the application, save as may be required by the other conditions attached hereto.</p>	<p>To ensure that the development shall be in accordance with the permission and that effective control be maintained.</p>
2	<p>Amendments The applicant, developer or land owner shall submit revised plans (including site plans, floor plans, sections and elevations) as required to specify the below amendments to the scheme, subject to the final agreement of the Planning Authority prior to commencement of development:</p> <ul style="list-style-type: none"> • The 3 upper most floors shall be omitted from Block A. • House Type 3 shall have opaque first floor windows on the rear elevation where directly facing existing residential dwellings. • Car parking fully omitted from the perimeter of POS 01. 	<p>In the interest of a high quality sustainable residential development.</p>
	<p>Materials Prior to commencement of any works on site, details of the brick types and bonding patterns, materials, colours and textures of all the external finishes to the proposed development, including hard surfacing and pavements, shall be submitted to and agreed in writing with the Planning Authority.</p>	<p>In the interest of a high quality sustainable residential development.</p>
	<p>Phasing No development shall take place under this permission until a detailed phasing programme for the approved development that has been agreed in writing with the Planning Authority. The applicant, owner or developer is advised to consult with the Planning Authority in advance of lodging the required programme.</p>	<p>In the interest of clarity and to provide for the orderly and sustainable development of the site and compliance with South Dublin County Council's Development Plan.</p>
	<p>Swept Path/Autotrack The applicant will be required to show a swept path / Autotrack analysis of fire tender and refuse truck access through the entire site.</p>	<p>To ensure effective control of development, and to ensure safe and adequate provision of transport infrastructure.</p>
	<p>Electric Vehicle Charging The proposed development shall make provision for the charging of electric vehicles. In the case of on-curtilage/driveway parking, 100% of spaces must be provided with electrical connections, to allow for the provision of future charging points. In the case of surface car parking spaces 100% of spaces must be provided with electrical ducting and termination points to allow for the provision of future charging points, and 10% of surface car parking spaces must be provided with electric vehicle charging points initially. Details of how it is proposed to comply with these requirements including details of the design of, and signage for, the electric charging points (where they are not in areas to be taken in charge) shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.</p>	<p>In the interest of sustainable transport.</p>
	<p>Mobility Impaired Parking The proposed development shall make provision for 5% of the total car</p>	<p>In the interests of providing for universal design.</p>

	parking spaces for mobility impaired car parking.	
	<p>Access and Roads</p> <p>Prior to the commencement of development the applicant/developer shall submit the following for the written agreement of the Planning Authority:</p> <p>(a) A Masterplan of the entire lands with the intended roads layouts and road hierarchies for the entire development lands. Then we can ensure that the key link roads are in place for this phase to connect to future developments. Each proposed link road shall be completed to the boundary of the current development to make it clear that the road is intended to be extended into future phases.</p> <p>(b) The hierarchy of roads shall be differentiated with different coloured bitmac finishes to distinguish between homezones, back streets and main link roads.</p> <p>(c) A 2-way cycle route created along the future main connection road to the boundary of this development in order to connect to the Citywest Campus to the east of the development.</p> <p>(d) All internal footpaths shall be all a minimum of 2.0m wide which is the SDCC standard.</p> <p>(e) The current road layout has all roads with a width of 6.0m wide. With a rearrangement footpath to outside of the parking bays and forming shared surfaces, Homezones can be created at some locations with narrower road widths and a better hierarchy of roads created in accordance with the guidance in DMURS.</p> <p>(f) Full details of the eastern pedestrian/cyclist link including dimensions and lighting. It shall be confirmed that this link would be publicly accessible.</p>	In the interest of the sustainable transport and compliance with DMURS.
	<p>Mobility Management Plan</p> <p>A Mobility Management Plan is to be completed within six months of opening of the proposed development. The Mobility Management Plan shall be agreed with the roads department and the agreed plan, along with the written agreement of the roads department shall be lodged to the planning file. The written commitment of the developer to implement the agreed plan shall also be lodged to the file.</p>	In the interest of sustainable transport.
	<p>Public Lighting</p> <p>(a) Prior to the commencement of development, the applicant shall agree in writing an integrated Public Lighting scheme and Landscape Plan with the Planning Authority. Once agreed, the scheme shall be constructed/installed to taking in charge standards at the expense of the developer and to the satisfaction of South Dublin County Council Lighting Department.</p> <p>(b) The Public Lighting scheme and Landscaping Plan shall be integrated and agreed with the Planning Authority prior to commencement of development.</p>	In the interests of protection of bats, public safety and amenity, to prevent light pollution and in the interests of the proper planning and sustainable development of the area.
	<p>Taken In Charge</p> <p>All items and areas for taking in charge shall be undertaken to a taking in charge standard. Prior to development the applicant shall submit construction details of all items to be taken in charge. No development shall take place until these items have been agreed.</p>	To comply with the Councils taking in charge standards.
	<p>Construction Traffic Management Plan</p> <p>Prior to commencement of development a developed Construction Traffic Management Plan shall be agreed with the roads department. The agreed</p>	In the interests of traffic safety and residential amenity.

	<p>plan, along with the written agreement of the roads department shall be lodged to the planning file. The written commitment of the developer to implement the agreed plan shall also be lodged to the file.</p>	
	<p>Council Housing Strategy The applicant, owner or developer, or any other person with an interest in the land to which the development as approved relates shall, prior to the lodgement of a commencement notice within the meaning of Part II of the Building Control Regulations 1997:</p> <p>(i) enter into an agreement with the Housing Authority for compliance with the Part V of the Planning and Development Act 2000 (as amended) as referred to in the South Dublin County Council Development Plan 2016-2022, providing, in accordance with that section, for the matters referred to in paragraph (a) or (b) of subsection (3) of section 96, and</p> <p>(ii) when the agreement with the Housing Authority for compliance with the Part V of the Planning and Development Act 2000 is finalised to the satisfaction of the Housing Authority, a certified copy of the agreement shall be lodged with the Planning Authority.</p>	<p>To promote social integration consistent with policies/objectives of the Councils Housing Strategy as contained in the South Dublin County Council Development Plan 2016-2022.</p>
	<p>Landscape Design Proposals Detailed landscape drawings that illustrate hard and soft landscaping, useable communal open space, meaningful public open space, quality audit and way finding. The public open space shall be usable space, accessible and overlooked to provide a degree of natural supervision. Details of play equipment, street furniture including public lighting and boundary treatments shall be submitted. In addition, the applicant shall provide the following:</p> <p>i. the applicant shall submit a plan which clearly delineating communal and private spaces should be provided, as well as a detailed breakdown of the total area of same. Consideration of how the design of the landscape and provision of furniture/equipment will facilitate use of these spaces for both adults and children is also required. Consideration shall be given to the provision of defensible space where units and private open space adjoin public areas. This includes the apartments at ground floor opening to communal and public spaces and the duplexes that adjoin communal and public spaces.</p> <p>ii. The applicant shall submit a comprehensive Landscape Design Rationale, the objective of this report is to describe the proposed landscape and external works as part of this development.</p> <p>iii. The applicant/developer shall submit level details for the open space, this shall include cross section drawings where applicable. If retaining walls are required, they shall be located outside the open space.</p> <p>iv. Details of tree planting pits to include SUDs measures in urban tree pits and use of urban tree soil to be submitted to the Public Realm Section of SDCC for agreement.</p>	<p>To assimilate the development into its surroundings, in accordance with the policies and objectives contained within Section 8.3.0 Public Open Space Hierarchy and Landscape Setting and policies HCL7 Objective 1 and HCL7 Objective 2 of the CDP 2016-2022.</p>
	<p>Open Space Provision Justification of hierarchy and quantum of open space provision, both</p>	<p>To assimilate the development into its</p>

	<p>communal and public open space (POS). Clarity with regard to compliance with Development Plan standard and location of underground attenuation tanks and storage systems under public open space, as part of SuDS solution.</p>	<p>surroundings, in accordance with the policies and objectives contained within Section 8.3.0 Public Open Space Hierarchy and Landscape Setting and policies HCL7 Objective 1 and HCL7 Objective 2 of the CDP 2016-2022.</p>
	<p>Arboricultural Method Statement The applicant shall submit a detailed Arboricultural Method Statement (AMS). The AMS shall include justification and mitigation for any tree removal proposed and details of how trees will be protected at all stages of the development. Recommendations for tree surgery works and details of any tree surgery works necessary to implement the permission will be required as will the method and location of tree protection measures, the phasing of protection methods where demolition or construction activities are essential within root protection areas and design solutions for all problems encountered that could adversely impact trees (e.g. hand digging or thrust-boring trenches, porous hard surfaces, use of geotextiles, location of site compounds, office, parking, site access, storage etc.). All works shall be carried out in accordance with the agreed AMS</p>	<p>To ensure that the trees on site are adequately protected, to safeguard the character and appearance of the area, in accordance with policy G2 Objective 9, G4 Objective 5, G2 Objective 13, G6 Objective 1, HCL15 Objective 3 of the CDP 2016-2022.</p>
	<p>Arboricultural Impact Assessment The applicant shall submit a detailed Arboricultural Impact Assessment (AIA) to the Local Planning Authority. The (AIA) shall provide information to show how trees/hedging worthy of retention would be sustainable and justification and mitigation measures for any tree removal proposed. The AIA shall identify areas to be excluded from any form of development, specify protective fences for these exclusion areas and for individually retained trees, life expectancy of trees, recommendation for any remedial work, identify acceptable routes for all mains services in relation to tree root zones, identify acceptable locations for roads, paths, parking and other hard surfaces in relation to tree root zones, suggest location for site compound, office, parking and site access, identify location(s) for replacement planting and show existing and proposed levels. All works shall be carried out in accordance with the agreed AIA.</p>	<p>To ensure that the trees on site are adequately protected, to safeguard the character and appearance of the area, in accordance with policy G2 Objective 9, G4 Objective 5, G2 Objective 13, G6 Objective 1, HCL15 Objective 3 of the CDP 2016-2022</p>
	<p>Tree and Hedgerow Protection Measures The applicant shall submit details of the tree and hedgerow protection measures to be employed during construction of the trees on the site, in accordance with BS 5837:2012 - Trees in relation to construction - Recommendations, for the approval of the Planning Authority. The tree and hedgerow protection measures shall show the extent of root protection areas and details of ground protection measures and fencing to be erected around the trees, including the type and position of these. The protective measures shall be implemented prior to the commencement of any development, site works or clearance in accordance with the approved details and shall be maintained and retained until the development is completed. Within the root</p>	<p>To ensure that the trees on site are adequately protected, to safeguard the character and appearance of the area, in accordance with policy G2 Objective 9, G4 Objective 5, G2 Objective 13, G6 Objective 1, HCL15 Objective 3 of the CDP 2016-2022.</p>

	<p>protection areas the existing ground level shall be neither raised nor lowered and no materials, temporary buildings, plant, machinery or surplus soil shall be placed or stored thereon. If any trenches for services are required within the fenced areas they shall be excavated and backfilled by hand and any tree roots encountered with a diameter of 25mm or more shall be left unsevered.</p>	
	<p>Tree Bond and Arboricultural Agreement</p> <p>Prior to the commencement of any permitted development or any related construction activity or tree felling on the site, the applicant shall lodge a Tree and Hedgerow Bond to the value of €82,692.08 with the Planning Authority. This is to ensure the protection of trees on and immediately adjacent to the site to make good any damage caused during the construction period.</p> <p>The bond lodgement shall be coupled with an Arboricultural Agreement, with the developer, empowering the planning authority to apply such security, or part thereof, to the satisfactory protection of any tree/hedgerow or trees/hedgerows on or immediately adjoining the site, or the appropriate and reasonable replacement of any such trees/hedgerows which die, are removed or become seriously damaged or diseased within a period of three years from the substantial completion of the development. Any replacement planting shall use large semi-mature tree size(s) and species or similar as may be stipulated by the planning authority.</p> <p>An Arboricultural Assessment Report and Certificate is to be signed off by a qualified Arborist after the period of 3 years of completion of the works. Any remedial tree surgery, tree felling works recommended in that Report and Certificate shall be undertaken by the developer, under the supervision of the Arborist. The bond will only be refunded upon receipt by SDCC Public Realm Section of a satisfactory post-construction arboricultural assessment, carried out by a qualified arborist and provided that the hedges/trees proposed for retention are alive, in good condition with a useful life expectancy.</p>	<p>To ensure that the trees on site are adequately protected, to safeguard the character and appearance of the area, in accordance with policies G2 Objective 9, G4 Objective 5, G2 Objective 13, G6 Objective 1, HCL15 Objective 3 of the CDP 2016-2022.</p>
	<p>Play Provision</p> <p>Clarification shall be provided as to the total number and location of play opportunities; the age range they are appropriate for and whether they are universally accessible. An emphasis shall be on active, accessible play throughout the development. The applicant shall provide fully detailed play proposals as part of the landscape scheme for the proposed development. The applicant shall consider the provision of additional universally accessible equipment within the play proposals for the development. Additional details, specifications and images need to be provided in relation to the proposed playgrounds and play spaces for the development. All play equipment shall be of predominantly natural materials with unstructured play included in the proposed design. The applicant shall consider the use of engineered woodchip as playground surfacing material.</p>	<p>To uphold the policies of the South Dublin County Council Development Plan 2016-2022 relating to Children's play, and to provide for the proper planning and sustainable development of the area.</p>
	<p>SUDS</p> <p>A comprehensive SUDS Management Plan shall be submitted to demonstrate that the proposed SUDS features have reduced the rate of run off into the existing surface water drainage network. A maintenance plan</p>	<p>To prevent the increased risk of flooding and to improve and protect water quality, in accordance with policies</p>

	<p>shall also be included as a demonstration of how the system will function following implementation.</p> <p>Additional natural SUDS features shall be incorporated into the proposed drainage system for the development such as rain gardens, detention basins, filter drains, swales etc. In addition, the applicant shall demonstrate how the proposed natural SUDS features will be incorporated and work within the drainage design for the proposed development.</p>	<p>under Section 8.4.0 Sustainable Urban Drainage Systems of the CDP 2016-22 in particular G5 Objective 1 and G5 Objective 2.</p>
	<p>Surface Water Attenuation</p> <p>Prior to the commencement of development a revised report and drawing(s) shall be submitted for the written agreement of the Planning Authority showing increased surface water attenuation in m3. The report shall show SAAR value (Standard Annual Average Rainfall). It shall also explain further existing roadway and why this is taken as 0% surface water runoff. Increased surface water attenuation shall be provided by means of SuDS firstly.</p>	<p>In the interests of public health, safety, the proper planning and sustainable development of the area and in order to ensure adequate and appropriate surface water drainage provision.</p>
	<p>Drainage</p> <ul style="list-style-type: none"> • The Developer shall ensure that there is complete separation of the foul and surface water drainage systems within the site, both in respect of installation and use. • All new precast surface water manholes shall have a minimum thickness surround of 150mm Concrete Class B. • All works for this development shall comply with the requirements of the Greater Dublin Regional Code of Practice for Drainage Works. 	<p>In the interests of public health, safety, the proper planning and sustainable development of the area and in order to ensure adequate and appropriate drainage.</p>
	<p>Biodiversity Management Plan</p> <p>Prior to the commencement of development an overarching Biodiversity Management Plan shall be submitted for written agreement of the Planning Authority. The plan shall indicate how biodiversity and green infrastructure is to be enhanced and developed on this site during construction and into the future, taking into account matters that included the following:</p> <ol style="list-style-type: none"> a) Protection of existing trees and woodland plantations on site b) Protection and enhancement measures for bats c) The use of SUDS and Climate Adaption Measures 	<p>To protect and enhance areas of biodiversity, in accordance with policies IE7 Objective 5, G3 Objective 2, G4 Objective 2, HCL15 Objective 3, and other policies relating to Biodiversity within the CDP 2016-2022.</p>
	<p>Owner's Management Company</p> <p>Prior to the commencement of development details of an Owner's Management Company shall be submitted to the Planning Authority for written agreement.</p>	<p>In the interests of proper planning and sustainable development.</p>
	<p>Services to be Underground.</p> <p>All public services to the proposed development, including electrical, information and communications technology (ICT) telephone and street lighting cables and equipment shall be located underground throughout the entire site. There shall also be provision for broadband throughout the site in accordance with the Planning Authority's policy and requirements.</p>	<p>In the interests of the visual amenities of the area, the proper planning and sustainable development of the area and compliance with the South Dublin County Development Plan.</p>
	<p>Irish Water</p> <p>(a) The applicant is required to sign connection agreements for water supply and waste water with Irish Water prior to any works commencing and connecting to the network.</p>	<p>To ensure that the development does not endanger public health.</p>

<p>(b) Any proposals to build over or divert existing water or wastewater services subsequently the applicant/developer is required to submit details to Irish Water for assessment of feasibility and have written confirmation of feasibility of diversion(s) from Irish Water prior to connection agreement.</p> <p>(c) The applicant must identify and procure transfer to Irish Water of the arterial water and wastewater Infrastructure within the Third-Party Infrastructure.</p> <p>(d) The applicant must demonstrate that the arterial infrastructure is in compliance with requirements of Irish Water Code of Practice and Standard Details and in adequate condition and capacity to cater for additional load from the Development.</p> <p>(e) All development is to be carried out in compliance with Irish Water Standards codes and practices.</p>	
<p>Archaeological Monitoring The applicant/developer shall employ a qualified Archaeologist, licensed to carry out Archaeological Monitoring of all sub-surface works carried out within the proposed development site. This will include the archaeological monitoring of the removal of topsoil, the excavation of trenches for foundations, services, access roadway, etc. associated with the proposed development.</p>	<p>To facilitate the recording and protection of any items of archaeological significance that the site may possess.</p>
<p>Archaeological Monitoring Reporting The archaeologist shall prepare and submit a report, describing the result of the Archaeological Monitoring, to the Local Authority and the Development Application Unit of the Department of Environment, Heritage and Local Government within six weeks following completion of Archaeological Monitoring.</p>	<p>To facilitate the recording and protection of any items of archaeological significance that the site may possess.</p>
<p>Construction Environmental Management Plan Prior to commencement of development, the applicant shall submit and obtain written agreement of the Planning Authority for a site specific Construction Environmental Management Plan. The CEMP shall identify potential impacts and mitigating measures, and a mechanism for ensuring compliance with environmental legislation, and ensure best construction practices including measures to prevent and control the introduction of pollutants and deleterious matter to surface water and measures to minimise the generation of sediment and silt. Precautions must be taken to ensure there is no entry of solids, during the connection of pipe work, or at any stage to the existing surface water system and the Owendoher River.</p>	<p>To ensure compliance with relevant environmental legislation and standards during construction, and to prevent the entry of pollutants into watercourses.</p>
<p>Street Naming and Dwelling Numbering. Prior to the commencement of any works on site the applicant, owner or developer shall submit the following for the written agreement of the Planning Authority:</p> <p>(i) A street naming and dwelling/unit numbering scheme, for the development as approved that is in accordance with the Planning Authority's policy and requirements for such schemes, along with associated proposed signage for the scheme.</p> <p>The agreed number shall be placed on each house upon completion so as to be clearly legible from the proposed access road or the public realm, and the</p>	<p>In the interest of the proper planning and sustainable development of the area and compliance with the South Dublin County Council's Development Plan.</p>

<p>agreed street name in both Irish and English, or Irish only shall be erected at the beginning of each street in a manner to be clearly legible, and in accordance with Planning Authority's requirements.</p> <p>The development name should:</p> <ol style="list-style-type: none"> 1. Avoid any duplication within the county of existing names, and 2. Reflect the local and historical context of the approved development, and 3. Comply with; <ol style="list-style-type: none"> (a) Development Plan policy, and (b) The guidelines on naming and numbering of the Department of the Environment, Heritage and Local Government, and (c) Have regard to the Guidelines issued by the Place Names Commission (An Coimisiún Logainmneacha) and (d) Preferably make exclusive use of the Irish language. <p>Proposals for an apartment name and numbering scheme and associated signage shall be lodged with the Planning Authority prior to the date of any Commencement Notice within the meaning of Part II of the Building Control Regulations 1997 and prior to the commencement of any works on site.</p> <p>The applicant, developer, or owner is advised to consult with Naming and Numbering section of the Planning Authority in advance of lodging the required scheme.</p>	
<p>Construction and Demolition Waste Management Plan</p> <ol style="list-style-type: none"> (a) Prior to commencement of development a developed Construction Demolition and Waste Management Plan shall be agreed with the roads department. The agreed plan, along with the written agreement of the roads department shall be lodged to the planning file. The written commitment of the developer to implement the agreed plan shall also be lodged to the file. (b) The plan shall detail that construction waste shall not be left in close proximity to neighbouring residential gardens. 	<p>In the interests of public safety, compliance with Development Plan Policy and sustainable waste management.</p>
<p>Noise</p> <p>The mitigation measures in the submitted Inward Noise Impact Assessment prepared by Awn Consulting shall be fully implemented into the development.</p>	<p>In the interests of residential amenity.</p>
<p>Aviation Safety</p> <ol style="list-style-type: none"> (a) Appropriate management methods during construction should be employed to avoid sites becoming a bird attractant. (b) Mitigating measures must be taken if negative effects on Irish Air Corps flight operations become apparent due to bird activity at the site. (c) Crane activity at the site shall be con-ordinated with Military Air Traffic Services (ATS) at least 90 days in advance for assessment of proposed crane activities, contactable at airspaceandobstacles@defenceforces.ie. (d) An aviation obstacle warning lighting scheme for the development must be agreed with Military Air Traffic Services, contactable at airspaceandobstacles@defenceforces.ie. 	<p>In the interests of aviation safety.</p>
<p>Construction Noise and Hours</p> <p>To control, limit and prevent the generation of unacceptable levels of Environmental Noise Pollution from occurring during construction activity,</p>	<p>In the interest of public health by the prevention of unacceptable levels of noise</p>

<p>no Equipment or Machinery (to include pneumatic drills, on-site construction vehicles, generators, etc.) that could give rise to unacceptable levels of noise pollution as set out generally for evening and night-time in S.I. No. 140/2006 - Environmental Noise Regulations 2006 shall be operated on the site before 7.00 hours on weekdays and 9.00 hours on Saturdays nor after 19.00 hours on weekdays and 13.00 hours on Saturdays, nor at any time on Sundays, Bank Holidays or Public Holidays.</p> <p>Any construction work outside these hours that could give rise to unacceptable levels of noise pollution shall only be permitted following a written request to the Planning Authority and the subsequent receipt of the written consent of the Planning Authority, having regard to the reasonable justification and circumstances and a commitment to minimise as far as practicable any unacceptable noise outside the hours stated above. In this respect, the applicant or developer shall also comply with BS 5228:2009 Noise and Vibration Control on Construction and Open Sites, and have regard to the World Health Organisation (WHO) – Guidelines for Community Noise (1999).</p> <p>The applicant or developer shall also endeavour to engage in local consultation in respect of any noise sensitive location within 30 metres of the development as approved prior to construction activity commencing on site. Such noise sensitive locations should be provided with the following:</p> <ul style="list-style-type: none"> - Schedule of works to include approximate timeframes - Name and contact details of contractor responsible for managing noise complaints - Hours of operation- including any scheduled times for the use of equipment likely to be the source of significant noise. 	<p>pollution which could interfere with normal sleep and rest patterns and/or when people could reasonably expect a level of quietness, the proper planning and sustainable development of the area and to uphold the Council’s amenity policies set out in the South Dublin County Council Development Plan.</p>
<p>Minimise Air Blown Dust</p> <p>During the construction and or demolition phase of the development, Best Practicable Means shall be employed to minimise air blown dust being emitted from the site. This shall include covering skips and slack-heaps, netting of scaffolding, daily washing down of pavements or other public areas, and any other precautions necessary to prevent dust nuisances. The applicant/developer shall comply with British Standard B.S. 5228 Noise Control on Construction and Open sites and British Standard B.S. 6187 Code of Practice for demolition.</p>	<p>In the interest of public health and to uphold the Council’s policies set out in the South Dublin County Council Development Plan.</p>
<p>Regulation of Institutional Investment in Housing - Mixed unit-type development.</p> <p>(a) Prior to the commencement of any house or duplex unit in the development as permitted, the applicant or any person with an interest in the land shall enter into an agreement with the Planning Authority (such agreement must specify the number and location of each house or duplex unit), pursuant to Section 47 of the Planning and Development Act 2000 (as amended), that restricts all houses and duplex units permitted, to first occupation by individual purchasers i.e. those not being a corporate entity, and/or by those eligible for the occupation of social and/or affordable housing, including cost rental housing.</p> <p>(b) An agreement pursuant to Section 47 shall be applicable for the period</p>	<p>To restrict new housing development to use by persons of a particular class or description in order to ensure an adequate choice and supply of housing, including affordable housing, in the common good.</p>

	<p>of duration of the planning permission, except where after not less than two years from the date of completion of each specified housing unit, it is demonstrated to the satisfaction of the planning authority that it has not been possible to transact each specified house or duplex unit for use by individual purchasers and/or to those eligible for the occupation of social and/or affordable housing, including cost rental housing.</p> <p>(c) The determination of the planning authority as required in (b) shall be subject to receipt by the planning and housing authority of satisfactory documentary evidence from the applicant or any person with an interest in the land regarding the sales and marketing of the specified housing units, in which case the planning authority shall confirm in writing to the applicant or any person with an interest in the land that the Section 47 agreement has been terminated and that the requirement of this planning condition has been discharged in respect of each specified housing unit.</p>	
	<p>Section 48 Financial Contribution</p> <p>The developer shall pay to the planning authority a financial contribution in a sum to be agreed with the Planning Authority, in respect of public infrastructure and facilities benefiting development within the area of the planning authority, that is provided, or intended to be provided by or on behalf of the authority, in accordance with the terms of the Development Contribution Scheme 2021 - 2025, made under Section 48 of the Planning and Development Acts 2000-2011 (as amended).</p> <p>The contribution shall be paid prior to commencement of development, or in such phased payments as the planning authority may facilitate.</p> <p>Contributions shall be payable at the rate pertaining to the year in which implementation of the planning permission is commenced as outlined in the South Dublin County Council Development Contribution Scheme 2021 - 2025.</p>	<p>The provision of such facilities will facilitate the proposed development. It is considered reasonable that the payment of a contribution be required, in respect of public infrastructure and facilities benefiting development in the area of the Planning Authority and that is provided, or that is intended will be provided, by or on behalf of the Local Authority.</p>

APPENDIX B – WATER SERVICES REPORT

Register Reference No.: SHD3ABP-312501-22

Development: Development: Proposed residential development for 275 units on a 4.61 ha site comprising of 58 houses, 36 duplex units and 187 apartments ranging in height from 5-8 storeys. A creche of c.272sq.m and 2 substations are also included in the proposal.

Location: Mill Road, Saggart, County Dublin

Report Date : 22th Feb 2022

Surface Water Report:

Observations:

- 1.1 The surface water attenuation of 2,525m³ for the site is undersized by approximately:
13% for 1 in a 30 year storm event
20% for 1 in a 100 year storm event

Submit a revised report and drawing showing increased surface water Attenuation in m³. The report shall show SAAR value (Standard Annual Average Rainfall).

Explain further existing roadway and why this is taken as 0% surface water runoff.

Increased surface water attenuation shall be provided by means of SuDS where possible.

- 1.2 The applicant is required to provide a drawing showing details on how much attenuation storage (if any) is available in proposed SuDS (Sustainable Drainage Systems) systems such as tree pits, infiltration trenches, swales etc.

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Flood Risk Report:

No Objection:

- The Developer shall ensure that there is complete separation of the foul and surface water drainage systems within the site, both in respect of installation and use.
 - All new precast surface water manholes shall have a minimum thickness surround of 150mm Concrete Class B.
 - All works for this development shall comply with the requirements of the Greater Dublin Regional Code of Practice for Drainage Works.
-

Signed:

Brian Harkin SEE

Date:

APPENDIX C – ROADS REPORT

SOUTH DUBLIN COUNTY COUNCIL Roads Department Planning Report

REG. REF:	SHD3ABP-312501-22
DEVELOPMENT:	Proposed residential development for 275 units on a 4.61 ha site comprising of 58 houses, 36 duplex units and 187 apartments ranging in height from 5-8 storeys. A creche of c.272sq.m and 2 substations are also included in the proposal.
LOCATION:	Mill Road, Saggart, Co. Dublin
APPLICANT:	Cape Wrath Hotel ULC
DATE LODGED:	21/12/2020

Description: Proposed residential development for 275 units on a 4.61 ha site comprising of 58 houses, 36 duplex units and 187 apartments ranging in height from 5-8 storeys. A creche of c.272sq.m and 2 substations are also included in the proposal.

Access:

The primary vehicular access will be to the south west of the proposed development onto Mill Road. A sightline of 49m at a setback of 2.4m can be achieved at this junction.

The secondary emergency vehicle access will via an upgraded existing access to the north west of the proposed development. It is proposed to have removeable bollards at this location to accommodate vehicles in times of emergency.

The layout design is such that it can accommodate a future vehicular connection to and through the Citywest campus.

The roads department have the following concerns:

We need to see a Masterplan of the entire lands to the east of the proposed with the intended roads layouts and road hierarchies for the entire development lands. Then we can ensure that the key link roads are in place for this phase to connect to future developments to the east of this proposed development.

We also need to see the road alignment, road widths and connections to and through the existing City West campus. In addition, we need to see the intended cycling and pedestrian permeability to such key destinations such as the Saggart Luas Stop.

There is an existing Permission SD13A/0221EP with a proposed parallel vehicular access off the Mill road very close to your proposed Primary access road. This anomaly needs to be addressed by the applicant as SDCC will not be accepting two access roads in such close proximity.

Internal Layout:

All roads are 6.0m wide on the drawings submitted. This allows turning room in front of perpendicular parking bays. However, some of the links could be designed as shared surface Homezones to comply with DMURS recommendations. Generally, a clear hierarchy of roads is required showing the intended main link roads, back roads and Homezones for this phase and a Masterplan showing this continuation into the lands to the east of the development. There are several raised Tables at key junctions to lower traffic speed. Autotrack analyses have been carried out for Fire tender/ Refuse Vehicles access.

Pedestrian and Cycling Access:

Footpaths need to be a minimum width of 2.0m wide. The cycling routes need to be a minimum of 1.5m wide. On the intended main connection route to and through the Citywest

Campus there needs to be a two-way cycle route. There is a path running along the green area to the north of the proposed development. Again, it would be important to see how this connects to a Masterplan to the east.

Preliminary Travel Plan:

A Preliminary Travel Plan has been submitted:

Its main findings are:

- (1) The nearest Luas Stop is 1.5km or 18 minutes' walk away.
- (2) There is bus stop immediately adjacent to the proposed site with moderate services.
- (3) The location is a semi-peripheral urban location.

Should planning be granted, within 6 months a fully developed Mobility Management Plan needs to be agreed with SDCC which encourages the use of PT and Active Travel at the development.

Traffic and Transport Assessment:

The TTA has demonstrated that the proposed development will not have a significant impact on the surrounding Road Network. The RFC values at the Mill road/R120 and Mill road/Millrace Avenue roundabouts do not exceed 0.85 and therefore there is sufficient capacity and there will be minimal queuing at peak times.

Car Parking:

The car parking provision is as follows:

Residential Element = 287no. spaces. This is split into 259 no. for the residents and 28no. for visitor spaces. This equates to a residential Parking ratio of 0.94. This parking allocation is considered a little high and 20no. to 30no. spaces could be removed from the Duplex and Apartment allocations. The Housing parking should remain unchanged.

The total Creche set Down Spaces = 6 spaces.

Bicycle Parking:

Using the Apartment guidance there are 393no. bedrooms in the Duplex and Apartment blocks. In theory, the minimum bicycle provision is:

393no. resident spaces and $223/2 = 111$ no. visitor spaces. This makes a total of 504no. spaces. It is intended to provide 518no. bicycle parking spaces at the development. These will be located in bicycle stores and Sheffield Stands for the visitor spaces. Roads recommend all the visitor spaces to be covered to protect bikes from inclement weather.

Stage 1 Construction and Demolition Waste Management Plan:

A stage 1 CDWMP has been submitted by the applicant. Prior to commencement of development a developed Construction and Demolition Waste Management Plan shall be agreed in writing with the roads department. The agreed plan, along with the written agreement of the roads department shall be lodged to the planning file. The written commitment of the developer to implement the agreed plan shall also be lodged to the file.

Stage 1 Construction Management Plan:

The application is accompanied by a Stage 1 Construction Management Plan, Prior to commencement the applicant will be required to submit a developed CTMP for agreement with the SDCC planning department.

Transport Assessment Report:

The applicant has submitted a Transport Assessment Report which contains sections on a Stage 1 Safety Audit, Preliminary Travel Plan, and DMURS Statement of Consistency.

The Transportation Assessment confirms that the proposed development will have a negligible impact upon the operation of the adjacent road network and that the simple

priority-controlled junction onto Mill Road is adequate to accommodate the worst case traffic associated with the development.

Mobility Management Plan:

A preliminary Mobility Management Plan has been submitted by the applicant. Within 6 months of the development opening the applicant will be required to submit a developed Mobility Management Plan for agreement with the SDCC planning department.

Taking in Charge Layout:

A Taking in Charge layout needs to be agreed with SDCC. The items for taking in Charge must be in accordance with Appendix 6 of the Taking in Charge Standards.

Public Lighting:

A developed lighting design will have to be agreed by the Lighting Department of SDCC.

Autotrack:

An Autotrack analysis has been submitted showing that a Fire Tender and Bin Lorry can access all necessary areas of the proposed development.

Works in Public Domain:

Prior to commencement of any works in the public domain, and in order to comply with The Roads Act 1993 Section 13 Paragraph 10, a Road Opening Licence must be secured from South Dublin County Council, Roads Maintenance Department.

The Roads Department make the following Observations:

1. The main Vehicular Access shall be via a priority junction off Mill Road at the south west of the proposed development. This needs to be designed in such a way to be able to be signalised should later phases of development occur in the lands east of the development. The proposed primary junction should be designed with a right turning pocket in order to be ready for later phases to the east of the development and the fact that in time this will become a through link into and through the Citywest Hotel Campus.
2. There is an existing Permission SD13A/0221EP with a proposed parallel vehicular access off the Mill road very close to your proposed Primary access road. This anomaly needs to be addressed by the applicant as SDCC will not be accepting two access roads in such close proximity onto the Mill Road.
3. The emergency access road onto Mill Road at the North west corner of the proposed development is intended to be controlled with removable bollards. The Roads Department suggest that the removable Bollards are not installed and that this access road has a left in left out junction onto Mill road controlled by row of centre line Bollards on the Mill Road.
4. Roads recommend that the applicant submits a Masterplan of the entire lands with the intended roads layouts and road hierarchies for the entire development lands. Then we can ensure that the key link roads are in place for this phase to connect to future developments to the east of the development. Each proposed link road shall be completed to the boundary of the current development to make it clear that the road is intended to be extended into future phases.
5. The Hierarchy of roads shall be differentiated with different coloured bitmac finishes to distinguish between homezones, back streets and main link roads.
6. A 2-way cycle route must be created along the future main connection road to the boundary of this development in order to connect to the Citywest Campus to the east of the development. This route will become an important permeability route to the Luas and the Fortunestown area.

7. All internal footpaths should be all a minimum of 2.0m wide which is the SDCC standard.
8. The current road layout has all roads with a width of 6.0m wide. With a rearrangement footpath to outside of the parking bays and forming shared surfaces, Homezones can be created at some locations with narrower road widths and a better hierarchy of roads created in accordance with the guidance in DMURS.
9. The applicant intends to provide a total of 293no. car parking spaces at the proposed development. The Residential car parking ratio is 0.94 spaces per unit. This ratio is a little high and roads recommend a relook at this to reduce it by between 10% and 15%. This may mean a reduction of 20no. to 30no. parking spaces at the Apartments and Duplexes. The housing parking allocation should remain unchanged.
10. The proposed development shall make provision for the charging of electric vehicles. In the case of on-curtilage/driveway parking, 100% of spaces must be provided with electrical connections, to allow for the provision of future charging points. In the case of surface car parking spaces 100% of spaces must be provided with electrical ducting and termination points to allow for the provision of future charging points, and 10% of surface car parking spaces must be provided with electric vehicle charging points initially. Details of how it is proposed to comply with these requirements including details of the design of, and signage for, the electric charging points (where they are not in areas to be taken in charge) shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. REASON: In the interest of sustainable transport.
11. A total of 5% Mobility Impaired Car Parking Spaces should be provided at the development.
12. The applicant intends to provide 518no. covered secure bicycle spaces at the proposed development. This marginally exceeds the minimum Apartment Guidelines requirements which is welcomed.
13. Should planning be granted, within 6 months a fully developed Mobility Management Plan needs to be agreed with SDCC which encourages the use of Public Transport and Active Travel at the development.
14. Prior to the commencement of development, the applicant shall agree in writing a public lighting scheme with South Dublin County Council Lighting Department. Once agreed, the scheme shall be constructed/installed to taking in charge standards at the expense of the developer and to the satisfaction of South Dublin County Council Lighting Department.
15. Prior to commencement of development a Construction Traffic Management Plan shall be agreed in writing with the roads department. The agreed plan, along with the written agreement of the roads department shall be lodged to the planning file. The written commitment of the developer to implement the agreed plan shall also be lodged to the file.
16. A Mobility Management Plan is to be completed within six months of opening of the proposed development. The Mobility Management Plan shall be agreed in writing with the roads department and the agreed plan, along with the written agreement of the roads department shall be lodged to the planning file. The written commitment of the developer to implement the agreed plan shall also be lodged to the file. REASON: In the interest of sustainable transport.
17. Prior to commencement of development a developed Construction Demolition and Waste Management Plan shall be agreed with the roads department. The agreed plan, along with the written agreement of the roads department shall be lodged to the planning file. The written commitment of the developer to implement the agreed plan shall also be lodged to the file.
18. The main link roads should all be offered for taking in Charge. This is not the intended proposal at the moment. Road items to be Taken in Charge shall comply with Appendix 6 **Taking in Charge** Standards.

All Public Open Space and the pedestrian tracks to the North of the development should be offered for **Taking in Charge**.

Singed: JJ Hegarty
29/01/2021

APPENDIX D – PUBLIC REALM SECTION REPORT

SOUTH DUBLIN COUNTY COUNCIL



INTERNAL MEMORANDUM

Public Realm Report

Development:	The development will consist of: demolition of existing single storey dwelling and the construction of 274 no. units on a 4.62 ha (net) site (density 60 units per hectare). It will comprise of 51 no. houses, 38 no. duplex units and 185 no. apartments. The height of the proposed scheme will range from two storey houses and three storey duplexes to 5 storey and part 8 storey apartment blocks.
Location:	Mill Road, Saggart, Co. Dublin.
Applicant:	Tetrarch Residential Limited
Reg. Ref:	SHD3ABP-312501-22
Report Date:	27/01/2022

Main Concerns:

- Tree and Hedgerow Loss; The proposed development will have a high impact on the existing tree cover on the site. 50% of the existing trees on site will be removed.
- Impact of proposed development on existing green infrastructure and on local biodiversity.
- Ecological Impact – impact of development on bat foraging routes due to removal of boundary trees.
- Additional detail required on proposed play items contained within the landscape proposals
-There seems to be insufficient play items proposed within the overall development.

- The issue of surface water attenuation is a significant concern for the Public Realm Section. All the proposed attenuation tanks are situated under areas identified as public open space; a large portion of the public open space areas are underlain by these tanks.
- SuDS provision for the development relies on underground attenuation which is contrary to SDCC objectives and best practice in sustainable drainage. The primary attenuation systems for the site will be underground tanked systems. All of the proposed attenuation tanks (2 no. in total) are situated under areas of public open space. Locating these tanks under public open space places severe limitations on the potential use, amenity value and landscaping of these public open space areas into the future. SDCC do not approve of using underground tanks as part of SuDS schemes where the full natural potential of the site to manage surface water runoff has not been explored. SuDS proposals should be designed to improve water quality, deliver amenity and biodiversity improvements and attenuate water.
- Details of soft and hard landscaping required.

Relevant Sections, Policies and Objectives of the SDCC Development Plan 2016-2022:

DP 2016-22 Section 8.3.0 Public Open Space Hierarchy and Landscape Setting

It is the policy of the Council to provide a hierarchy of high quality and multi-functional public parks and open spaces.

G4 Objective 1: To support and facilitate the provision of a network of high quality, well located and multifunctional public parks and open spaces throughout the County and to protect and enhance the environmental capacity and ecological function of these spaces.

G4 Objective 2: To connect parks and areas of open space with ecological and recreational corridors to aid the movement of biodiversity and people and to strengthen the overall Green Infrastructure network.

DP 2016-22 Section 8.1.0 Green Infrastructure Network

G2 Objective 1: To reduce fragmentation of the Green Infrastructure network and strengthen ecological links between urban areas, Natura 2000 sites, proposed Natural Heritage Areas, parks and open spaces and the wider regional Green Infrastructure network

G2 Objective 2: To protect and enhance the biodiversity value and ecological function of the Green Infrastructure network.

G2 Objective 5: To integrate Green Infrastructure as an essential component of all new developments.

G2 Objective 9: To preserve, protect and augment trees, groups of trees, woodlands and hedgerows within the County by increasing tree canopy coverage using locally native species and by

incorporating them within the design proposals and supporting their integration into the Green Infrastructure Network.

G2 Objective 10: To promote a network of paths and cycle tracks to enhance accessibility to the Green Infrastructure network, while ensuring that the design and operation of the routes responds to the ecological needs of each site.

G2 objective 11: To incorporate appropriate elements of Green Infrastructure e.g. new tree planting etc. into existing areas of hard infrastructure wherever possible.

G2 Objective 13: To seek to prevent the loss of woodlands, hedgerows, aquatic habitats and wetlands wherever possible including requiring a programme to monitor and restrict the spread of invasive species

DP 2016-22 Section 8.5.0 Green Infrastructure within Urban Areas

G6 Objective 1: To protect and enhance existing ecological features including tree stands, woodlands, hedgerows and watercourses in all new developments as an essential part of the design process.

G6 Objective 3: To require multifunctional open space provision within all new developments that includes provision for ecology and sustainable water management

DP 2016-22 Section 9 Heritage Conservation and Landscapes

HCL15 Objective 1: To ensure that development does not have a significant adverse impact on rare and threatened species, including those protected under the Wildlife Acts 1976 and 2000, the Birds Directive 1979 and the Habitats Directive 1992.

HCL15 Objective 3: To protect existing trees, hedgerows, and woodlands which are of amenity or biodiversity value and/ or contribute to landscape character and ensure that proper provision is made for their protection and management in accordance with Living with Trees: South Dublin County Council's Tree Management Policy 2015-2020.

DP 2016-22 Section 8.4.0 Sustainable Urban Drainage Systems

Sustainable Urban Drainage Systems (SUDS) drain surface water in an environmentally friendly way by replicating natural systems in managed environments. SUDS systems seek to collect, store and clean surface water using natural systems and to release it back into the environment in a slow and controlled way, thereby reducing the risk of fluvial and pluvial flooding. Key features, such as integrated constructed wetlands, permeable surfaces, filter strips, ponds, swales and basins are easy to manage, environmentally friendly and aesthetically attractive.

G5 Objective 1: To promote and support the development of Sustainable Urban Drainage Systems (SUDS) at a local, district and county level and to maximise the amenity and biodiversity value of these systems

G5 Objective 2: To promote the provision of Green Roofs and/or Living Walls in developments where expansive roofs are proposed such as industrial, retail and civic developments

DP 2016-22 Section 2.3.0 Quality of Residential Development

2.3.2 PUBLIC OPEN SPACE

The provision of public open space that is appropriately designed, properly located and well maintained is a key element of high-quality residential environments. Public open space should have active and passive recreational value and should enhance the identity and amenity of an area.

H12 Objective 1: H12 Objective 2:

Policy and objectives seek that new residential development is served by a clear hierarchy and network of high quality public open spaces that provides for active and passive recreation.

Comments:

In relation to the above proposed development, this section has reviewed the application and has the following comments.

1. Landscape Proposals

Public Open Space provided within a residential development should contribute towards the County's green network, provide a local park, provide play space or playgrounds, create new civic space/plaza, or improve the amenity of a streetscape. Green spaces can also help with surface water management through integration with sustainable urban drainage systems. Public open space provided within new residential developments should be genuinely accessible to the general public. Public open space is open space which contributes to the public domain and is accessible to the public for the purposes of active and passive recreation, including relaxation and children's play. Public open space also provides for visual breaks between and within residential areas and facilitates biodiversity and the maintenance of wildlife habitats. All public open spaces shall be of a high quality in terms of design and layout, be located in such a manner as to ensure informal supervision by residents and be visually and functionally accessible to the maximum number of residential units. The proposed development should create positive additions to the open spaces of the area in the form of planting, permeability, and usable open space. Open space design within developments shall:

- include well-located public spaces that support a wide variety of activities and encourage social interaction, to promote health, well-being, social and civic inclusion;
- have a hierarchy of spaces that range from large and strategic to small and local spaces, including parks, squares, greens and pocket parks;

- have public spaces that feel safe, secure and attractive for all to use; and have trees and other planting within public spaces for people to enjoy, whilst also providing shading, and air quality and climate change mitigation

The applicant shall provide clarification and additional information in relation to the following issues:

- i. The landscape proposal has made little provision for informal kick about areas within the proposed development. A revised open layout shall be provided which includes proposals for informal kickabout areas.
- ii. The applicant has not provided details as to the levels and gradients with the proposed public opens pace areas. The developer shall submit level details for the open space areas, this shall include cross section drawings where applicable.
- iii. The applicant has failed to provide of plan which clearly delineates public, communal and private spaces provided, as well as a detailed breakdown of the total area of same. Response should include a plan which clearly delineates public, communal and private spaces to be provided, as well as a detailed breakdown of the total area of same.
- iv. Any proposed pedestrian connections to adjoining lands should be clearly indicated on plans. The applicant should show how public open spaces in the wider area will link in and integrate with the proposed development. The public realm should be integrated into the adjacent development areas, creating continuous green infrastructure connections that form both physical and biodiversity links.

2. DMURS and Street Trees

DMURS seeks to put well-designed streets at the heart of sustainable communities and supports boarder government policies on the environment, planning and transportation. DMURS provides the practical measures to achieve:

- Highly connected street which allow people to walk and cycle to key destinations in a direct and easy-to find manner.
 - A safe and comfortable street environment for pedestrians and cyclists of all ages.
 - Streets that contribute to the creation of attractive and lively communities.
 - Streets that calm traffic via a range of design measures that make drivers more aware of their environment.
- **Section 4.2.2 Street Trees** from the **Design Manual for Urban Roads and Streets 2019 (DMURS)** states that “Street trees are an integral part of street design as they contribute to the sense of enclosure, act as a buffer to traffic noise/ pollution and enhance place. A traffic calming effect can also be achieved, where trees are planted in continuous rows and their canopies

overhang, at least in part, the vehicular carriageway. Street trees can also be used to enhance legibility by highlighting the importance of connecting routes and distinguishing one area from another through variations in size and species selection. The planting of trees should be considered as an integral part of street design. In general, the size of the species selected should be proportionate to the width of the street reserve”

Street trees shall be provided fully in Public Areas and not between private or management company driveways. The trees proposed between the car parking spaces are not considered to be street trees and are not suitable for taking in charge. Street Tree Planting where possible should be located within the Public Realm and include SUDS features.

2. Arboricultural Impact

As per the arboricultural inventory and impact assessment Report prepared by Murray and Associates a total of 28 Trees or 50% of the existing trees on site and approximately 200m of the existing hedgerows will be removed to facilitate the proposed development. The Arboricultural Report provides insufficient information as to the impacts of the proposed development of the existing boundary hedgerows.

Tree Survey Results:

Category	Number of trees	Trees to be removed
A	0	0
B	28	6
C	22	16
U	6	6

This impact represents a loss of:

- i. ecosystem services in the form of habitat reduction
- ii. local biodiversity
- iii. Important Green Infrastructure Links

The Arboricultural Inventory and Impact Assessment Report concludes that the proposed development will have a high impact on the existing tree cover on the site.

3. Replacing Habitat Loss and Enhancement of Green Infrastructure

Hedgerows and treelines bordering the proposed development site shall be retained where possible and strengthened with additional native planting. Additional woodland and hedgerow planting shall be provided around the perimeter of the site, with native species. This will increase the quantity of ecological corridors throughout the site and provide screening once the planting matures.

4. Ecological Impact Assessment

The proposed recommendations and mitigation measures contained with the submitted Ecological Impact Assessment prepared by Altemar shall be implanted in full by the applicant.

5. Bat Survey

The proposed migration *measures contained within the submitted Bat Survey prepared by* Bryan Deegan (MCIEEM) shall be implemented in full by the applicant, these mitigation measures to be implemented include:

- i. As evidence of a former bat roost was noted onsite, mitigation measures in regard to these animals are needed during the proposed works. There is a requirement for a *National Parks and Wildlife Service* derogation licence application to allow the planned works.
- ii. Timing of building removal - Any works within the roof area of the onsite dwelling and the removal of the building should preferably be undertaken within the period from August to the end of February when all bats, including the young, are able to fly and fewer animals are expected to be in the building.
- iii. Roof removal - The removal of the roof of the dwelling should be undertaken manually and carefully in the knowledge that a few bats may be found beneath. If discovered, the animals should be retained in a secure box until dusk and then released onsite.
- iv. Retention of mature trees - It is recommended that mature trees be retained where possible. Surgery instead of complete removal is suggested for Health & Safety precautions as a means of stabilising any tree that may be considered dangerous.
- v. Protection of retained trees - Where possible, all retained trees should be fenced a minimum of 7m from the trunk or a distance equivalent to canopy height to ensure that their root structure and branches are not damaged by plant machinery.
- vi. Tree felling - Trees that are to be removed should preferably be felled during the months of September to November inclusive. Felling during the autumn months avoids the periods when bats are most active or in hibernation and also avoids the peak bird nesting season. Trees may be felled outside of this period but there is a greater chance of encountering bats. Any ivy-covered trees which require felling should be left to lie for 24 hours after cutting to allow any bats beneath the cover to escape overnight.
- vii. Retention of other vegetation and additional planting - Existing hedgerows and treelines at the site's boundaries should be retained where possible to continue to afford commuting

routes and foraging areas for bats and other wildlife but also to screen the development. Where suitable, areas should be replanted with native tree and shrub species. Native species support a significantly greater diversity of insects than non-native species and are therefore better for wildlife in general and bats in particular. Where these linear features are retained or planted, they should link up with existing hedgerows both on and off-site to ensure connectivity of corridors for bat and other wildlife movement. Further planting of native tree species that already occur onsite is recommended. These should be sourced locally. Night-scented plants could also be planted as part of landscaping of the proposed development to encourage night-flying insects onto the site to act as prey items for bats. These can be chosen according to local soil conditions.

- viii. Lighting- In general, artificial light creates a barrier to commuting bats so lighting should be minimised along the site boundaries as it deters some bat species. Where lighting is required, directional lighting (i.e. lighting which only shines on access roads and built areas and not nearby countryside) should be used to prevent overspill. This can be achieved by the design of the luminaire and by using accessories such as hoods, cowls, louvres and shields to direct the light to the intended area only. Cowls will be placed on lighting facing the eastern hedgerow.
- ix. 5 bat boxes should be placed on site to offset the loss of potential/former roosting sites.

6. SuDS and Green Infrastructure

The Landscape proposals shall include site-specific enhancements to achieve biodiversity net gains. Green corridors can be used to extend and enhance existing ecosystems. Biodiversity net gain delivers measurable improvements for biodiversity by creating or enhancing habitats in association with development. The development proposals shall include a network of multifunctional green space, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

A SuDS strategy should be developed for the proposed development which takes account of quantity, quality, and amenity issues. The SuDS features proposed should provide intrinsically attractive features and focal points within the landscape and have added ecological value; by incorporating these features into open public spaces members of the public can enjoy a variety of diverse ecological features. The design of SuDS features is required to be of high quality to achieve a multifunctional space for amenity, biodiversity and surface water management. The proposed SuDS features should aid the maintenance of the existing greenfield runoff rates or potentially reduce the amount of surface water entering the piped surface water system. The applicant should have

cognizance of the broader green/blue infrastructure network within the local area and how the landscape proposals for this development will interconnect with the wider existing green/blue infrastructure network.

The current proposed drainage system needs to be developed further in order to sustainably manage surface water through a natural hydrological regime or SUDS scheme within the development. The philosophy of SUDS is an integrated multi-disciplinary approach which locally addresses water quality, water quantity, and provides for amenity and habitat/biodiversity enhancement. Additional SuDS that should be considered for the SHD development include:

- Bio retention systems
- Infiltration systems
- Tree pits
- Channel rills
- Green area detention basins
- Additional swales

Were possible in addition to the SUDS features proposed the applicant should provide the following:

- Demonstrate how the proposed natural SUDS features will be incorporated and work within the drainage design for the proposed development.

Revised proposals to be provided by the applicant in this regard. Response should include revised layout and drawings.

7. Attenuation and Public Open Space

The issue of surface water attenuation is a significant concern for the Public Realm Section. All the proposed attenuation tanks are situated under areas identified as public open space; a large portion of the public open space areas are underlain by these tanks. This approach is not considered acceptable to the Public Realm Section. The proposal places severe limitations on the potential use and landscaping of the open space into the future. When the area of the attenuation tanks is taken from the public open space area provision then there is potentially a significant shortfall in terms of the open space provided and the standards contained in the South Dublin County Development Plan 2016-2022. The location of these tanks on the open space reduces both the amenity and usability of the open space provided. Revised proposals with regard to the proposed location of the attenuation tanks within the open space areas to be provided by the applicant. Further consideration of the breakdown in provision of open space and the location and size of attenuation tanks needs to be carried out. Response should include revised layout and drawings.

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8. Planting Proposals

- Planting should be predominantly native and pollinator friendly where possible, street trees to be minimum 18-20cm girth and open space trees to be 20-25cm girth, specimen/feature trees should ideally be 30-35cm girth. Street trees where possible should contain SUDS features and be planted within the public realm. The applicant should have suitable tree pits that attenuate water within hard surface areas. The applicant should clearly outline how SuDS features within the tree pits will function. Details of constructed/bio retention tree pits to be used to be provided. The applicant is requested to submit a fully detailed Planting Plan to accompany the landscape proposals for the entire development. The applicant should propose native species where possible to encourage biodiversity and support pollinators within the landscape. Planting material where possible should be Irish Grown Nursey Stock and the importation of foreign planting material should be avoided within the proposed planting schemes. Response should include revised layout and drawings.

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9. Play Provision

There is a lack of detail in terms of the play provision being proposed within the development. There is a lack of detail in terms of items being provided and there also seems to be insufficient play areas proposed considering the size of the overall proposed development. Ideally play items should be located within the Public Open Space areas within the development. Additional details, specifications and images need to be provided in relation to the proposed playgrounds and play spaces for the development. All play equipment should be of predominantly natural materials with unstructured play included in the proposed design. The playground designer/landscape architect can contact SDCC public realm section to discuss the proposed playground, including the inclusion of additional universally accessible equipment. Detailed information on the number and types of play items being delivered to be provided by the applicant in this regard. Response should include revised layout and drawings.

The Public Realm Section has assessed the proposed development in accordance with the policies and objectives of the County Development Plan 2016-2022 and with best practice guidelines and recommends the following:

1. Landscape Design Proposals

Detailed landscape drawings that illustrate hard and soft landscaping, useable communal open space, meaningful public open space, quality audit and way finding. The public open space shall be usable space, accessible and overlooked to provide a degree of natural supervision. Details of play equipment, street furniture including public lighting and boundary treatments shall be submitted. In addition, the applicant shall provide the following additional information:

- i. the applicant shall submit a plan which clearly delineating communal and private spaces should be provided, as well as a detailed breakdown of the total area of same. Consideration of how the design of the landscape and provision of furniture/equipment will facilitate use of these spaces for both adults and children is also required.
- ii. The applicant shall submit a comprehensive Landscape Design Rationale, the objective of this report is to describe the proposed landscape and external works as part of this proposed SHD development.
- iii. The developer shall submit level details for the open space, this shall include cross section drawings where applicable. If retaining walls are required, they shall be located outside the open space.
- iv. Details of tree planting pits to include SUDs measures in urban tree pits and use of urban tree soil to be submitted to the Public Realm Section of SDCC for agreement.

CONDITION

REASON: To assimilate the development into its surroundings, in accordance with the policies and objectives contained within Section 8.3.0 Public Open Space Hierarchy and Landscape Setting and policies HCL7 Objective 1 and HCL7 Objective 2 of the CDP 2016-2022.

2. Open Space Provision

Justification of hierarchy and quantum of open space provision, both communal and public open space (POS). Clarity with regard to compliance with Development Plan standard and location of underground attenuation tanks and storage systems under public open space, as part of SuDS solution. **CONDITION**

REASON: To assimilate the development into its surroundings, in accordance with the policies and objectives contained within Section 8.3.0 Public Open Space Hierarchy and Landscape Setting and policies HCL7 Objective 1 and HCL7 Objective 2 of the CDP 2016-2022.

3. Arboricultural Method Statement

The applicant shall submit a detailed Arboricultural Method Statement (AMS). The AMS shall include justification and mitigation for any tree removal proposed and details of how trees will be protected at all stages of the development. Recommendations for tree surgery works and details of any tree surgery works necessary to implement the permission will be required as will the method and location of tree protection measures, the phasing of protection methods where demolition or construction activities are essential within root protection areas and design solutions for all problems encountered that could adversely impact trees (e.g. hand digging or thrust-boring trenches, porous hard surfaces, use of geotextiles, location of site compounds, office, parking, site access, storage etc.). All works shall be carried out in accordance with the agreed AMS. **CONDITION REASON: To ensure that the trees on site are adequately protected, to safeguard the character and appearance of the area, in accordance with policy G2 Objective 9, G4 Objective 5, G2 Objective 13, G6 Objective 1, HCL15 Objective 3 of the CDP 2016-2022.**

4. Arboricultural Impact Assessment

The applicant shall submit a detailed Arboricultural Impact Assessment (AIA) to the Local Planning Authority. The (AIA) shall provide information to show how trees/hedging worthy of retention would be sustainable and justification and mitigation measures for any tree removal proposed. The AIA shall identify areas to be excluded from any form of development, specify protective fences for these exclusion areas and for individually retained trees, life expectancy of trees, recommendation for any remedial work, identify acceptable routes for all mains services in relation to tree root zones, identify acceptable locations for roads, paths, parking and other hard surfaces in relation to tree root zones, suggest location for site compound, office, parking and site access, identify location(s) for replacement planting and show existing and proposed levels. All works shall be carried out in accordance with the agreed AIA. **CONDITION**

REASON: To ensure that the trees on site are adequately protected, to safeguard the character and appearance of the area, in accordance with policy G2 Objective 9, G4 Objective 5, G2 Objective 13, G6 Objective 1, HCL15 Objective 3 of the CDP 2016-2022

5. Tree and Hedgerow Protection Measures

The applicant shall submit details of the tree and hedgerow protection measures to be employed during construction of the trees on the site, in accordance with BS 5837:2012 - Trees in relation to construction - Recommendations, for the approval of the Planning Authority. The tree and hedgerow protection measures shall show the extent of root protection areas and details of ground

protection measures and fencing to be erected around the trees, including the type and position of these. The protective measures shall be implemented prior to the commencement of any development, site works or clearance in accordance with the approved details and shall be maintained and retained until the development is completed. Within the root protection areas the existing ground level shall be neither raised nor lowered and no materials, temporary buildings, plant, machinery or surplus soil shall be placed or stored thereon. If any trenches for services are required within the fenced areas they shall be excavated and backfilled by hand and any tree roots encountered with a diameter of 25mm or more shall be left unsevered. **CONDITION**

REASON: To ensure that the trees on site are adequately protected, to safeguard the character and appearance of the area, in accordance with policy G2 Objective 9, G4 Objective 5, G2 Objective 13, G6 Objective 1, HCL15 Objective 3 of the CDP 2016-2022.

7. Tree Bond and Arboricultural Agreement

Prior to the commencement of any permitted development or any related construction activity or tree felling on the site, the applicant shall lodge a Tree and Hedgerow Bond to the value of **€82,692.08** with the Planning Authority. This is to ensure the protection of trees on and immediately adjacent to the site to make good any damage caused during the construction period.

The bond lodgement shall be coupled with an *Arboricultural Agreement*, with the developer, empowering the planning authority to apply such security, or part thereof, to the satisfactory protection of any tree/hedgerow or trees/hedgerows on or immediately adjoining the site, or the appropriate and reasonable replacement of any such trees/hedgerows which die, are removed or become seriously damaged or diseased within a period of three years from the substantial completion of the development. Any replacement planting shall use large semi-mature tree size(s) and species or similar as may be stipulated by the planning authority.

An *Arboricultural Assessment Report and Certificate* is to be signed off by a qualified Arborist after the period of 3 years of completion of the works. Any remedial tree surgery, tree felling works recommended in that Report and Certificate shall be undertaken by the developer, under the supervision of the Arborist. The bond will only be refunded upon receipt by SDCC Public Realm Section of a satisfactory post-construction arboricultural assessment, carried out by a qualified arborist and provided that the hedges/trees proposed for retention are alive, in good condition with a useful life expectancy. **CONDITION**

REASON: To ensure that the trees on site are adequately protected, to safeguard the character and appearance of the area, in accordance with policies G2 Objective 9, G4 Objective 5, G2 Objective 13, G6 Objective 1, HCL15 Objective 3 of the CDP 2016-2022.

8. Play Provision

Clarification shall be provided as to the total number and location of play opportunities; the age range they are appropriate for and whether they are universally accessible. An emphasis shall be on active, accessible play throughout the development. The applicant shall provide fully detailed play proposals as part of the landscape scheme for the proposed development. The applicant shall consider the provision of additional universally accessible equipment within the play proposals for the development. Additional details, specifications and images need to be provided in relation to the proposed playgrounds and play spaces for the development. All play equipment shall be of predominantly natural materials with unstructured play included in the proposed design. The applicant shall consider the use of engineered woodchip as playground surfacing material.

CONDITION

REASON: To uphold the policies of the South Dublin County Council Development Plan 2016-2022 relating to Children's play, and to provide for the proper planning and sustainable development of the area.

9. SUDS

A comprehensive SUDS Management Plan shall be submitted to demonstrate that the proposed SUDS features have reduced the rate of run off into the existing surface water drainage network. A maintenance plan shall also be included as a demonstration of how the system will function following implementation.

Additional natural SUDS features shall be incorporated into the proposed drainage system for the development such as rain gardens, detention basins, filter drains, swales etc. In addition, the applicant shall provide the following:

- Demonstrate how the proposed natural SUDS features will be incorporated and work within the drainage design for the proposed development.

CONDITION

REASON: To prevent the increased risk of flooding and to improve and protect water quality, in accordance with policies under Section 8.4.0 Sustainable Urban Drainage Systems of the CDP 2016-22 in particular G5 Objective 1 and G5 Objective 2.

10. Biodiversity Management Plan

Given the numerous policies and objectives regarding Green Infrastructure in the County Development Plan 2106-2022 it is requested that an overarching Biodiversity Management Plan shall

be submitted by the applicant. The plan shall indicate how biodiversity and green infrastructure is to be enhanced and developed on this site during construction and into the future, taking into account matters that included the following:

- a) Protection of existing trees and woodland plantations on site
- b) Protection and enhancement measures for bats
- c) The use of SUDS and Climate Adaption Measures

CONDITION

REASON: To protect and enhance areas of biodiversity, in accordance with policies IE7 Objective 5, G3 Objective 2, G4 Objective 2, HCL15 Objective 3, and other policies relating to Biodiversity within the CDP 2016-2022.

Prepared By: Oisin Egan

Executive Parks Superintendent

Endorsed By: Laurence Colleran

Senior Executive Parks Superintendent

APPENDIX E – HOUSING DEPARTMENT REPORT

SOUTH DUBLIN COUNTY COUNCIL



INTERNAL MEMORANDUM

HOUSING DEPARTMENT

DATE 28.02.22

Michael Mulhern

Director of Land Use, Planning and Transportation

Dept. of Development, Economic & Transport Planning

FAO: Colm Harte/Caitlin O'Shea

Re: Reg Ref: SHD3ABP-312501-22

Location: Mill Road, Saggart Dublin.

Applicant: Tetrarch Residential Limited

Proposal: *The development will consist of demolition of existing single storey dwelling and the construction of 274 no. units on a 4.62 ha (net) site (density 60 units per hectare). It will comprise of 51 no. houses, 38 no. duplex units and 185 no. apartments. The height of the proposed scheme will range from two storey houses and three storey duplexes to 5 storey and part 8 storey apartment blocks.*

I refer to the above application for planning permission, SHD3ABP-312501-22 and I wish to advise that a Part V condition should be attached to any grant of permission for this application.

The Part V submission lodged with this planning application is noted, the developer intends on fulfilling its Part V obligation by providing, 10 x 1 Bed and 18 x 2 Bed Apartments. It is South Dublin County Councils preference to **acquire a mixture of units on site in line with the ratio of units proposed in the development** and as such it would be the preference of the Housing Department that a revised proposal is submitted to include a better mix of unit types available in the overall development in line with the schedule of accommodation, as well as the inclusion of two universal type units to accommodate persons with medical needs. The Applicant is required to contact the Housing Department directly with any revised proposals.

The Part V percentage liability is dependent on the date the applicant purchased the subject site and the applicant is required to provide proof of same to the Housing Department.

South Dublin County Council can only agree Part V in respect of the permitted development subject to costing approval from the Department of Housing, Local Government & Heritage. Please note that the Council would require a fully completed Part V submission prior to commenting on costs.

Yours Sincerely,

Rachel Jackson,

Administrative Officer,

Housing, Social & Community Development