



ARMSTRONG FENTON

ASSOCIATES

Project: Strategic Housing Development

High Level Planning Report: for proposed residential development at Boherboy, Saggart, Co. Dublin

Clients: Durkan Estates Ireland Ltd & Kelland Homes Ltd

Date: March 2022

**Planning &
Development
Consultants**



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1.0 Introduction

1.1 Purpose of Report

The purpose of this report is to summarise and demonstrate, at a high level, how the main planning matters / issues relating to the subject site have been addressed as part of this planning application to An Bord Pleanála for a proposed Strategic Housing Development, on lands at Boherboy, Saggart, Co. Dublin and is based upon the planning history and the site's context. This report should be read in conjunction with the all of the accompanying drawings and reports that form the subject application for permission.

1.2 The following sets out what we consider to be the primary planning considerations for the proposed development:

- Density & Housing Mix
- Flood Risk
- Consent to deliver proposed connections to adjoining lands and upgrade to Boherboy Road
- Urban Design
- Cut and Fill / Use of Retaining Walls

2.0 Planning Issues

2.1 Density and Housing Mix

The application site has been subject to two previous planning applications and the issue of the proposed residential density, as well as the mix of housing typology previously proposed resulted in decisions to refuse permission.

To this end, the current proposal sets out a clear explanation of what the proposed density is and how it is being achieved in accordance with the necessary guidelines concerning same. For a detailed analysis and justification of the proposed density of development, please refer to:

- Section 4.2 (pages 17-21) of the submitted Planning Statement;
- Section 5.5 (pages 34-39) of the submitted Planning Statement;
- Section 4.2.1 (pages 8-10) of the submitted Statement of Consistency;
- Section 4.4.2 (pages 35-37) of the submitted Statement of Consistency;
- Section 3.2 (pages 5-8) of the submitted Material Contravention Statement;
- Section 4.4.3 (pages 28-30) of the submitted Material Contravention Statement.

In addition, details of the proposed housing typology mix are set out in:

- Section 4.2 (pages 17-21) of the submitted Planning Statement;
- Section 5.7 (pages 45-55) of the submitted Planning Statement;
- Section 4.4.2 (pages 36) of the submitted Statement of Consistency;
- Section 3.5 (pages 9-11) of the submitted Material Contravention Statement;
- Section 4.3.2 (page 25) of the submitted Material Contravention Statement.

In summary, the subject site is described as an Outer Suburban / Greenfield Site in accordance with section 5.11 of the 2009 Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, which define such sites as “as open lands on the periphery of cities or larger towns”. The guidelines state that “the greatest efficiency in land usage on such lands will be achieved by providing net residential densities in the general range of 35-50 dwellings per hectare and such densities (involving a variety of housing types where possible) should be encouraged generally. Development at net densities less than 30 dwellings per hectare should generally be discouraged in the interests of land efficiency, particularly on sites in excess of 0.5 hectares”.



The proposed development of 655 no. dwellings produces an overall net density of 43 units per hectare across the entire site. The portion of the site, i.e. the northern “half” is within the 1km walking distance of a public transport service i.e. the Fortunestown Luas stop to the north. The northern “half” of the site is proposed to be developed at a net density of 51 units per hectare. The remainder of the site is to be developed at a net density of 35.5 units per hectare – all of which complies with the density guidance set out in the aforementioned guidelines.



Fig. 1 -

1km walking distance from Fortunestown Luas stop to proposed development.

--- represents the 1km threshold line on the site



In the previous application (Ref. ABP-304828-19), reference was made to the “insufficient variation in house type and housing mix” in the southern portion of the site (i.e. beyond the 1km walking distance from the Luas) whereby it was considered that this part of the site was characterised predominantly by three and four bed semi-detached housing. In addressing this, the current proposal seeks to deliver 281 no. dwellings in the southern part of the site that are comprised of:

- 151 no. 2, 3 and 4 bed houses;
- 110 no. 1, 2 and 3 bed duplex units, and
- 20 no. 1 and 2 bed apartments.

This is further broken down into:

Unit Type	1 bed	2 bed	3 bed	4 bed	Total
No. of Units	16	75	155	35	281
% Mix	6%	27%	55%	12%	100%

Table 1 – Proposed housing mix in southern part of the site, beyond the 1km walking distance of the Luas.

The locational context and character of the southern part of the site, along with the overall topography of the site, lends the southern part of the site to better accommodating houses as opposed to apartment blocks, which are better located in the northern part of the site, as is proposed. In addressing the previous reason for refusal and taking into consideration the context of the subject site, it should be noted that as part of the current proposal that over 30% of the proposed dwellings in the southern part of the site cater for one and two person households, with 46% of the 281 no. dwellings being in the form of a duplex / apartment arrangement.

The proposed apartments (Blocks A & C) are appropriately located at the northern end of the site in terms of the site’s topography and proximity to the Fortunestown Luas passenger stop. As one moves southwards through the development, a strong mix of housing and higher density own door duplex typologies are provided for to improve the overall density. South of the reserved school site, a mix of 39% houses, 23% duplex typologies and 7% apartment typologies is proposed which creates the variety previously lacking in the last SHD scheme that refused permission.

Across the scheme there are 10 no. principle house types, 9 different 3 and 4 bed house types and 1 no. 2 bed house type. The houses vary in form and are detached, terraced and semi detached. 246 no. apartments are proposed in a number of different locations in blocks containing a mix of 1, 2 and 3 bed units. The proposed development also includes 152 no. own door duplex units, and there are over 20 different 1, 2 and 3 bed unit types catered for.

The overall proposed housing typology and mx can be summarised as follows:

Dwelling Type	1 bed	2 bed	3 bed	4 bed	Total	Percentage %
House	0	8	168	81	257	39
Duplex	4	72	76	0	152	23
Apartment	62	177	7	0	246	38
Total	66	257	251	81	655	-
Percentage %	10%	39%	39%	12%	100%	100%

Table 2: Overall Proposed Dwelling Mix



2.2 Flood Risk

The first planning application on this site (Ref. SD15A/0388 & PL06S.247074) proposed 218 no. dwellings and a crèche on the southern part only, however, permission was refused as it was considered that *the proposed development may itself be at risk of flooding, or that it could give rise to an increased risk of flooding downstream.*

Under the previous SHD application (Ref. ABP-304828-19), while the development was not refused permission specifically based upon flood risk, we note that An Bord Pleanála's Direction noted that *"having regard to the information submitted including the site-specific flood risk assessment, and notwithstanding the proposed compensatory mitigation measures, the Board still has concerns relating to impacts along the adjacent Corbally Stream and that further analysis is required in a revised site-specific flood risk assessment"*.

In order to address the above, please note that Kilgallen & Partners, Consulting Engineers have prepared the submitted Site Specific Flood Risk Assessment (SSFRA) of the current development proposal, which has had regard to the planning history associated with the application site.

Under the detailed assessment of the enclosed SSFRA, it is confirmed that the site is located in the catchment of a tributary stream of the Camac River. It is this stream which flows along the eastern and northern boundary of the site. The stream enters the site at the southern boundary (i.e. from a culvert under the Boherboy Road), flows in a northerly direction along the eastern boundary, turns in a westerly direction upon meeting the northern boundary and discharges to a culvert at the north-western corner of the site. The outfall culvert comprises 3 no. 450mm dia. pipes in parallel. For the purposes of this assessment and in accordance with good practice, the hydrological model assumes that blockages have reduced the culvert capacity by 35.0%.

Initial assessment of flood risk indicators (section 4 of the submitted SSFRA) suggests the site may be at risk from fluvial flooding during extreme rainfall events. The principal flood risk area is at the northwest corner of the site. The indicators also suggest a risk of shallow overland flow at the northeast corner of the site.

Accordingly, a detailed assessment of fluvial flood risk was carried out. This detailed assessment confirmed that the site is affected by flood risk Zones A and B at its northern boundary. In the absence of mitigation measures, parts of the development not compatible with water would be in a flood risk area.

The submitted SSFRA, and Section 5 of same, provides a detailed assessment of the fluvial flood risk. This section of the SSFRA identifies the pre-development flood risk zones on the site (Refer to Figs 5.1 & 5.2 of the SSFRA). Section 5.2 of the SSFRA outlines details of the proposed compensatory storage which is required where a proposed development encroaches into a flood-risk zone and it displaces floodplain storage thereby having the potential to increase flood-risk. Where such displacement occurs the proposed development must provide storage (i.e. Compensatory Storage) to offset the displaced floodplain storage.

The SSFRA confirms that pre-development peak water levels in the existing flood risk zone are as follows:

- 1.0% AEP Flood Event 118.03m
- 0.1% AEP Flood Event 118.04m

While the layout of the development is broadly cognisant of fluvial flood risk, elements of the proposed development at the northern boundary encroach on the flood risk zones. This creates the potential for the proposed development to displace floodplain storage and thereby increase flood risk elsewhere. To prevent this, it is necessary to provide compensatory storage within the site in accordance with the Flood Risk Management Guidelines (FRMG).

Section 5.2 of the SSFRA states that the proposed development includes a basin at the northwest corner of the site which is designed to provide direct compensatory storage. The inclusion of this basin means that while the proposed development will impact on existing flood risk zones at some locations and thus displace floodplain storage, it reduces the ground level at other locations, thereby providing compensatory storage. Figure 5.2 of the SSFRA shows a typical section through the compensatory storage area.

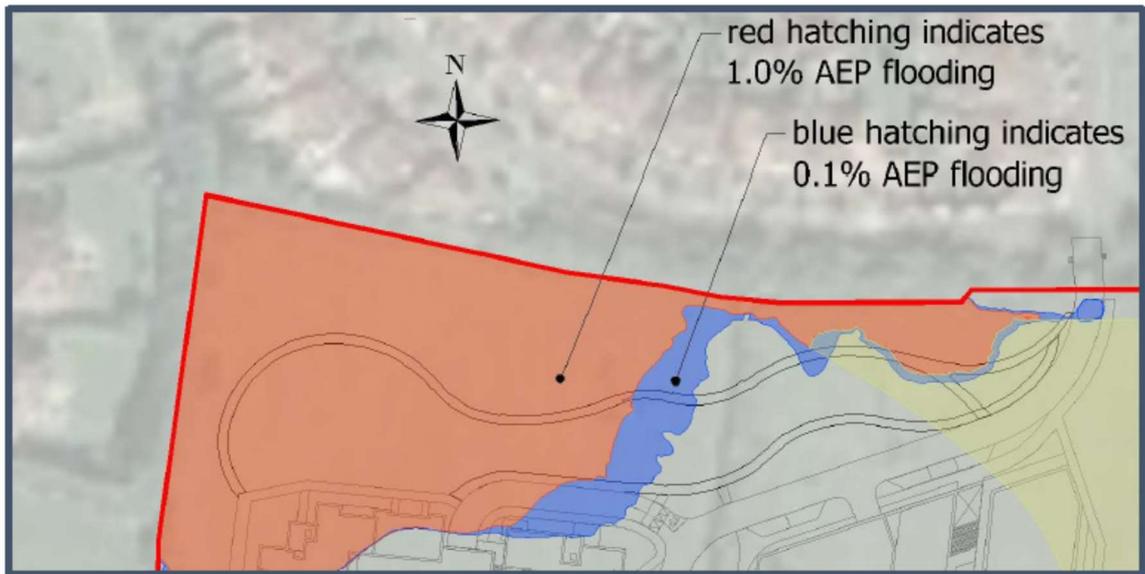


Fig. 2 - Figure 5.2 of submitted SSFRA – “Pre-development flood-risk zones at northwest boundary superimposed on proposed development”.

The requirements for providing compensatory storage are set out in the Appendix to the Flood Risk Management Guidelines (FRMG). The basic criterion for compensatory flood plain storage is that the compensatory storage provided must not be less than the volume of floodplain storage displaced by the proposed development.

Section 5.3 of the SSFRA examines the flood risk zones post development. Post-development flood risk zones were established using the finished levels of the proposed development rather than existing ground levels. Fig. 5.3 of the SSFRA shows the extent of the post-development flood risk zone superimposed on the proposed development, and also shows the outlines of pre-development flood risk zones.

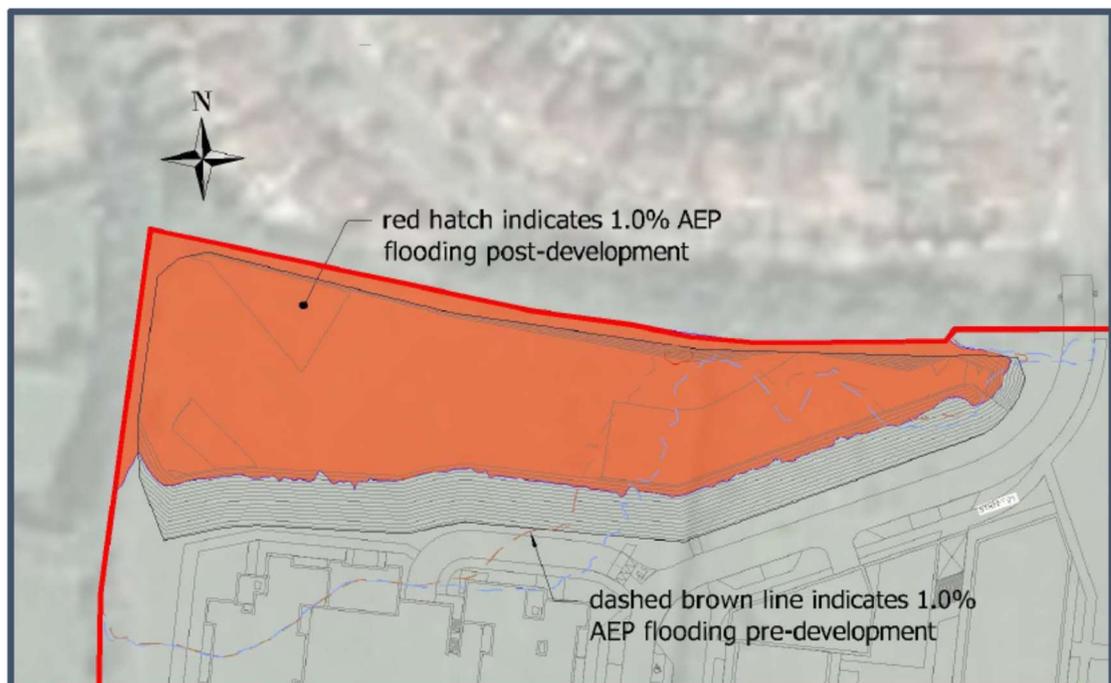


Fig. 3 - Figure 5.3 of submitted SSFRA – “Post-development flood-risk zones”.

The enclosed SSFRA states that post-development peak water levels flood-risk zones are as follows:

- 1.0% AEP Flood Event 118.02m
- 0.1% AEP Flood Event 118.04m



The SSFRA asserts that “within the site the post-development flood risk zones occupy the compensatory storage basin and do not encroach on water-vulnerable areas of the proposed development. Outside the site, the post-development flood risk zones are typically slightly inside the existing flood risk zones. This indicates the proposed development will lead to a slight reduction in flood risk elsewhere and is consistent with the additional flood plain storage that will be provided by the proposed development”.

Section 5.4 of the SSFRA states that the stream along the site boundary “was found to overtop its western bank at the northeast corner of the site, with the resulting overflow continuing downhill as overland flow and flowing back into the stream channel slightly further downstream. Further upstream, peak water levels were found to be close to the bank levels to the point where appropriate freeboard was not being provided. To provide this freeboard generally the finished level of the open space adjacent to the stream has been raised along the eastern boundary (as shown in Figure 5.4 of the submitted SSFRA) to provide a minimum 750mm freeboard above the 1% AEP water level in the stream. This measure also eliminates the risk of overland flow at the northeast corner, ensuring that flow remains within the channel through this area”.

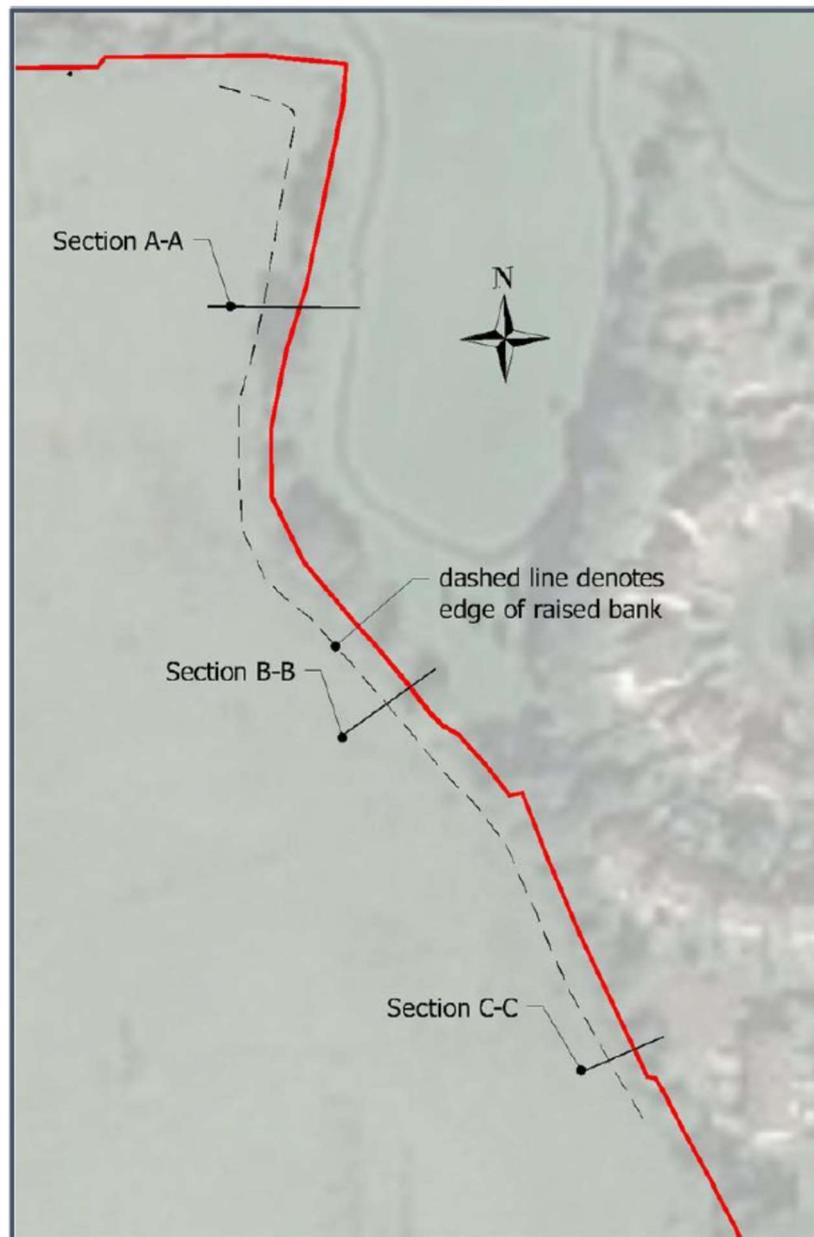


Fig. 4 - Figure 5.4 of submitted SSFRA – “Raised Bank at East Boundary”.



Section 5.5 of the SSFRA refers to the proposed stream crossing and states that the proposed development includes four stream crossings at the locations shown on Figure 5.7 of the SSFRA (copy in Fig. 33 overleaf). The crossings structures can be either bridge-type, comprising a simply-supported slab across the stream, or a culvert. A preliminary design for each structure has been carried out in accordance with OPW requirements. The design is based on simply-supported slabs being used to carry the roads across the stream. This design solution has the benefit that it can be constructed without the need for excavation within the stream bed. The OPW requires design solution to convey the 1% AEP flood event with a minimum freeboard of 300mm between the top water level at the inlet and the soffit of the culvert. Table 5.2 of the SSFRA shows the 1.0% AEP water level and minimum soffit level at each crossing culvert. Soffit levels are at least 500mm above the 1% AEP level and so comfortably exceeds OPW requirements. The SSFRA asserts that finished levels are therefore more than 500mm above the 1% flood level thus complying with the FRMG recommendations (Section 8).

Figure 5.8 in the SSFRA shows a typical section at a stream crossing. Two of the crossings are vehicular and crossing levels are constrained by the requirement to tie-in to existing road levels. OPW Section 50 consent have been obtained for these crossings; a copy of the consents is included in Appendix F of the submitted SSFRA – please refer to same.



Fig. 5 - Figure 5.7 of submitted SSFRA – “Stream Crossings”.

Section 6 of the submitted SSFRA details food risk from groundwater and confirms that no indicators of groundwater flood risk were observed during a site walkover and so further detailed assessment of flood risk from this mechanism is not required.

Section 7 of the submitted SSFRA details pluvial flood risk (i.e. rain water) and confirms that *“neither desktop indicators nor the site walkover revealed evidence of flood risk from pluvial sources and accordingly detailed assessment of this flooding mechanism is not required”*.

Section 8 of the submitted SSFRA deals with the finished floor levels of the proposed development and states that in order to ensure that elements of the development not compatible with water (i.e. roads and houses) are not at risk of flooding, *“it is recommended that proposed floor and road levels be raised above peak flood levels. The Flood Risk Management Guidelines recommend that floor levels be kept above the 1.0% AEP flood level with an appropriate allowance for*



freeboard. This SSFRA also recommends that road levels should be kept a minimum 250mm above the 100year flood level.

The post-development 1% AEP water level in the Compensatory Storage Area is 118.03m (the equivalent 0.1% AEP flood level is 118.04m). Accordingly, the minimum ground floor level for buildings adjacent to the Compensatory Storage Area should be 119.53m (i.e. 118.03m + 0.5m). Buildings adjacent to the Compensatory Storage Area have a minimum floor level of 120.50m, 1.97m above the recommended minimum.

Similarly, the minimum recommended road level immediately in the vicinity of the Compensatory Storage Area is 118.28m (i.e. 118.03m + 0.25m). The proposed road connecting to lands north has a minimum level of 119.50m, 1.22m above the recommended minimum”.

The SSFRA also assert that *“the finished level of the open space adjacent to the stream has been raised where required to provide a minimum 750mm freeboard above the 1% AEP water level in the stream”.*

In accordance with Section 5.15 of the Flood Risk Management Guidelines, the submitted SSFRA has carried out a Development Management Justification Test in respect of the proposed development, the details of which are set out in section 11 of the SSFRA, and Table 11.1 of same, presents the results of this test which conclude that the proposed development satisfies the criteria of the Justification test – please refer to same for further details.

The submitted SSFRA concludes (section 12) that the SSFRA was carried out in accordance with the document ‘Planning System and Flood Risk Management – Guidelines for Planning Authorities (2009)’.

It also confirms that for an inland site of this nature and for which there are no existing flood defence mechanisms that could affect flood risk at the site, the potential flood risk mechanisms are Fluvial, Pluvial and Groundwater. Initial assessment of existing flood risk indicators indicate the site is not at risk from either Pluvial or Groundwater flooding.

It is also stated in the conclusion that “initial assessment of flood risk indicators suggest the site could be at risk from Fluvial Flooding. Accordingly, a detailed assessment of fluvial flood risk was carried out. This detailed assessment confirmed that the site is affected by flood risk zones A & B at its northern boundary. In the absence of mitigation measures, parts of the development not compatible with water would be in a flood risk area.

The proposed development includes a basin at the northwest corner of the site which is designed to provide direct compensatory storage. The inclusion of this basin means that while the proposed development will impact on existing flood risk zones at some locations and thus displace floodplain storage, it reduces the ground level at other locations, thereby providing compensatory storage. Cumulatively, more floodplain storage will be available upon completion of the proposed development than is currently available, leading to a slight reduction on flood risk elsewhere”.

The submitted SSFRA concludes that the “finished levels for buildings, roads and footways in the proposed development provide an appropriate freeboard above the 1% AEP water level in accordance with the Flood Risk Management Guidelines. The proposed development was subject to and passed the Development Management Justification Test”. It also concludes that “the proposed development is not at risk of flooding and will not increase flood risk elsewhere. The proposed development is therefore appropriate from a flood risk perspective”.

Taking all of the foregoing into consideration, it is respectfully put forward that the submitted SSFRA undertaken for the current development proposal confirms that the proposed development is appropriate from a flood risk perspective and it is therefore put forward that this also addresses the previous concerns in relation to flooding on the subject site.

It should also be noted that the submitted architect’s drawings, landscaping proposals and the Appropriate Assessment Screening Report have all taken into account the findings of the SSFRA and that the necessary levels of the proposed buildings and paths are above the required level to ensure that the relevant elements of the proposed development will not be at risk from flooding.



2.3 Consent to deliver proposed connections to adjoining lands and upgrade to Boherboy Road

2.3.1 Access to the proposed development will be via three vehicular access points, namely:

- 1.** From the Boherboy Road, along with the provision of a roadside footpath along the entire front of the site at the Boherboy Road, which will extend eastwards to the junction with the N81 Blessington Road for a length of c. 370m. This accords with Section 6.4.1 "Accessibility and Movement" of the Fortunestown LAP which states: *"Phase 1 of development of the Boherboy lands may commence at the southern end of the lands with access off Boherboy Road provided that, prior to the occupation of any dwelling, Phase 1 of development of the Boherboy lands includes for the provision of a footpath along Boherboy Road, including the preservation of trees where possible. This is necessary due to the extremely narrow, sub-standard nature of Boherboy Road where there is no footpath access to the site at present"*.
- 2.** Via Corbally residential estate to the east, namely via Corbally Heath and onwards to Citywest Road (N82);
- 3.** Via Carrigmore residential estate to the north, namely Carrigmore Green and onwards to Fortunestown Lane.

The project consulting traffic / roads engineers, Pinnacle Engineering, confirm that these vehicular access points will be fully designed to cater for the expected level of traffic that will be generated by the proposed development.

2.3.2 It should also be noted that the applicants have obtained the necessary third party consents to include the proposed accesses as part of this application for permission and within the associated red line of application. Carrigmore has been taken in charge by the Local Authority who are also in charge of the roads within Corbally, as well as the Boherboy Road. Kerasoun Ltd own lands in Corbally that are not taken in charge, upon which the proposed access route from the proposed development into Corbally Heath will cross over, as well as lands abutting the Boherboy Road that will be required to carry out the proposed upgrade to same. Both parties have consented to their lands being included in the red line of this subject application in order to deliver the necessary road infrastructure - please refer to the submitted letters of consent from South Dublin County Council and Kerasoun Ltd, copies of which are set out in Appendix A of this report.

A



Fig. 6 – Proposed Vehicular Access



In terms of delivering the proposed accesses, the following should be noted, and we would also refer An Bord Pleanála to the enclosed drawings/reports etc. prepared by Pinnacle Engineering for further details:

2.3.3 Boherboy Road

The applicants are proposing a single vehicular connection from the Boherboy Road into the subject site. In addition, it is proposed to upgrade Boherboy Road to provide for a new public footpath (with associated site development works, public lighting etc.) along the northern side of the Boherboy Road, eastwards to the junction with the N81, from Chainage 750 to Chainage 1120, i.e. for a length of c.370m, while to the west of the subject site, proposed works to the Boherboy Road will consist of the provision of public lighting only. The specifics of the Boherboy Road upgrade were agreed Willie Purcell, Senior Executive Engineer, Land Use Planning & Transportation (now retired), South Dublin County Council in June 2020, as was reiterated at the tri-partite Section 5 Pre-Application Consultation meeting in November 2020. The agreed proposals for the Boherboy Upgrade works include:

- 6m carriageway is to be provided from N81 to a point c. 400m west of site;
- Public lighting is to be installed on existing ESB poles from Chainage 445 to Chainage 0 and to continue further along the road to Saggart until linking with the existing public lighting. First light will be installed at a point to be determined (located within 35m of an existing light ideally). Final design to be confirmed on site;
- No footpath, public lighting or drainage will be installed between Chainage 0 and Chainage 445. Streetlamps will be installed on existing ESB poles as mentioned above;
- Public lighting, drainage and kerb to be installed from Chainage 445 to Chainage 750. Public footpath will be built inside the site along this chainage;
- From Chainage 750 to Chainage 1120, drainage will be installed in the public highway and not under the footpath. The road will be reinstated as required;
- Public lighting, drainage and a 1.8m footpath will be installed from Chainage 750 to Chainage 1120;
- The northern tree line from Chainage 445 to Chainage 1120 will have to be removed to facilitate these works. The southern tree line will remain in-situ.

All of the above proposed works are illustrated in the submitted Pinnacle Engineering Drawing No.s:

- P200107-PIN-XX-DR-D-0001-S1-P01-Key Plan
- P200107-PIN-XX-DR-D-0010-S1-P01- External Works
- P200107-PIN-XX-DR-D-0011-S1-P01- External Works
- P200107-PIN-XX-DR-D-0012-S1-P01- External Works
- P200107-PIN-XX-DR-D-0013-S1-P01- External Works
- P200107-PIN-XX-DR-D-0013-S1-P01- Off Site Works
- P200107-PIN-XX-DR-D-0014-S1-P01- External Works

As outlined above, South Dublin County Council and Kerasoun Ltd, as the relevant stakeholders with regard to the proposed upgrade works to the Boherboy Road, have consented to the applicants to propose as part of this application for permission the proposed upgrade works to Boherboy Road, as outlined in this submission.

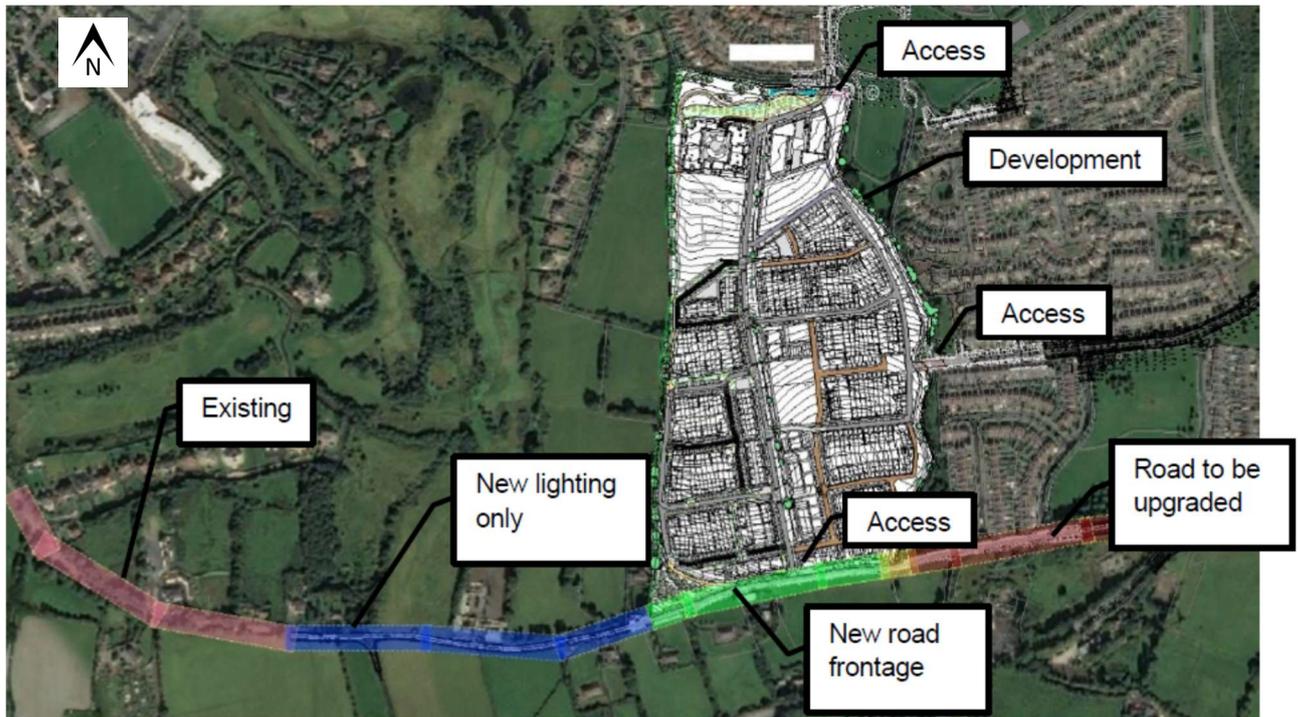


Fig. 7 – Proposed External Works to Boherboy Road

2.3.4 Carrigmore

It is proposed to connect the subject development into the adjoining residential development at Carrigmore to the north. Significant consultation has been undertaken with the Planning Authority with regard to the delivery of these connections. South Dublin County Council (SDCC) has recently Taken-In-Charge (TIC) Carrigmore to the north and has consented to the applicants proposing a new vehicular access from the proposed development into Carrigmore. Pedestrian and cyclist access is also facilitated as part of the proposed development.

2.3.5 Corbally

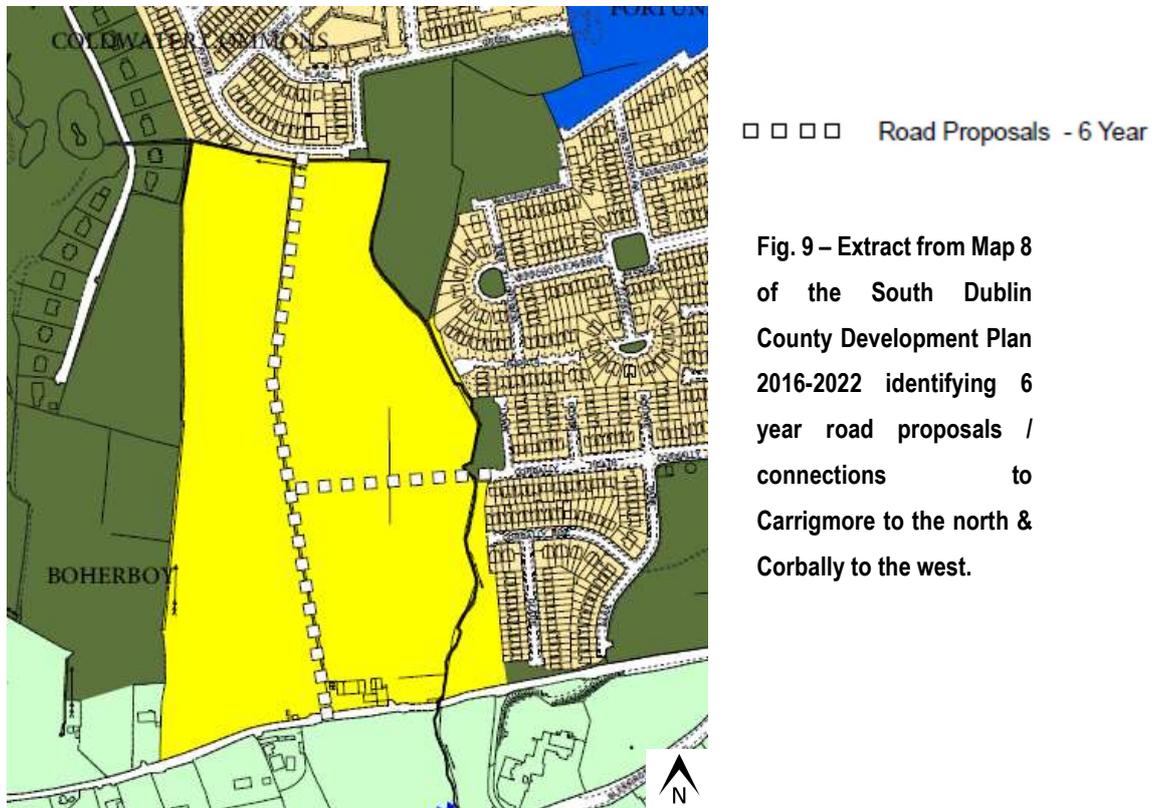
The internal road network at Corbally is in the charge of SDCC, however, at the western end of Corbally Heath, there is a parcel of land in the ownership of a third party i.e. Kerasoun Ltd, and we enclose a letter of consent from them (Refer to Appendix A), consenting to the applicants proposing a vehicular connection from the subject site into Corbally Heath via their lands. It is our understanding that the landowner Kerasoun Ltd has requested that their remaining lands in Corbally that are not already in the charge of the Local Authority, now be taken in charge. However, the applicants have the necessary consent in place to propose and deliver the vehicular connection from the proposed development into Corbally, and this too has been the subject of considerable consultation with both the landowner and the Local Authority.

2.3.6 The proposed vehicular connections to Carrigmore and Corbally will provide for bridges over the Corbally Stream that runs in a north-south direction along the entire eastern boundary of the site and moves westwards along the northern boundary of the site. Detailed designs of the proposed connections including bridging details are enclosed and the impacts of same in terms of ecology/biodiversity and flooding are all addressed as part of this application, including the EIAR.

2.3.7 Under the previous application (Ref. ABP-304828-19), the applicants did not have third party consents in place to deliver the connections through to both Corbally and Carrigmore, however, as outlined above, the applicants have undergone considerable consultation with both the Local Authority and third party land owners to obtain the necessary consents such that not only can the proposed connections be granted permission, but the applicants will deliver same as part of an overall permitted development. Details of the delivery of the proposed connections are set out in the submitted Planning Statement (section 7.2 “Phasing”, page 76) and on the submitted drawing no. PL07 “Site Layout Plan – Phasing” which illustrates the phasing of the overall development.



2.3.8 The proposed vehicular connections to Carrigmore and Corbally respectively are in accordance with roads objectives set out in both the Fortunestown LAP 2012 and the South Dublin County Development Plan 2016-2022, as illustrated in Figs 6 and 7:





2.3.9 Pedestrian Access

In addition to the vehicular traffic, pedestrian and cyclist permeability will be fully catered for. The proposed development site is well placed in terms of the availability of and access to local amenities for both new and existing residents.

Fig. 8 over illustrates that pedestrian / cyclist permeability proposed to be provided at the following points:

- Via Carrigmore Green to the north;
- Via Corbally Heath to the east;
- Via Boherboy Road to the south;
- Via Carrigmore District Park;
- Along the eastern boundary, via the “Riverside Park” in compliance with the objectives of the LAP which will also link Carrigmore Green, Carrigmore District Park and Corbally Heath to the Boherboy Road;
- Internally throughout the development.

Pedestrian and cyclist permeability have been designed to (a) follow desire lines and (b) link the proposed development to local amenities such as public transport links, shopping, schools etc. An additional benefit of this is that it will further enhance the connectivity for existing communities to these amenities, as well as future residents of the proposed development. Two pedestrian / cyclist connections are proposed to connect directly into Carrigmore Park at the north-eastern end of the site, in addition to the proposed primary connections in Carrigmore and Corbally and are identified on the submitted site plan drawings as well as by the yellow star on Fig. 8 above.

In relation to the proposed pedestrian and cyclist paths along the eastern boundary / Corbally Stream, the Fortunestown LAP states the following:

- *A 10 metre (min) biodiversity strip (measured from the top of the bank) shall be maintained on both sides of the sections of watercourse that are designated for preservation under the Local Area Plan, for flood management, landscape and biodiversity reasons. These biodiversity strips shall protect, improve and enhance the natural character of the streams and accommodate pedestrian and cycle corridors where possible. Culverting of sections of watercourses that are designated for preservation will not be permitted. Limited sections of streams may be sensitively diverted where appropriate with the highest standards of engineering design and environmental mitigation to avoid significant negative environmental impact, taking full account of flood risk assessments etc. **(Objective GI4)** (Emphasis added)*
- *A 10 metre (min) biodiversity strip (measured from the top of the bank) shall be reserved along both sides of the designated sections of the Corbally Stream for flood management, landscape and biodiversity reasons. This biodiversity strip shall cater for a pedestrian/cycle path from the Boherboy Road to the public open space to the north-east (District Park) as part of Phase 1 of development of the Boherboy lands. **(Objective BN5a)** (Emphasis added)*

We note that under the previous SHD application, in her assessment, the Inspector stated: “Consider that the specific requirement of the LAP phasing to retain a 10 metre biodiversity strip along the Corbally Stream has not been adhered to” and further on also states: “The proposed pedestrian walkway and cycleway also do not maintain a 10 metre set back from the stream”. One of SDCC’s recommended reasons to refuse permission included: “The development has not retained a minimum 10 metre set back from the Corbally Stream”. As part of the current proposal, it is proposed to provide a green linear park (significant landscape buffer) / public open space along the eastern boundary of the site, adjacent to the Corbally Stream, of 1 hectare in size. This proposal ensures that a 10m biodiversity strip is provided for from the top of the bank for the entire length of this green linear park. We also note that it is a Phase 1 requirement of the LAP to provide a pedestrian / cyclist linkage along the Corbally Stream from the Boherboy Road to the District Park / Carrigmore Park in its entirety. To this end, the proposed development ensures the provision of a 10m setback provided along the entire length of the green linear park from the top of the bank with the Corbally Stream, and this is dimensioned on the enclosed site layout plan(s) – please refer to same. However, in accordance with the aforementioned objectives GI4 and BN5a of the LAP, it is also proposed that the required pedestrian / cyclist paths will



also be provided for within the 10m setback / biodiversity strip for the entire length of the green linear park along the eastern boundary of the site, adjacent to the Corbally Stream, and this has been agreed with the Planning Authority. A sample of the type of path envisaged is illustrated in Fig. 9:

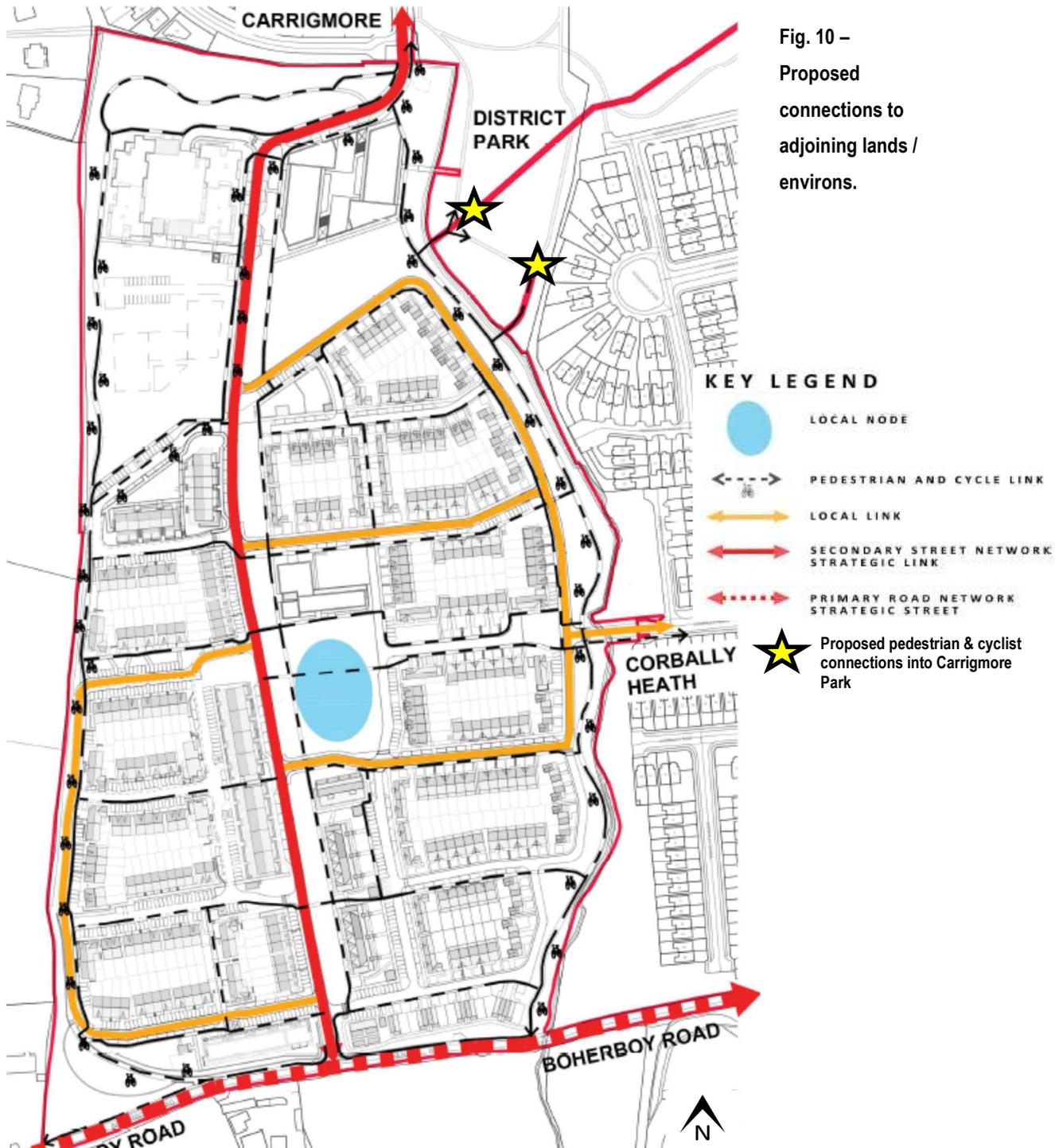


Fig. 11 – Indicative / sample pedestrian / cycle path to be provided within the 10m setback / green linear park along the eastern boundary of the site, adjacent to the Corbally Stream.



2.4 Urban Design

The proposed development is assessed against the Design Criteria and Indicators contained in the Urban Design Manual – Best Practice Guide, and in accordance with the requirements of the current South Dublin County Development Plan and the Fortunestown LAP (section 7.1). The proposed site layout plan is based upon the 12 urban design principles set out in the Urban Design Manual - A Best Practise Guide, and details of compliance with each of the 12 design criteria is set out in the enclosed Architectural Design Rationale, and the Statement of Consistency (i.e. section 4.2.1 – pages 9 -18) – please refer to both documents.

As outlined in the enclosed Architectural Design Rationale, the main design characteristics of the proposed development, from an urban design viewpoint, are as follows:

- The main vehicular access route from the Boherboy Road, which runs northwards to a proposed connection into Carrigmore, acts as the primary vehicular route through the development, running parallel to the existing central hedgerow, thus providing for the retention of same, in so far as possible;
- Creation of a clearly defined hierarchy of streets to the east and west of the main avenue;
- Creation of strong, urban building frontage onto the main avenue with a retained and augmented green feature created by the existing (central) hedgerow to the east;
- In response to topography and context, varied building heights are proposed across the site;
- A strong mix of unit types and sizes are proposed within these residential typologies to ensure visual interest and dwellings for a range of end users;
- Creation of a linear park along the eastern boundary which protects and incorporates elements of the Corbally Stream and respects the required 10m biodiversity strip. Retention of the existing hedgerow and trees to the western boundary and creation of a woodland linear park;
- Provision of a pedestrian and cyclist link along the eastern boundary green link from the Boherboy Road to Carrigmore Park and beyond to the District Centre and Luas;
- Provision of a new public footpath adjacent the Boherboy Road boundary running within the applicants' site. Frontage development along this boundary to provides good passive surveillance, as well as a strong urban streetscape;
- Increased and improved connectivity via the proposed Boherboy Road upgrade.

In order to explain the urban design rationale of the proposed development, an understanding of the site's very particular characteristics is required. The subject site has a number of physical constraints that were not only considered as part of the previous design proposal but remain fixed and therefore continue to influence a final design solution. It is a steeply sloping site, with site levels ranging from 155mOD in the south-west corner to 117.5mOD in the north-west corner, a difference of c. 37 metres across its length. The topography therefore creates considerable topographical challenges for laying out an accessible and visually pleasing residential scheme. A number of significant services wayleaves also traverse the site. The site's natural features include hedgerows, streams and biodiversity.

Notwithstanding the above factors to be considered in any housing layout, the current site layout plan also adheres to the objectives set out in the LAP by way of incorporating the following:

- A green link along the eastern boundary of the site is provided for, with a minimum 10m biodiversity strip from the top of the bank with the Corbally Stream maintained. Protection of the stream and the heritage of the townland/barony/parish boundary is maintained by creating a "Riverside Park" to further enhance green linkages and provide the necessary pedestrian / cyclist linkages along this green strip, directly connecting into Carrigmore Park and on to the broader environs of the site.



- The existing western hedge and tree line is being retained and enhanced and part of this green amenity is being used as a linear woodland park offering pedestrian and cycle connections to the side of character areas 2 and 3 – refer to the enclosed Architectural Design Rationale.
- The existing central hedgerow (which is not continuous along the entire length of the site) will be maintained, where possible, and developed alongside the central green avenue which provides a strong north-south axis. This central hedge line will frame the main access route through the site, and adjoins open spaces creating an amenable pedestrian link throughout the development. The main vehicular link road will run along the left hand side of the central hedgerow with a landscaped pedestrian route to the right.
- The northern boundary flood risk zone has been kept free of any building or roads, in line with the recommendations of the submitted SSFRA. The proposed apartment blocks in proximity to this flood risk zone i.e. Blocks A and C have finished floor levels of 120.5m placing them 2.38m above the recommended minimum ground floor level for buildings adjacent to the flood risk zone of 118.120m.
- A site of 1.4Ha has been allocated for the future provision of a primary school which addresses the LAP school site objective provision of one hectare.
- There are two existing water supply pipe wayleaves running through the site. These have been maintained free from development as required, as coloured yellow on the enclosed drawings.
- It is proposed to construct a new footpath along the Boherboy Road to the south, which will provide improved connectivity along this road, which will be further augmented by the proposed upgrade works to the Boherboy Road by proposing a new footpath eastwards from the site to the junction with the N81 Blessington Road.
- Increased permeability and connectivity between the proposed development and both existing adjacent housing estates at Corbally and Carrimore is proposed such that vehicular, pedestrian and cyclist access is catered for in line with the objectives of the Development Plan and LAP and in accordance with the preferences of the both the Planning Authority and An Bord Pleanála, as asserted in their assessment of the previous SHD application. The necessary consents to deliver same are also in place.

The impact of the constraints outlined on the actual developable area is significant. The combination of difficult topography, hedgerow retention, maintaining open watercourses, road/footpath improvements and wayleave provisions has reduced the actual developable area of the site to c.12.4 hectares, which equates to approximately 68% of the overall area of the combined Durkan and Kelland sites.

The key urban design points to note are as follows:

Inclusivity & Variety

A wide range of dwelling types and sizes is proposed, therefore catering for the needs of a variety of people / household formations. 1, 2, 3 and 4 bedroom dwellings are all proposed, which come in a range of typologies including houses, duplexes and apartments (more details set out in section 5.7). This range of different housing typologies will cater for different/emerging living requirements and in terms of flexibility, the option to downsize and/or extend. This advantage of the adaptability of the proposed scheme provides for the formation of a strong community within the development for many years to come.

The public open spaces, landscaping, footpaths and routes are designed to eliminate changes in level in as far as practicable thus prioritizing easy pedestrian and cycle movement and connectivity, avoiding unnecessary physical and visual barriers. This network of varied landscaped spaces has been designed to provide access to people of all ages. The enclosed, detailed Landscape Masterplan proposed by Ronan MacDiarmada & Associates (RMDA) illustrates that all landscaped areas are fully overlooked and accessible to all. These amenity spaces have been carefully designed to cater for all ages of the community. The location of Carrimore Park immediately adjacent the subject site (to the north-east) provides the added benefit of active open space a short walk for the residents on the new scheme, with direct pedestrian and cyclist connections into same proposed.



The separate land ownership of the applicants has provided an opportunity to create two distinct styles, in addition to the nine distinct character areas throughout the site. Significant variety has been achieved using different typologies and elevational treatments designed by two separate Architectural practices. Terraced units and split level house type units are proposed to deal with drop in levels within some housing cells. A landscaping strategy to the private rear gardens has been put together by RMDA to enable the future extension or adaptation of the proposed housing units while still maintaining and providing good quality and functional rear gardens, and details of this are set out in the enclosed Landscape Rationale.

Distinctiveness

In terms of distinctiveness, the proposed development provides for nine different character areas, with each character area designed to have its own identity, which will be visually different to neighbouring areas in a number of aspects. Building typology, materials and finishes, individual unit design and proportion and open space design are all used to develop an individual sense of place for each separate character area. It is considered that the range of character areas within the scheme will imbue the area with a sense of variety, distinctiveness and visual interest and avoid repetition in terms of layout, design and materials. Details of the individual character areas are set out in the submitted Architectural Design Rationale (pages 12-22).

In addition, the proposed development is bisected by the proposed north-south link avenue that separates the site into two distinct Architectural zones, which have been designed by the two Architectural Practices appointed. These two zones are further broken down into their respective individual character areas that have been designed with individual design styles, varied unit types and a mix of materials and finishes that gives each of these areas a discernible “sense of place”.

Layout

The layout of the proposed development is based upon the creation of active street frontages, which is achieved by designing a highly permeable layout that promotes passive surveillance and use by pedestrians and cyclists. The use of different treatments and typologies used within each character area creates distinctive areas within the scheme, and adds vibrant and visual interest to the overall scheme, creating a sense of place for this new neighbourhood.

An ordered series of urban residential cells is proposed across the scheme connected by a hierarchy of streets and related open spaces. The new street network is legible and easy to navigate and promotes permeability throughout the scheme itself, whilst also providing easy connections to the neighbouring residential estates, the District centre and Luas etc. A series of secondary routes lead to quieter groupings of houses and homezones in certain cases providing more pedestrian friendly streets. The character of these streets varies and traffic speeds are limited by design.

All of the housing cells are carefully considered and respond to their context and topography. The house facades overlook, supervise and define the edges of streets and public landscaped blocks. Rear gardens back onto rear gardens of adjoining properties providing legible blocks.

Quality public open space in the form of pocket and linear parks are distributed throughout the scheme, all overlooked by housing. Corner sites feature specially designed ‘end treatment’ houses which provide an active frontage where needed, again allowing for passive surveillance on outward looking facades.

A large central “square” is proposed at the heart of the scheme along with large open spaces to the north and opposite the reserved school site which further improves the legibility and quality of the layout. These amenities will provide usable landscaped spaces and are well distributed throughout the scheme offering the opportunity for a high level of interaction with the proposed western and eastern green pedestrian and cycle links.



2.4.1 Urban Design Conclusion

Judicious consideration has been paid to the urban design criteria set out in the Urban Design Manual and also the planning history associated with the subject site. The proposed site layout plan is based upon the foregoing and the result now put forward for consideration caters for the following:

- An efficient net density of 43 units per hectare across the entire site, provided for with a mix of densities and associated housing typologies accommodated throughout the entire development, rather than being concentrated in the northern zone of the site.
- The roads hierarchy has been established with a clear identity to a single arterial route connecting the northern and southern edges of the site.
- Unit typologies and street frontages have been designed specifically to address and characterise each street type throughout the scheme.
- Site levels and topography have been considered with specific stepped typology designed to address conditions where significant slopes across occurs.
- The urban grain of the scheme has been clearly defined and informed by the establishment of a clear roads hierarchy.
- The scheme has been designed to maintain and connect existing green infrastructure while achieving a clear urban form and density.
- Permeability through the site has been reinforced by the proposed pedestrian routes through the use of the existing green infrastructure throughout the site, ensuring that the site remains well connected, thus adhering to the LAP objectives.
- Car parking is appropriately handled in terms of providing basement/undercroft parking arrangements for the apartment Blocks, A, B & C, with surface parking being laid out in a manner that is DMURS compliant and does not dominate the streetscape.

In conclusion, it is considered that the proposed development, and its site layout plan, accords with best practice urban design principles and provides for accessibility, quality streetscapes, permeability and passive surveillance of the public realm. The proposed development is well connected and integrated with its surroundings and has been designed to be attractive, desirable and safe for residents and members of the future community.

It can be seen from Fig.s 12, 13 and 14 over how the proposed development of the Boherboy lands has evolved taking into account the planning history associated with same.

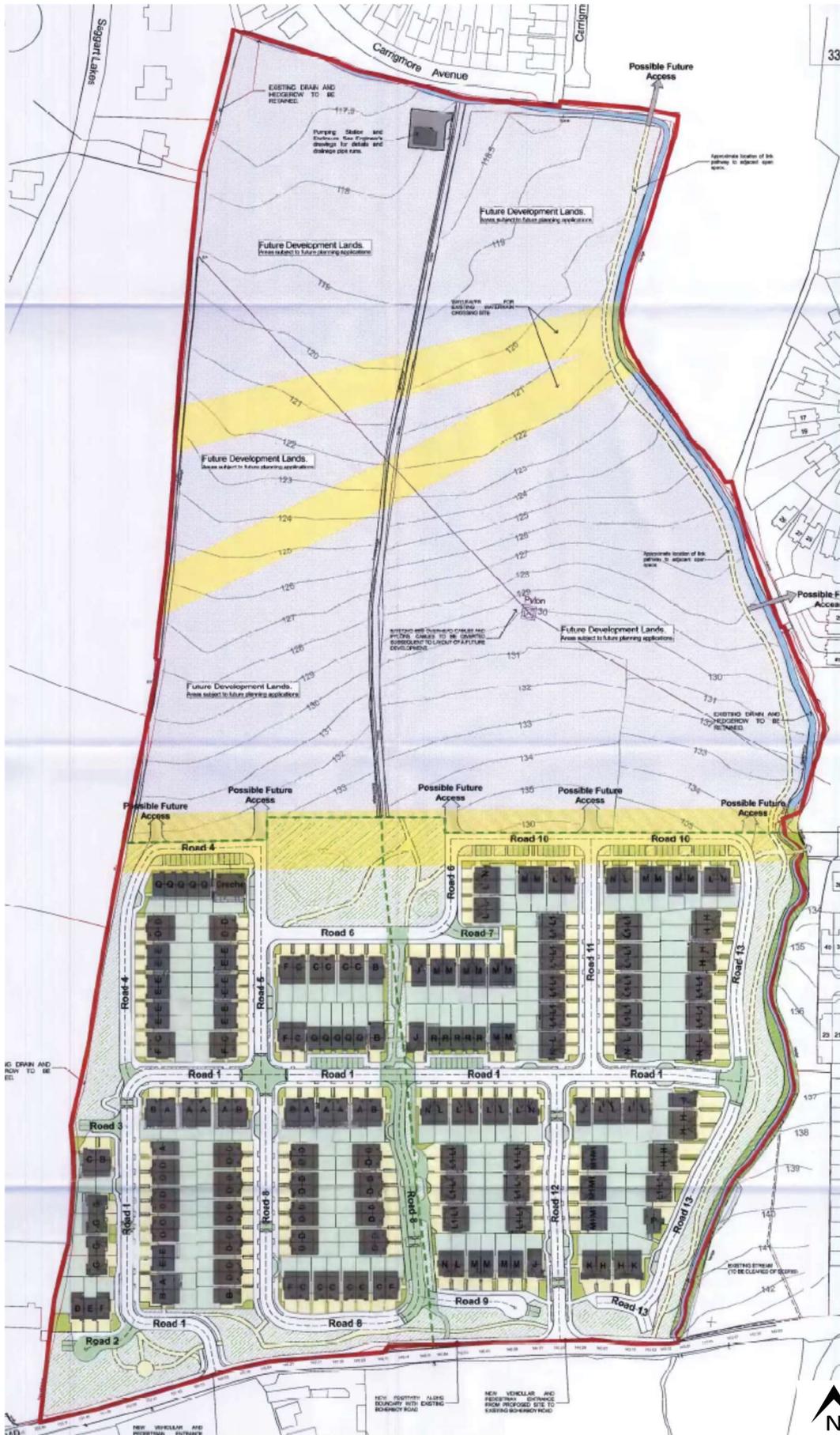


Fig. 12 – Previously proposed Site Layout Plan Ref. SD15A/0388 & PL06S.247074



Fig. 13 – Previously proposed Site Layout Plan
Ref. ABP-304828-19



2.5 Cut and Fill // Use of Retaining Walls

Having examined the assessments of previous applications on the subject site, the subject of extensive use of retaining walls and cut and fill throughout was referenced. In order to address this issue, and in light of the topography of the application site, careful consideration of the design and layout of the units across the site has been applied.

The application includes a number of cross sections through the site which illustrate how the levels of the site are being used and incorporated into the design of both the site layout plan and the units. For example, split level housing is being used in character area 8 on the eastern side of the site, whereby the house type proposed is a 4 bed, 3 storey split level typology and takes 3 metres out of the level change between adjacent back gardens. This creates back gardens that are more useable and gives better access to sunlight to the units at the lower level - a section of this example is illustrated in Fig. 15 below:



Fig. 15 – Schematic drawing of split level house typology to minimize step in level between adjacent rear gardens



Fig. 16 – Plan view of pedestrian through route & split level houses



Fig. 17 – Artist impression of pedestrian through route and split level duplex units

The levels of the site area being used to create pedestrian permeability through these housing cells – this accords with the principles set out for the Boherboy Neighbourhood in the Fortunestown LAP as per Fig. 18:



Fig. 18 – Extract from Photo 6.4 of Fortunestown LAP which shows how to use the topography in the creation of a pedestrian street – this has been applied to the proposed development.



Included as part of the application are a number of section drawings that illustrate how the levels are being handled. Please refer to the RMDA Landscaping drawing no.s 08-08j which detail sections through rear garden areas, including details of where retaining walls are being used.

In addition, RMDA drawing no. 12 "Retaining Wall Location Plan" identifies where some form of retaining will occur, which is further broken down into four different types of landscaping treatment i.e.: (i) gabion wall, (ii) crib wall, (iii) rear gardens RSJs with timber sleepers in between and (iv) retaining concrete wall.

Sample examples of a crib wall and rear gardens RSJs with timber sleepers in between are as follows:



Fig. 19 – Sample Crib Wall



Fig. 20 – Sample Treated Railway sleepers Slotted into RSJs.



Fig. 21 – Suggested sample showing 6 Steps allowing for a drop of 900mm



Drawing no. 12 also provides details of the four aforementioned types and an A3 booklet entitled “Landscape Rationale – Boundary Treatment Sections” is also submitted identifying the aforementioned samples – please refer to same.

A separate document, entitled “Landscape Rationale”, on page 39 of same, identifies on plan, where the level differences are between the rear gardens of housing cells. It is considered that where any type of retaining structure is to be used, this has been clearly identified and illustrated on the enclosed drawings and landscape reports. There are only 8 instances of a retaining concrete wall being used, c. 25 examples of the rear gardens RSJs with timber sleepers in between being used, and c. 14 examples of a crib wall being applied across the site. All of the foregoing, as well as the submitted drawings and reports clearly demonstrates how the proposed development has carefully considered the topography on the site and that there will not be extensive cut and fill and therefore a negative visual impact as a result of the proposed development.

3.0 Conclusion

3.1 The subject site has a lengthy planning history associated with it. The site is subject to a number of factors / constraints such as wayleaves, topography, access arrangements and consents for same, flood zones, retention of hedgerows, and the need to cater for an aesthetically pleasing, medium to high density development in an outer suburban location, that demonstrates high quality urban design.

3.2 It is put forward that the current proposal for 655 no. dwellings, at a net density of 43 units per hectare across the entire site, represents an efficient density for this zoned, serviced site. Significant detailed designs and consultation with the relevant stakeholders has been undertaken by the applicants to obtain the necessary consents to deliver the required connections into the adjoining lands at Corbally and Carrigmore, with such proposals forming part of this application for permission. This application includes the necessary letters of consent to propose the creation of the connections into Corbally and Carrigmore as well as the proposed upgrades to the Boherboy Road. Significant consultation between the applicants and the relevant stakeholders has been undertaken in the preparation of this planning application, with the agreed details now put forward as part of the overall planning application.

3.3 The proposed site layout plan is based upon the principles of DMURS and good urban design as set out in the Urban Design Manual – a Best Practice Guide. The enclosed Architectural Design Rationale clearly demonstrates how the key criteria such as context, connections, inclusivity, variety and distinctiveness are catered for in the proposed development.

3.4 There is a good mix of dwelling types, building height, variation in design and character areas to establish a sense of place throughout the scheme. The enclosed landscaping and architectural details clearly demonstrate how the topography of the site is to be handled in terms of stepping buildings, carefully landscaped rear gardens etc. which addresses any previous concerns of extensive cut and fill across the entire site.

3.5 The enclosed SSFRA asserts that the proposed development will not be at risk to or cause downstream flooding. The proposed bridging over the Corbally Stream to deliver the required vehicular connections to adjoining lands will not result in flooding and all of these details are addressed in the various drawings and reports that are included in the application.

3.6 Judicious consideration has been paid to improve the layout of the proposed development from previous iterations from an urban design point of view. It is considered that the current proposal caters for variety and distinctiveness, creates a sense of place and is a good urban design response to the site which itself has to deal with a number of fixed constraints including topography.

4.7 A wide variety of dwelling types are dispersed throughout the site in an efficient manner that accords with best urban design practice, whilst also providing for an adequate and acceptable level of density, which accords with national guidance, particularly sites serviced by existing and planned public transport.



3.8

A summary of the site statistics are set out in Table 3:

Site Area (Gross)	18.3Ha (i.e. total area within red line of application)
Site Area (Net) i.e. area of two fields	17.6Ha
Net Developable Area	15.28Ha
No. of Dwellings	655
Density (Net)	43 units / Ha
No. of Houses	257
No. of Duplex Units	152
No. of Apartments	246
Building Height	2, 3, 4 & 5 storeys
No. of Car Parking Spaces	914
Site Coverage	17%
Plot Ratio (total site area)	0.38
Active Open Space Provision	25,241m ² (2.5ha / 16%)
Creche	693m ²

Table 3 – Site Statistics



APPENDIX A

Letters of Consent from:

- a) South Dublin County Council
- b) Kerasoun Ltd



Tracy Armstrong

From: Mary Maguire <marymaguire@SDUBLINCOCO.ie>
Sent: Tuesday 13 July 2021 12:39
To: Tracy Armstrong
Cc: John Hegarty; Sheila Kelly; Laura Leonard
Subject: Request for Grant of Consent to Durkan Estates Irl Ltd/Kelland Homes Ltd -
Boherboy, Saggart, Co. Dublin
Attachments: 0000-LETTER OF CONSENT SITEPLAN.pdf

Ms. Tracy Armstrong,
Armstrong Fenton Associates,
13 The Seapoint Building,
44/45 Clontarf Road,
Dublin 3

13th July 2021

**WITHOUT PREJUDICE
SUBJECT TO CONTRACT/CONTRACT DENIED**

Re: Proposed Grant of Consent to include lands in the charge/control of the Council in a planning application to An Bord Pleanála to facilitate Durkan Estates Irl Ltd / Kelland Homes Ltd to facilitate the proposed Strategic Housing Development in Boherboy

Dear Ms Armstrong,

I refer to your request to include lands in the charge/control of the Council in a proposed planning application.

I now wish to confirm that South Dublin County Council hereby grants its consent to include lands coloured red on the Boherboy Road and the N81 junction which are Public Roads on attached Indicative Drawing Job no. 2006 and Layout ID: 0000 in a planning application for the purposes outlined above.

Please note that this consent does not convey to Durkan Estates Irl Ltd /Kelland Homes Ltd any interest whatsoever in the subject lands and is for the sole purpose of allowing a planning application to be made.

This consent is valid for a period of twelve months from date of this letter.

The consent is conditional on no development taking place until full planning permission has been granted and the Council is in a position to enter into an appropriate agreement with Durkan Estates Irl Ltd /Kelland Homes Ltd in respect of the lands.

Yours sincerely,

John Joe Hegarty
Acting Senior Engineer
Traffic Roads Planning and Taking in Charge
Encl

From: Laura Leonard <lleonard@SDUBLINCOCO.ie>
Sent: Tuesday 13 July 2021 10:38
To: Tracy Armstrong <tracy@armstrongfenton.com>



Cc: Mary Maguire <marymaguire@SDUBLINCOCO.ie>; John Hegarty <JHegarty@SDUBLINCOCO.ie>
Subject: RE: Request for Grant of Consent to Durkan Estates Irl Ltd/Kelland Homes Ltd - Boherboy, Saggart, Co. Dublin

Hi Tracy,

As in this instance the relevant consent sought from SDCC is not across land managed by EETD but rather along roads in public charge, I am cc'ing Mary Maguire of LUPT who will direct or assist you and also John Joe Hegarty, Senior Engineer Traffic who will be aware of the proposal from the Planning perspective.

Best regards

Laura

Laura Leonard

A/Director of Services | Economic, Enterprise & Tourism Development | South Dublin County Council | County Hall | Tallaght, Dublin 24 |

Tel: +353 1 4149000 Ext 9186

✉ **e-mail:** lleonard@sdublincoco.ie

<http://www.qrangepcastle.ie/>

***Designated Public Official under Regulation of Lobbying Act, 2015. See www.lobbying.ie.**

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Any views or opinions presented are solely those of the sender and do not necessarily represent those of South Dublin County Council unless otherwise specifically stated

From: Tracy Armstrong <tracy@armstrongfenton.com>

Sent: Friday 2 July 2021 11:31

To: Laura Leonard <lleonard@SDUBLINCOCO.ie>

Subject: Request for Grant of Consent to Durkan Estates Irl Ltd/Kelland Homes Ltd - Boherboy, Saggart, Co. Dublin

CAUTION: [EXTERNAL EMAIL] Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Laura,

I am the planning agent acting on behalf of Kelland Homes Ltd & Durkan Estates Ireland Ltd who intend to submit a SHD planning application in the coming weeks to An Bord Pleanála (ABP) for the development of their lands at Boherboy, Saggart, Co. Dublin.



Previously, you were kind enough to issue a letter of consent to them to accompany the last application that was submitted to ABP.

This time we are looking for a similar letter such that a valid planning application can be lodged with ABP.

The details are set out in the attached letter with an associated map also attached.

Without the letter of consent, we cannot submit a valid application and therefore your assistance in this matter would be greatly appreciated.

Should you have any queries regarding this matter, please do not hesitate to contact me.

Thanks

Kind regards,

Tracy Armstrong, BA, MRUP, MIPI, MRTPI
Managing Director,

Armstrong Fenton Associates,
Planning & Development Consultants,
13 The Seapoint Building,
44-45 Clontarf Road,
Dublin 3, D03 A0H3.

Tel: 01-4793140

Mob: 087-2807144

Email: tracy@armstrongfenton.com

Web: www.armstrongfenton.com

**KERASOUN LIMITED
27 DAWSON STREET
DUBLIN 2**

7 July 2021

Strategic Housing Unit,
An Bord Pleanála,
64 Marlborough Street,
Dublin 1.

Re:

**Proposed Strategic Housing Development (SHD) at
Boherboy, Saggart, Co. Dublin by
Kelland Homes Ltd & Durkan Estates Ireland Ltd.**

Dear Sirs,

We hereby consent to Kelland Homes Ltd and Durkan Estates Ireland, submitting a Strategic Housing Development (SHD) planning application to An Bord Pleanála, for a proposed residential development on lands at Boherboy. We note the proposals as part of the planning application to upgrade the Boherboy Road, and consent to the inclusion of our lands as part of the application to facilitate the proposed road upgrade works. We also consent to the applicants proposing and including as part of their application, connections from the application site into the adjoining lands to the east at Corbally that are in our control. We note the extent of the application site as indicated by the red outline on the site location map enclosed with the planning application.

I trust the above is of assistance to you.

Yours faithfully,



Hugh Lynn
Director

A