

Planning Report & Statement of Consistency with Planning Policy on Submission of Application

In respect of

**Proposed Residential Development at The ABB Site,
Belgard Road, Tallaght, Dublin 24**

Prepared for

Landmarque Belgard Development Company Ltd.

Prepared by

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1.0 INTRODUCTION

- 1.1 On behalf of the applicant, Landmarque Belgard Development Company Limited, this Statement of Consistency with Planning Policy has been prepared to accompany an application for a proposed strategic housing development at the ABB site, Belgard Road, Tallaght, Dublin 24 on a site of c. 0.898 hectares. The development is proposed to be called The Arboury.
- 1.2 In summary, the proposal will comprise a residential development of 334 no. units (216 residential units which includes 3 no. live-work units and 118 Build-to-Rent residential units), new homezone/tertiary pedestrian and cycle route to the south, public open space, communal open space and landscaping, car parking access, residential amenity spaces, drainage infrastructure and parking on a brownfield site. A crèche and 3 no. commercial units are also proposed.
- 1.3 This Statement of Consistency, prepared by John Spain Associates, demonstrates that the proposal is consistent with the relevant national planning policy, guidelines issued under Section 28 of the Planning and Development Act 2000 (as amended), and with local planning policy. It should be read in conjunction with the accompanying detailed documentation prepared by C+W O'Brien Architects, Cameo & Partners Landscape Architects and CS Consulting Engineers.
- 1.4 For details of consistency with the quantitative standards for residential units as outlined in the Design Standards for New Apartments (2020) please refer to the Schedules Document brochure prepared by C+W O'Brien Architects.
- 1.5 **This Planning Report and Statement of Consistency addresses the policies and objectives of the South Dublin County Development Plan 2016-2022 and Tallaght Local Area Plan 2018.**
- 1.6 **A separate Statement of Consistency with the Draft South Dublin County Development Plan 2022-2028 is provided under separate cover.**

2.0 SITE LOCATION AND DESCRIPTION

- 2.1 The subject site is located within the Tallaght town centre (as defined in the Development Plan). Tallaght is located c.10 km southwest of Dublin City Centre, on the southern extent of Dublin City near the foothills of the Dublin and Wicklow Mountains. Tallaght is serviced by the red line Luas and a network of local bus services and is located just 2km west of the M50 orbital motorway which provides access to the wider Dublin region and the national road network.
- 2.2 The subject site is bound by Belgard Road to the east, Belgard Square North to the north, Belgard Square East to the west and Clarity House to the south. Vehicular access to the site is currently provide from Belgard Square East.



Figure 2.1 – Site Location with approximate extent of site outlined in red (Google Maps)

- 2.3 At present the site contains warehousing and associated office space, which was occupied by ABB Limited and is now in the ownership of the applicant.
- 2.4 The wider area comprises a large range of uses including commercial, residential, civic and educational. The site is currently surrounded by 2/3 storey warehousing units to the north, west and south with playing fields to east.
- 2.5 The site is strategically located within the designated Tallaght Town Centre (town centre zoning objective) and within close proximity to a third level institution, Technological University Dublin (TUD) - Tallaght Campus (to the north-east) and Tallaght University Hospital (to the north-west).

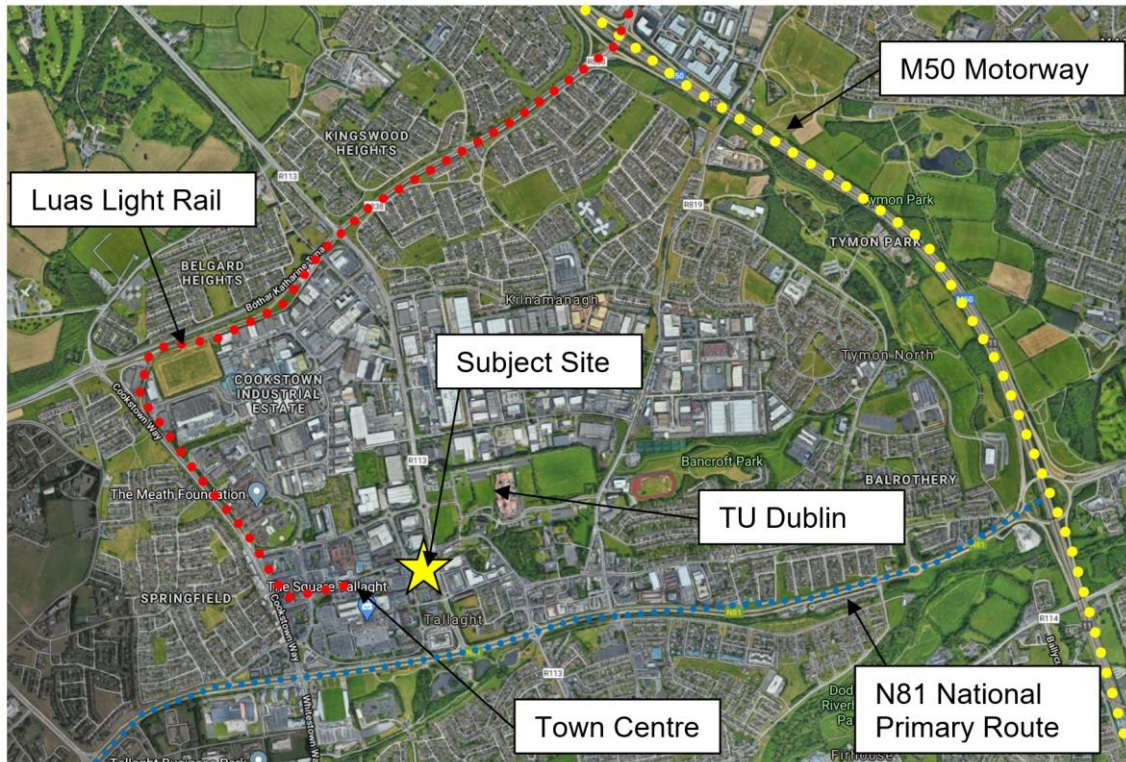


Figure 2.2 – Site Context (Google Maps)

- 2.6 The subject site is highly accessible via a number of means including a range of existing public transport. The Luas Redline provides a high frequency (as recognised in the 2020 Apartment Guidelines) direct connection with Dublin City Centre. The nearest stop is The Square which is within close walking distance of the site (c. 6 min walk).
- 2.7 Dublin Bus service the site via Belgard Square North and Cookstown Way. A range of Dublin Bus routes connects the Tallaght Town Centre to the wider Dublin area including the No.'s 27 (every 10 minutes Monday – Friday during peak times), 49 (every 30 minutes), 54a (every 30 minutes), 65 (every 2 hours), 75 (every 20 / 30 minutes), 77A (every 20 minutes), 175 (every hour).
- 2.8 The N81 road connects the town centre to the M50 and national motorway network.
- 2.9 The National Transport Authority has published the new Dublin Area bus network, BusConnects, the implementation of the new network will take place on a phased basis over a number of years.
- 2.10 It is proposed that the site will be served by Bus Connects Core Route Corridor No. 9 which will operate between Greenhills and Dublin City Centre. Notwithstanding the future upgrades, the site is currently serviced by high capacity public transport as set out in the Transport Report prepared by Cronin Sutton Consulting Engineers.

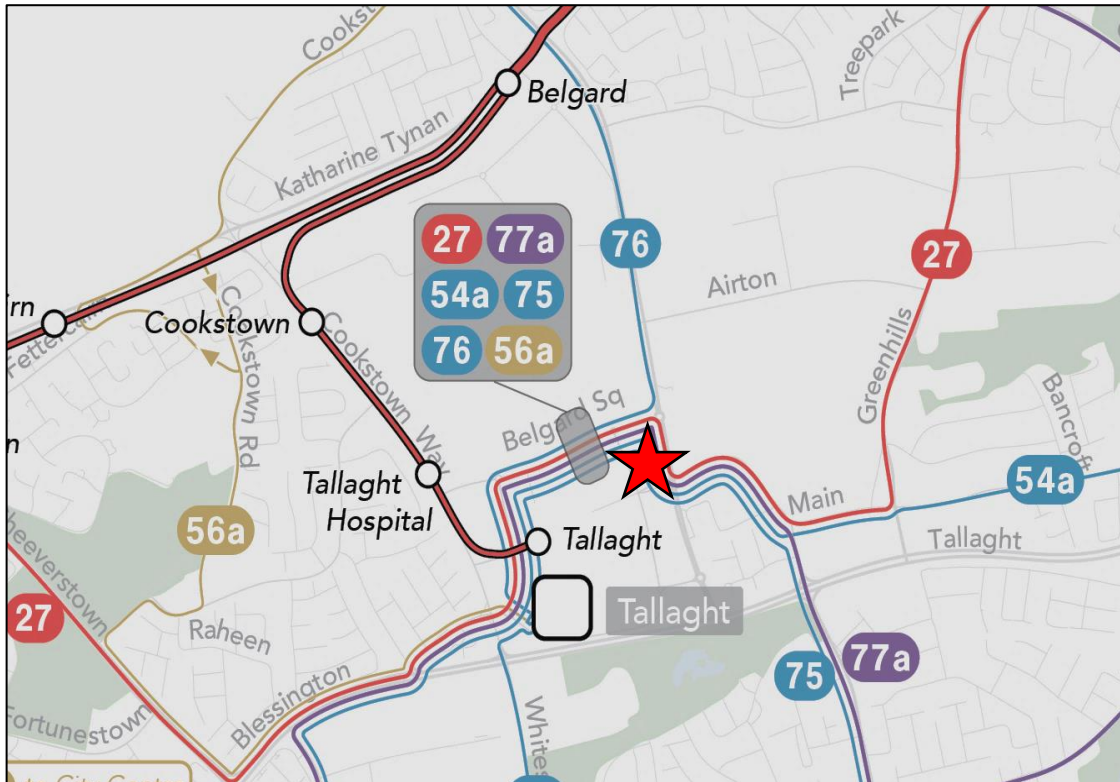


Figure 2.3: Existing bus and Luas network proximate to the subject site (Source: Busconnects.ie).

SHD Application: ABP-303306-18 - Junction of Belgard Road and Belgard Square North, Tallaght, Dublin 24

- 2.11 We note ABP granted planning permission for a Strategic Housing Development (SHD) under Reg. Ref. 303306 in April 2019 on a site directly north of the proposed development. The development includes 438 apartment units, 403 student bedspaces, a childcare facility, public plaza, and 6 retail/commercial units.
- 2.12 The proposed development has been designed to respond to this emerging context and within the emerging surrounding built environment set out in the Tallaght Local Area Plan 2020. While many of the surrounding sites are not yet developed, ensuring future residential amenity is not compromised as a result of the scheme.

3.0 PROPOSED DEVELOPMENT DESCRIPTION

3.1 The proposed development will consist of:

Landmarque Belgard Development Company Limited intend to apply to An Bord Pleanála for permission for a strategic housing development at this site, ABB, Belgard Road, Dublin 24, D24 KD78. The site is bound by Belgard Road (R113) to the east, Belgard Square North to the North, Belgard Square East to the west and Clarity House to the south.

The development will consist of:

1. Demolition of all existing structures on site (with a combined gross floor area of c. 3625 sqm)

2. The construction of a mixed-use residential development set out in 3 No. blocks including a podium over a basement, ranging in height from 2 to 13 storeys (with core access above to roof terrace), comprising:

- 334 no. residential units of which 118 No. will be Build to Rent (BTR) residential units, with associated amenities and facilities across the development,
- 4 No. retail/café/restaurant units and 3 no. commercial spaces associated with the 3 no. live-work units (723 sqm combined),
- Childcare facility (144 sq.m.),
- 670 No. bicycle parking spaces including 186 visitor spaces; 117 car parking spaces (including 6 disabled spaces) are provided at ground floor and basement level.
- Communal space in the form of residential courtyards and roof terraces;
- Public open space provision including Homezone/tertiary route along the south of the site between Belgard Rd and Belgard Square East
- The overall development has a Gross Floor Area of 29,784 sq.m.

3. Of the total 334 residential units proposed, unit types comprise:

Block A (Build-to-Rent)

- 91 no. 1 bed units
- 1 no. 2 bed 3 person units
- 26 no. 2 bed 4 person units

Blocks B & C

- 2 no. live-work studio units
- 102 no. 1-bed units
- 12 no. 2-bed 3 person units
- 88 no. 2-bed 4 person units including 5 no. duplex units
- 1 no. 2-bed 4 person live-work unit
- 11 no. 3-bed units

4. A portion of the proposed residential development is a “Build to Rent” scheme in accordance with Specific Planning Policy 7 and 8 as set out in the “Sustainable Urban Housing: Design Standards for New Apartments (December 2020)”.

5. All associated works, plant, services, utilities, telecommunications infrastructure, PV panels and site hoarding during construction

A Natura Impact Statement has been prepared in respect of the application and accompanies the application.

Key development parameters are as follows:

Site Area	c.0.898ha
Overall No. of units	334 No.
Overall Unit Mix	<ul style="list-style-type: none"> • 2 no. studio units (1%) • 193 No. 1 bed units (58%) • 13 no. 2 bed (3 person) units (4%) • 115 no. 2 bed (4 person) units (34%) • 11 no. 3 bed units (3%)
BTR Units	118 No. (35%)
BTR unit mix	<ul style="list-style-type: none"> • 91 no. 1 bed units (77%) • 1 no. 2 bed (3 person) units (1%) • 26 no. 2 bed (4 person) units (22%)
Non BTR Units	216 No. (65%)
Non BTR unit mix	<ul style="list-style-type: none"> • 2 no. Studio Live-Work units (1%) • 1 no. 2 bed Live Work Unit (1%) • 102 no. 1 bed units (47%) • 12 no. 2 bed (3 person) units (6%) • 88 no. 2 bed (4 person) units (40%) • 11 no. 3 bed units (5%)
Commercial units (retail/café/restaurant) and commercial element of live-work units	c.723 sqm
Density	372 unit / ha
Dual Aspect	44%
Height	2-13 storeys over a basement
Plot Ratio	3.32
Site Coverage	44%
Car Parking	117 No. (ratio of c. 0.35)
Bicycle Parking	670 No. (670 required – Apt Guidelines & Dev Plan)
Creche/Childcare Facility	144 sqm
Part V Units	33 No. (10% applies in this instance)
Public Open Space	1,489 sqm (17%)
External Communal Amenity	2,146 sqm incl 622 sq.m. at roof terraces (1,955 required) comprising: BTR – 1,012 sq.m. Non BTR – 1,134 sq.m.

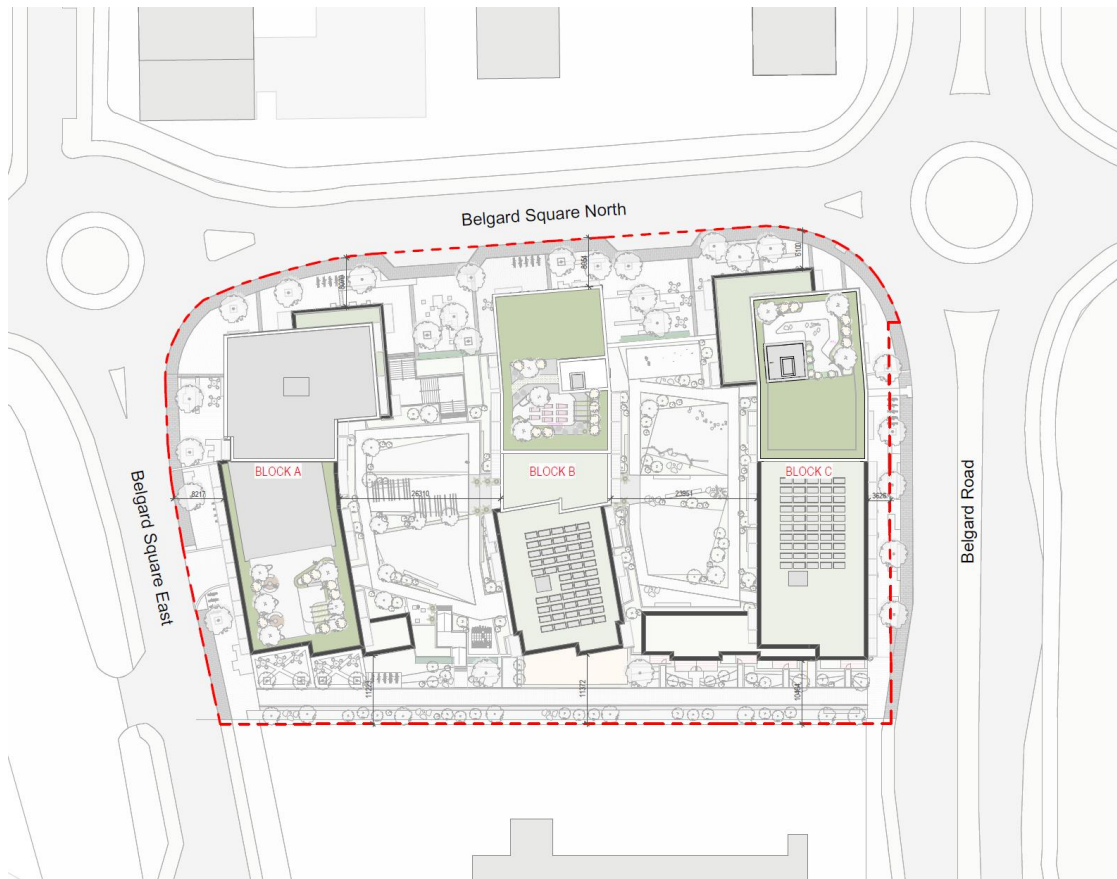
Internal amenity	Communal	BTR - 674 sqm (internal at GF and roof level) Non BTR – 250 sq.m.
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Public Open Space

- 3.2 Public open space is provided in the form of an east west pedestrian and cycle connection (homezone) and small park along the southern boundary of the site connecting TUD Tallaght Campus to the east with the Tallaght Town Centre to the west; and two plaza areas set back from the street along the northern boundary of the site. Additional public realm upgrades are proposed to footpaths on the east north and west of the site, with the eastern upgrades tying into the existing trees and footpath on Belgard Road.

Access, Car and Bicycle Parking

- 3.3 1 no. vehicular access to podium car parking is provided onto Belgard Square East. Pedestrian access to each block is at street level, from the car park, and via communal open space courtyards at first floor level.
- 3.4 The future BusConnects proposals include upgrades along the western boundary of the site. The applicant has engaged with the National Transport Authority in this respect to ensure the proposed development would not prejudice the future delivery of BusConnects, as set out in the Transport Assessment.
- 3.5 Car and Bicycle Parking is provided a ground floor level. 117 No. car parking spaces are provided including 6 No. disabled spaces, 20% of the overall car parking spaces be allocated for charging points for battery operated cars. All car parking spaces within the development shall be 'future-proofed' by the inclusion of ducting and/or cabling to permit the rapid future installation of EV charging points.
- 3.6 484 No. secure bicycle parking spaces are provided internally while 186 No. on-street visitor bicycle parking spaces are provided. A portion of the internal spaces also fulfil the requirement of visitor spaces with the benefit of being covered.
- 3.7 The proposed application includes all site landscaping works, green roofs, boundary treatments, lighting, servicing, signage, and associated and ancillary works, including site development works above and below ground.



The Site Layout Plan prepared by C+W O'Brien Architects showing the overall layout in context.

Landscape

- 3.8 Cameo and Partners have prepared Landscape and Public Realm Design Statement which sets out full details of the public open space, public realm improvements and green infrastructure proposed exceeding key development standards and making a valuable contribution to the area.

Ecology and EIA Screening

- 3.9 An Appropriate Assessment Screening, Natura Impact Assessment and Ecological Impact Assessment has been carried out by Altamar. The NIS concludes that TBC An Ecological Impact Assessment has been prepared by Altamar for the proposed development which concludes:

"The proposed development site consists primarily of built land. No species, with the exception of a single herring gull, or habitats of conservation importance were noted on site. There is an indirect pathway from the proposed development to designated sites in Dublin Bay, albeit at a significant distance. Foul water will be treated under licence within the Ringsend WwTP. Surface water from the proposed development will be discharged to the River Dodder catchment, which ultimately outfalls to the marine environment at Dublin Bay. Mitigation measures will be implemented to ensure the protection of the water quality entering the surface water network.

The construction and operational mitigation measures proposed for the development satisfactorily addresses the mitigation of potential impacts on the sensitive receptors, primarily the surface water runoff from the site, which will discharge to the River Dodder and to the marine environment at Dublin Bay. Mitigation measures to satisfactorily address the protection of biodiversity on site and the surface water quality entering the public network, will be implemented and will ensure the protection of biodiversity on site and water quality of the River Dodder and downstream conservation sites. The impact of the proposed development would be a short term/minor adverse/not significant impact during construction and a neutral impact during operation. ”

- 3.10 A Natura Impact Statement has been prepared by Altemar which concludes:

“Following the implementation of the mitigation measures outline, the construction and presence of this development, alone or in combination with other plans and projects, would not result in adverse effects on the integrity of the European sites, South Dublin Bay SAC, North Dublin Bay SAC, South Dublin Bay and River Tolka Estuary SPA and North Bull Island SPA.”

- 3.11 An EIA Screening Statement and a Regulation 299B Statement are also submitted with the application prepared by AWN which conclude:

“It is concluded having regard to the nature, scale and location of the subject site, that the proposed development is not likely to have significant effects on the environment (direct, indirect or cumulatively with other development) and therefore it is considered that an environmental impact assessment report is not required in this instance.”

Transport

- 3.12 Access and mobility proposals have been designed by Cronin Sutton Consulting Engineers. Resident car and bicycle parking spaces are located at ground floor podium level. Access to the car parking areas shall be regulated by means of barrier control systems. Secure and convenient cycle parking will be accessible via the ground floor level car parking. Visitor Parking is location on street.

Archaeology

- 3.13 Archaeological Impact Assessment prepared by IAC Archaeology concluded:

“Given the level of development that has taken place within the proposed development area, it is probable that any archaeological remains that may have been present within the site have since been removed. As such, no adverse impacts on the archaeological resource are predicted as a result of the development going ahead.”

Visual Impact

- 3.14 Townscape and Landscape Visual Impact Assessment prepared by Modelworks indicate concludes:

“In conclusion, the proposed development can be considered an appropriate intervention in the evolving townscape of Tallaght town centre.”

4.0 PLANNING HISTORY

Subject Site

- 4.1 A review of the recent SDCC online planning history revealed the following planning applications for the subject site.

Reg. Ref.: S01A/0509

- 4.2 SDCC issued a final grant of permission on the 08/11/2001 for the following development:

“Variation to a previously Approved Planning Permission reg. ref. S99A/0453 (for the alteration and internal extension to first floor warehouse mezzanine to provide for additional office space and canteen and additional car spaces). The application is for a change of use from industrial storage space to office space. The subject areas are on the ground and first floor.”

Reg. Ref.: S99A/0453

- 4.3 SDCC issued a final grant of permission on the 13/02/2020 for the following development:

“Alteration, internal extension to first floor warehouse, mezzanine and two storey extension to the side of the warehouse to provide for additional office space and canteen and additional car spaces”.

Adjacent Site

SHD Application: ABP-303306-18 - Junction of Belgard Road and Belgard Square North, Tallaght, Dublin 24

- 4.4 As previously referenced, ABP granted planning permission on the 15/04/2019 for the following development:

“Development of 438 apartment units consisting of 158 no. 1 beds, 230 no. 2 beds and 50 no. 3 beds (total apartment units include 8 no. live/work units with a total c. 509 sqm work areas at ground floor) and c. 732 sqm of tenant/resident service amenities all within blocks A1, A2, A3 and B1. Block B2 to comprise a 403 bedspace student accommodation scheme and associated student amenity and staff facilities (c.815 sqm); childcare facility (c.380 sq.m) and external playing area (c. 242sq.m); 6 retail/commercial units (c. 632sq.m in total); security room (c.52sq.m); 107 car parking spaces below podium; 22 car parking spaces at surface level; 1227 bicycle parking spaces; 4 semi-private courtyards of c. 5,516sq.m; public plaza; public realm & landscaping (c.7,442sq.m).”

Site Area	3.45 ha of overall site of 7.2 hectares
Gross floor area	55,180 m ²
Area of demolition	29,918 m ²
Density	146 units per/ha based on total of 503 units (438 apartments & 65 student clusters)
Plot Ratio	1.59
Site Coverage	37%
Building Height	4-10 storeys
Public Open Space	2,366 m ² public plaza (excl. proposed public realm)
Car parking	129 (107 podium level of Blocks B, 22 surface) 108 temporary spaces proposed north of Blocks A.
Dual Aspect Apt's	37%
Bicycle Parking	1,227
Crèche	380m ²
Part V	44 units

- 4.5 The proposed development has been designed to maintain a consistent approach within the surrounding existing and permitted context. While many of the surrounding sites are not yet developed, ensuring future residential amenity is not compromised is paramount. In particular this means responding positively to the permitted development at Belgard Square North under Reg. Ref. ABP-303306.
- 4.6 The permitted development provided a range of heights including 4-9 storey buildings and landscaped public space fronting onto Belgard Square North resulting in a strong urban edge and streetscape.
- 4.7 The proposed development complements the scale and design of the permitted development providing a transition in height.



Figure 4.1: Extract from Reg. Ref 303306 3DDB view of frontage with Belgard Road and Belgard Square North with subject site indicated by redline.



Figure 4.2: Extract from Reg. Ref 303306 with subject site indicated by blueline.

Planning History in the Wider Area

4.8 We note a wide range of planning applications in the nearby area of relevance to the proposed development which demonstrates that there is a significant quantum of development being proposed in Tallaght, as a realisation of the objectives of the Local Area Plan including:

- SHD Application: ABP-305725-19 - Units 66 & 67 Fourth Avenue, Cookstown Industrial Estate, Tallaght, Dublin 24 (Refused).
- SHD Application: ABP-308398-20 - Units 66 & 67 Fourth Avenue, Cookstown Industrial Estate, Tallaght, Dublin 24 (Granted).
- SHD Application: ABP-303803-19 - Units 5A - 5C Second Avenue, Cookstown Industrial Estate, Tallaght, Dublin 24 (Granted).
- SHD Application: ABP-303911-19 - Unit 21, First Avenue, Cookstown Industrial Estate, Tallaght, Dublin 24 (Refused).
- SHD Application: ABP-303306-18 - Junction of Belgard Road and Belgard Square North, Tallaght, Dublin 24 (Granted).
- SHD Application: ABP 305763 - Site at the corner of Airton Road and Belgard Road, Tallaght, Dublin 24 (Granted).
- SHD Application ABP 306705 - Site at the corner of Airton Road and Greenhills Road, Tallaght, Dublin 24 (Granted) (not pictured on below map).

- SHD Application ABP 309916-21 (Granted) – Glen Abbey Complex, Belgard Road, Cookstown Industrial Estate, Dublin 24

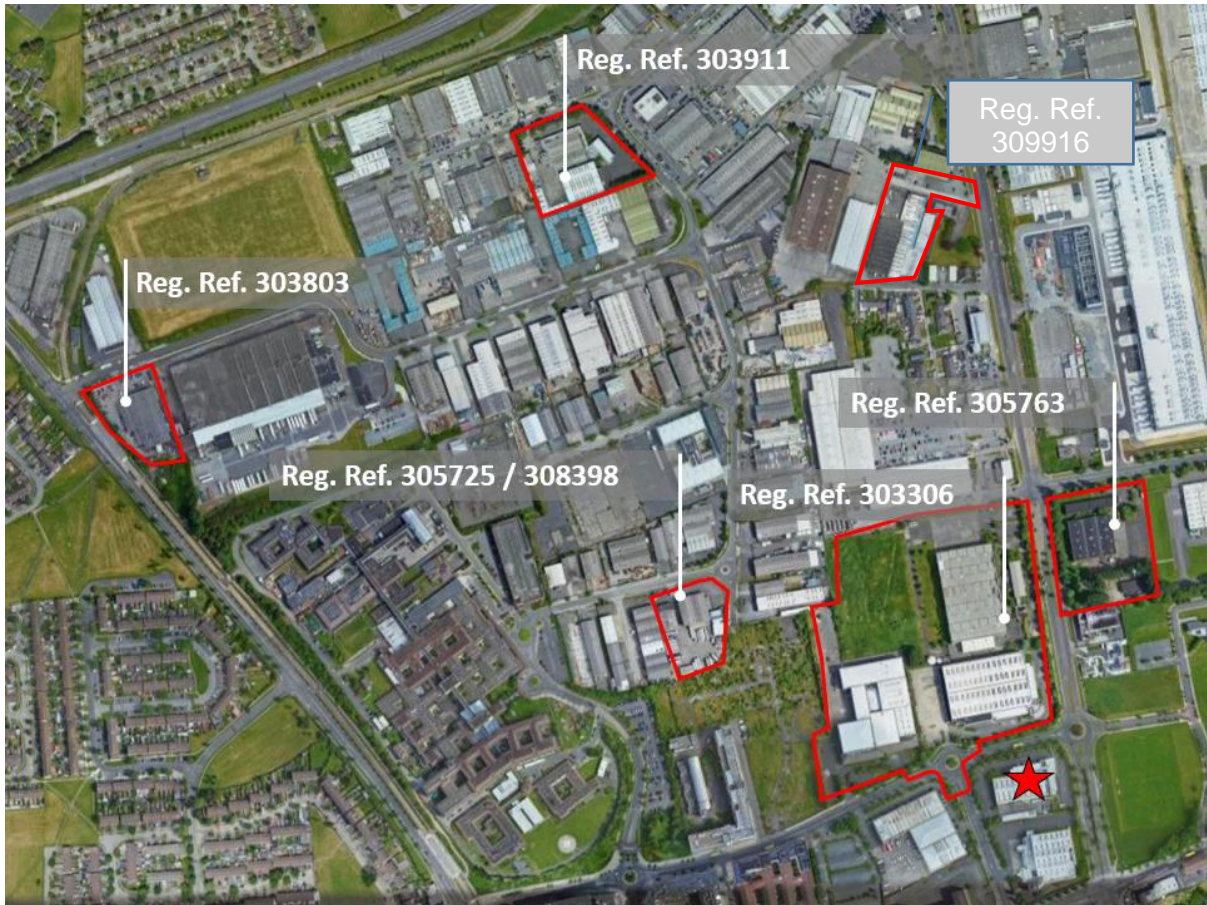


Figure 4.3: Overview of recent SHD developments in the area with subject site identified by redstar (Source: Google Earth, 2021).

SHD Application: ABP-305725-19 - Units 66 & 67 Fourth Avenue, Cookstown Industrial Estate, Tallaght, Dublin 24

4.9 ABP refused planning permission on the 09/11/2019 for the following development:

“(i) Demolition of the existing industrial buildings (2,518sq.m);(ii) Construction of a 'build-to-rent' housing development providing a total of 245 residential apartments (comprising 69 studio units, 56 one-bed units and 120 two-bed units) in a six to eleven storey building over basement. Each apartment has associated private open space in the form of a ground floor terrace or a balcony and has access to 21 communal amenity spaces (totalling 880sq.m), including a communal gym (82.5sq.m), and a ground floor level landscaped courtyard. The development is served by an underground carpark (accessed from the Cookstown Road extension currently under construction) providing a total of 79 parking spaces (including 75 standard spaces and 4 mobility impaired user parking spaces), and 468 bicycle spaces (388 resident spaces at basement level and 80 visitor spaces at ground floor level in the central courtyard and on street);(iii) 2 commercial units (comprising 129.4sq.m and 126.5sq.m and accommodating Class 1, 2 and 8 uses as per the Planning and Development Regulations, 2001-2019, as amended) at ground floor level; (iv) associated site and infrastructural works are also proposed which include: foul and surface water drainage; attenuation tanks; lighting; landscaping; boundary fences; plant areas; ESB substations; internal hard

landscaping, including footpaths and street furniture; and all associated site development works.”.

4.10 The Board refused permission for the following reasons;

“1. Having regard to the situation of the site in the Cookstown Industrial Estate and to the established built form, uses and character of the estate in its immediate vicinity, it is considered that the proper development of the site, in accordance with the criteria set out in section 11.2.4 of the South Dublin County Development Plan 2016 – 2022, requires the adoption of a planning framework for the local area. In the absence of such a framework that would determine the layout of streets and spaces in the immediate vicinity of the site and address the layout, height and design of buildings and the proportion and location of various uses there, a grant of permission for the proposed development would be premature and would unduly prejudice the regeneration of adjoining land. This would be contrary to the proper planning and sustainable development of the area.

2. The proportion of single aspect apartments in the proposed development would contravene Specific Planning Policy Requirement 4 of the Guidelines for Planning Authorities on the Design of New Apartments issued by the Minister in March 2018 and the proposal for some of those apartments to face predominantly to the north, without overlooking a significant amenity, would contravene the advice at section 3.18 of those guidelines. The application did not include proposals regarding the use and management of supporting communal and recreational amenities that were sufficiently detailed to discharge the requirement at Specific Planning Policy Requirement 7(b) of the guidelines. The proposed development does not include proposals for childcare facilities, contrary to the advice at 3.3.1 of the Guidelines for Planning Authorities on Childcare Facilities issued by the Minister in June 2001. The proposed development would, therefore, fail to provide its residents with an adequate level of residential amenity and would be contrary to guidelines issued to planning authorities under section 28 of the Planning and Development Act 2000, as amended.

3. The disposition of the proposed development on the site would not provide an adequate set back from the boundary to the south and, therefore, would inhibit the development potential of the adjoining vacant zoned land. This would be contrary to the proper planning and sustainable development of the area.”

SHD Application: ABP-303803-20 - Units 66 & 67 Fourth Avenue, Cookstown Industrial Estate, Tallaght, Dublin 24

4.11 An application on the same site as above was granted permission by ABP on the 28/01/2021, the development is described as follows:

- (i) Demolition of the existing industrial buildings,
- (ii) construction of: (a) 252 'build-to-rent' apartments in a two to nine storey development. Each apartment has associated private open space in the form of a ground floor terrace or a balcony and has access to 613sq.m of internal communal amenity space (including a concierge and management facilities, communal gym, flexible meeting rooms, library/co-working space, lounge, cinema/multimedia room and external covered game area); 1792sq.m of external communal amenity space at first and second floor levels; and a 65sq.m external covered communal amenity area at first floor level. The development is served by an under-croft carpark accessible from the south-western corner of the site providing a total of 73 parking spaces (including 58 standard spaces,

- 10 go-car spaces and 5 mobility impaired user parking spaces) and 500 bicycle spaces at ground floor level (372 resident spaces and 128 visitor spaces); and (b) 2 commercial units (comprising of a 95sq.m unit accommodating a café/restaurant and a 145sq.m unit accommodating Class 1, 2 and 8 uses as per the Planning and Development Regulations, 2001-2019, as amended) and a 275sq.m crèche, with associated 86sq.m play area, at ground floor level;*
- (iii) road, junction and streetscape upgrade works along Fourth Avenue and Cookstown Road, including the installation a signalized junction at the intersection of Fourth Avenue and Cookstown Road;*
 - (iv) Construction of a temporary access road along the southern site boundary; and*
 - (v) associated site and infrastructural works are also proposed which include: foul and surface water drainage; attenuation tanks; lighting; landscaping; boundary treatment; plant areas; ESB substations; and all associated site development works.*

SHD Application: ABP-309916-21 - Glen Abbey Complex, Belgard Road, Cookstown Industrial Estate, Dublin 24

- 4.12 ABP granted planning permission on the 21/09/2021 for the following development:

The development will consist of the following: • Demolition of the existing industrial and commercial office buildings totalling c.4,628sqm; • Construction of a Build-to-Rent Housing Development comprising 170 no. apartment units and crèche arranged in 2 no. blocks across 4-7 storeys over basement car park (total gross floor area c.13,880sqm excluding basement); • The residential development consists of: 9 no. 1 bedroom studio apartments (c.37-38sqm each); 94 no. 1 bedroom/2 person apartments (c.45-58sqm each); 2 no. 2 bedroom/3 person apartments (c.69sqm each); 34 no. 2 bedroom/4 person apartments (c.73-83sqm each); 24 no. 2 bedroom/4 person duplex apartments (c.93sqm each) and 7 no. 3 bedroom/5 person apartments (c.91-98sqm each) with north, south, east and west facing terraces/balconies throughout; • Internal communal amenity spaces at ground and fourth floor levels comprising reception, gym, lounge, cinema/tv room, events rooms and ancillary areas (totalling c.508sqm); • External communal open space including children’s play areas and informal amenity spaces at ground floor level between Blocks A and B. Communal roof garden at fourth floor level. Total external communal open space c.1,005sqm; • Public open space at ground floor level to the east and south of Block B totalling c.1095sqm; • 1 no. creche (c.163sqm) with associated outdoor play area at ground floor level (c.75sqm); • 73 no. car parking spaces comprising 64 no. basement spaces, 4 no. accessible parking spaces and 5 no. visitor spaces at surface level; • 354 no. bicycle spaces comprising 264 no. resident spaces at basement level and 90 no. visitor spaces at ground floor level; • Reconfiguration/removal of existing car parking to the north of the site and access road resulting in a total of 28 no. car spaces serving the adjoining site; • All associated plant including heating centres, gas room, water storage room, break tank room, comms room and bin storage at basement level, ESB substation and switch room at ground level and circulation spaces and stair and lift cores throughout; • Vehicular/pedestrian access to the east from Belgard Road. All existing vehicular entrances serving adjoining sites maintained. • Fire/emergency and refuse vehicle access and pedestrian access to the south from Colbert’s Fort; • All associated site development and infrastructural works, services provision, foul and surface water drainage, extension to the foul network, access roads/footpaths, lighting, landscaping and boundary treatment works

- 4.13 The ABP decision states that the development was a material contravention of the Tallaght Local Area Plan in terms of height, density and plot ratio.

SHD APPLICATION: ABP-303803-19 - UNITS 5A - 5C SECOND AVENUE, COOKSTOWN INDUSTRIAL ESTATE, TALLAGHT, DUBLIN 24

- 4.14 ABP granted planning permission on the 25/07/2019 for the following development:

“The development will consist of demolition of the existing 2,590 square metres industrial building and the construction of a ‘build-to-rent’ housing development providing a total of 196 number residential apartments comprising: 45 number studio units, 48 number one-bed units, 8 number two-bed (three-person) units and 95 number two-bed (four-person) units) in four number six to nine storey blocks over basement. The development will include one number commercial unit (248 square metres, accommodating Class 1, 2 and 8 uses as per the Planning and Development Regulations, 2001 – 2018) at ground floor level, one number office unit (111 square

metres) at ground floor level; a crèche (192 square metres) at ground floor level; a gym (18 square metres) at ground floor level; six number communal amenity spaces provided at ground and first floor levels across the development (totalling 286 square metres); a communal hot desk room (25 square metres) at ground floor level; and three number communal secure storage areas (totalling 31 square metres) at ground floor level; along with a ground floor level landscaped courtyard, 408 number bicycle spaces (308 number resident spaces at basement level and 100 number visitor spaces at ground floor level); an underground carpark (accessed from Second Avenue, providing a total of 67 number parking spaces (including 61 number standard spaces and six number mobility impaired user parking spaces)) and refuse/waste/recycling stores.”

Table 2: Key development details

Detail	Proposal
No. of Units	196 Build to Rent units
Commercial floor space	741 sq.m. total
Site Area – stated by applicant	0.595 ha red-line boundary
Density	329 units per hectare net (stated by applicant)
Plot Ratio	3.41:1
Building Height	6-9 storeys
Open Space	3,632sq.m.
Dual Aspect Apartments	48%
Childcare Facility	Yes - 192sq.m.
Car parking	67 spaces
Bicycle parking	408 total
Part V proposal	10% of overall units

- 4.15 The above proposal was subject to an Oral Hearing on the 9/07/2019. The main point discussed at the Oral Hearing was in relation to proposals potential impact on aviation safety.

SHD Application: ABP-303911-19 - Unit 21, First Avenue, Cookstown Industrial Estate, Tallaght, Dublin 24

- 4.16 ABP refused planning permission on the 19/06/2019 for the following development:

“The development will consist of the demolition of 5,500 square metres of existing one and two-storey industrial buildings (including a small operating café) and associated site clearance works, and the construction of 150 number ‘Build-to-Rent’ apartments in three number, five to six storey blocks and 222 number Shared Living units in a fourth, six to eight storey (parapet level) block. The proposal provides for a total of 725 bed spaces. The proposed development will include a retail/café unit of 92 square metres, 64 number car parking spaces at grade, communal, public and private open space and communal resident facilities and services, a total of 488 number sheltered bike parking spaces split into each block and an additional 98 number visitor bike parking spaces at grade. An upgrade to the public realm, to include cycle paths and

footpaths, along First Avenue and Cookstown Road adjoining the site, is also proposed.”

4.17 The board refused permission for the following reasons;

“1. Having regard to the location of the subject site within the existing Cookstown Industrial Estate, to the established build form, uses and character of the industrial estate surrounding the site, particularly along First Avenue and Cookstown Way, and having regard to the location of the subject site at a remove from the town centre of Tallaght, it is considered that the development of a residential use at this location, in the absence of an overall strategy for the re-development of the industrial estate, and in the absence of the realisation of planned direct vehicular, and convenient cyclist and pedestrian links, to the town centre and to public transportation, would represent an uncoordinated and haphazard form of development which would give rise to an isolated piecemeal pocket of residential development that is disconnected from shops, amenities and/or residential services, contrary to section 11.2.4 of the current South Dublin County Development Plan 2016 – 2022, and would not be in accordance with an appropriate sequential development of these Regeneration (REGEN) zoned lands as a whole. The proposal would, therefore, not represent a “plan-led” residential development, would be contrary to the provisions of the statutory Development Plan, and would be contrary to the proper planning and sustainable development of the area.

2. It is considered that the format proposed for the shared accommodation development, with significant numbers of individual units sharing a single common living/kitchen area on each floor, and with a notable shortfall in the quantitative and qualitative provision of sufficient communal facilities, would fail to provide an acceptable living environment for future residents of the development, contrary to the Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, issued by the Department of Housing, Planning and Local Government in March 2018, and particularly paragraphs 5.15, 5.22 and 5.23 of these Guidelines. The proposed shared accommodation development would, therefore, be contrary to these Ministerial Guidelines and would seriously injure the residential amenities of future occupants/residents, and accordingly would be contrary to the proper planning and sustainable development of the area.”

SHD Application ABP 305763-19: Site at the corner of Airton Road and Belgard Road, Tallaght, Dublin 24 (Granted).

4.18 ABP granted permission for Demolition of existing buildings, construction of 328 no. apartments, creche and associated site works located north east of subject site on 20/02/2020.

The development also consists of the provision of a landscaped courtyard; public plaza at the corner of Airton and Belgard Road; pedestrian access from Airton Road to the Technological University campus; balconies; landscaped roof terrace at 6th floor level (7th Storey) of Block B (671 sq.m m); 184 No. car parking spaces at basement level including 14 No. club car spaces, 10 No. disabled parking spaces and 4 No. crèche parking spaces; 727 No. basement and surface bicycle parking spaces; 4 No. motorbike parking spaces; bin storage; boundary treatments; green roofs; hard and soft landscaping; plant; lighting; Vodafone cabin sub-station; ESB sub-stations, switch rooms and generators; and all other associated site works above and below ground.

Key Figures

Site Area	1.19 Ha
No. of units	328
Density	276 units/ha
Plot Ratio (excluding GFA of basement levels)	2.62
Site Coverage	38.82%
Height	Maximum 9 storeys
Communal Internal Amenity Space	644 sq. m.
Communal External Amenity Space	3,071 sq. m.
Part V	35
Vehicular Access	From Airton Road
Car Parking	184 spaces
Bicycle Parking	727 spaces
Total Commercial/Retail/Café/Office	889 sq. m.
Creche	360 sq. m
Creche play area	230 sq. m.

SHD Application ABP 306705-20: Former Gallaher's cigarette factory site at the junction of Airton Road & Greenhills Road, Tallaght, Dublin 24 (Granted).

- 4.19 ABP granted permission for the demolition of existing factory and warehouse buildings; and the construction of 502 no. apartments, 3 no. retail units and a creche within 6 no. blocks. Vehicular/pedestrian/cyclist access is from Greenhills Road and Airton Road. road improvements and pedestrian crossings and all associated site development works, open spaces, landscaping, boundary treatments, plant areas, PV panels (at roof level), waste management areas, and services provision (including ESB substations) are included. The application documents include a statement of consistency and a material contravention statement. An environmental impact statement has been prepared in respect of the proposed development. The site is located east of subject site and was granted 16/06/2020.

No. Units	502
Height	4-8 storeys
Site Area	2.79 ha gross; 2.48 ha net
Density	202 units / ha
Plot Ratio	1.8
Site Coverage	40%
Other Uses	Creche (329 sq.m); 3 no. Retail Units (482 sq.m)
Communal Facilities	704 sq.m
Open Space	Public: 6,747 sq.m; Communal: 4,372 sq.m.
Car Parking	202 no. car parking spaces (at basement and undercroft levels).
Bike Parking	584 no. bicycle parking spaces.

5.0 NATIONAL AND REGIONAL PLANNING POLICY

5.1 The key provisions of national (including relevant Section 28 guidelines) and regional planning policy as it relates to the proposed development is set out in the following sections. The key policy and guidance documents of relevance to the proposed development are as follows:

- National Planning Framework (2018);
- Regional Spatial and Economic Strategy - Eastern and Midlands Regional Assembly 2019-2031;
- Urban Development and Building Height Guidelines (December 2018);
- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009), and the accompanying Urban Design Manual;
- Sustainable Urban Housing: Design Standards for New Apartments (2020);
- Delivering Homes, Sustaining Communities (2008) and the accompanying Best Practice Guidelines- Quality Housing for Sustainable Communities;
- Design Manual for Urban Roads and Streets (2019);
- Guidelines for Planning Authorities on Childcare Facilities (2001);
- Smarter Travel – A New Transport Policy for Ireland (2009-2020);
- The Planning System and Flood Risk Management (2009).

National Planning Framework

5.2 The National Planning Framework seeks to increase densities and building heights in appropriate urban locations to consolidate urban sprawl and increase the sustainability of public transport networks. The NPF states that:

“In particular, general restriction on building height or universal standards for car parking or garden size may not be applicable in all circumstances in urban areas and should be replaced by performance based criteria appropriate to general locations e.g. city/ town centre, public transport hub, inner suburban, public transport corridor, outer suburban, town, village etc”.

5.3 The proposed development is strategically located in Tallaght Town Centre and within close proximity to a third level institution, Technological University Dublin (TUD) - Tallaght Campus (to the north-east) and Tallaght University Hospital (to the north-west). The site is highly accessible via a number of means including a range of public transport networks. The Luas Redline provides a high frequency direct connection with Dublin City Centre. The site has two stops in close proximity, with the nearest stop being The Square which is within close walking distance of the site (6 min walk). Dublin Bus service the site via Belgard Square North (with stops immediately beside the site) and the Tallaght Town Centre, to the wider Dublin area including the No.'s 27 (every 10 minutes Monday – Friday during peak times) and a broad range of other routes (including 49, 54a, 65, 75,77A and 175) that interconnect and access the wider South Dublin environs and City Centre..

5.4 The subject development is also located in an area that has been highlighted for significant mixed use development and increased intensity of development (compared to the existing scenario) through the LAP, which would be appropriate for increased

building heights and plot ratio adjacent to quality public transport and major employment centres. It is therefore considered that the subject site is an appropriate location for increased building heights and increased densities (plot ratio) to support the objectives of the NPF.

- 5.5 The NPF targets a significant proportion of future urban development on infill/brownfield development sites within the built footprint of existing urban areas. Objective 11 of the NPF states:

“In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth”.

- 5.6 The subject development provides for a mixed use development including residential, retail/café/restaurant uses, improved public realm, a new home zone pedestrian and cycle connection and creche facility. The proposed development will provide for a mix of uses and activity within the area thus creating the need for increased heights and densities at this location to meet targeted growth rates.

- 5.7 The proposed development seeks to make the optimal uses of land well served by public transport and within the existing urban environment through increased height and density. The proposed density at 372 no. units per hectare and height of the development at 2 – 13 no. storeys is therefore considered to be consistent with the objectives of the NPF. The proposed development utilises this strategically located land to provide for the critical mass to support the surrounding services, commercial centres, employment nodes and the high quality public transport infrastructure.

- 5.8 Objective 13 of the National Planning Framework also states that:

“In urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria enabling alternative solutions that seek to achieve well-designed high quality and safe outcomes in order to achieved targeted growth and that protect the environment”.

- 5.9 In response to Objective 13 of the NPF, the proposed development will provide for increased heights and densities in a high quality urban design to achieve targeted growth of the area. The proposed development will also provide for reduced car parking standards at a ratio of 0.35 spaces per unit given the location of the site and in particular adjacent to existing quality public transport infrastructure.

- 5.10 The NPF also states that that *“to avoid urban sprawl and the pressure that it puts on both the environment and infrastructure demands, increased residential densities are required in our urban areas”*. Objective 35 states that it is an objective to *“increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site based regeneration and increased building heights”*.

- 5.11 It is clear that there is a strong emphasis towards density and increased building heights in appropriate locations within existing urban centres and along public transport corridors in order to provide for the critical mass needed to make the public transport services viable. As such it is respectfully submitted that the proposed building heights of 2 - 13 storeys at a density of 372 uph are in line with government guidance and emerging trends for sustainable residential developments.

- 5.12 The subject lands are also located adjacent to ‘Public Transport Corridors’ in the context of the densities required under the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009). These areas are defined as being located within 500 metres walking distance of a bus stop, or within 1km of a light rail stop or a rail station. (See figure 5.2)
- 5.13 The Design Standards for New Apartments (December 2020) include a location hierarchy to inform standards applicable. The subject lands are considered to constitute a ‘*Central and/or Accessible Urban Location*’ as they meet the criteria set out in the 2020 Apartment Guidelines:

1) Central and/or Accessible Urban Locations

Such locations are generally suitable for small- to large-scale (will vary subject to location) and higher density development (will also vary), that may wholly comprise apartments, including:

- *Sites within walking distance (i.e. up to 15 minutes or 1,000-1,500m), of principal city centres, or significant employment locations, that may include hospitals and third-level institutions;*
- *Sites within reasonable walking distance (i.e. up to 10 minutes or 800-1,000m) to/from high capacity urban public transport stops (such as DART or Luas); and*
- *Sites within easy walking distance (i.e. up to 5 minutes or 400-500m) to/from high frequency (i.e. min 10 minute peak hour frequency) urban bus services.*

The range of locations outlined above is not exhaustive and will require local assessment that further considers these and other relevant planning factors.”

- 5.14 The subject site is highly accessible via a number of means including a range of public transport options. The Luas Redline provides a high frequency direct connection with Dublin City Centre. The nearest stop is The Square which is within close walking distance of the site (500m or a 6 min walk). The 2020 Apartment Guidelines identify the Luas as “*high capacity urban public transport*”.
- 5.15 Dublin Bus service the site via a bus stop directly adjacent and via Belgard Square North (to the north) and Cookstown Way. A range of Dublin Bus routes connect Tallaght Town Centre to the wider Dublin area including the No.’s 27 (every 10 minutes Monday – Friday during peak times), 49 (every 30 minutes), 54a (every 30 minutes), 65 (every 2 hours), 75, 77A (every 20 minutes), 175.
- 5.16 Tallaght Town Centre offers a range of commercial, cultural and civic uses and performs a significant employment role in services such as retail, hospitality, offices and civic functions (650m to the south west or 7 minute walk).
- 5.17 Technological University Dublin (TUD) - Tallaght Campus (to the north-east) is located 400m or a 5 minute walk. Tallaght University Hospital (to the north-west) is located 650m or a 8 minute walk.
- 5.18 The subject site is well positioned to deliver additional density as it is well served by public transport and is proximate a range of existing services and amenities due to it’s location in Tallaght town centre. one million people that will be living in Ireland, the additional two thirds of a million people working in Ireland and the half a million extra homes needed in Ireland by 2040.

Regional Spatial and Economic Strategy 2019-2031

- 5.19 The RSES for the Eastern and Midlands Region (including Dublin) was adopted in June 2019. This sets out a regional strategy to enable the delivery of the National Strategic Outcomes as set out within the NPF.
- 5.20 The RSES notes that the Dublin Metropolitan Area (DMA) is focused on the capital as its main gateway to the nation and the largest economic contributor. Growth enablers for the DMA include:
- *Achieving a 250,000 growth in population to 1.65 million by 2031;*
 - *Build at least 50% of all new homes within the existing built up area;*
 - *Deliver strategic development along high-quality public transport corridors in tandem with the delivery of infrastructure;*
 - *Promote the development of underutilised, brownfield lands.*
- 5.21 Regional Strategic Outcome No. 12 is to build a ‘Strong Economy supported by Enterprise and Innovation’ through the creation of a resilient economic base and promote cluster development and sustained economic growth.
- 5.22 In respect of Dublin city and suburbs, Regional Policy Objective 4.3 is to ‘*support the consolidation and re-intensification of infill/brownfield sites to provide high density and people intensive uses within the existing built up area of Dublin city and suburbs and ensure that the development of future development areas is co-ordinated with the delivery of key water infrastructure and public transport projects*’.
- 5.23 A Metropolitan Area Strategic Plan (MASP) for Dublin is incorporated into the RSES. The MASP identifies a number of large-scale strategic residential and economic development areas that will deliver significant development in an integrated and sustainable manner in the metropolitan area. The MASP provides a 12-year strategic planning and investment framework for the Dublin Metropolitan Area.
- 5.24 A guiding principle for the Metropolitan Area is ‘Integrated Transport and Land Use’ by focusing growth ‘*along existing and proposed high quality public transport corridors and nodes on the expanding public transport network*’.
- 5.25 A guiding principle for the growth of the DMA is to achieve ‘*employment density in the right places... near high quality public transport nodes, near third level institutes and existing employment hubs*’.
- 5.26 As part of the Integration of Land Use and Transport, the RSES aims to support the ‘10 minute’ settlement concept, which is when a range of community facilities and services are accessible in short walking and cycling timeframes from homes or accessible by high quality public transport to these services in larger settlements. The future residents of the proposed development will have all the essential facilities accessible to them in walking distance.
- 5.27 In relation to housing delivery Regional Policy Objective (RPO) 5.4 states: *Future development of strategic residential development areas within the Dublin Metropolitan area shall provide for higher densities and qualitative standards as set out in the ‘Sustainable Residential Development in Urban Areas’, ‘Sustainable Urban Housing; Design Standards for New Apartments’ Guidelines, and ‘Urban Development and Building Heights Guidelines for Planning Authorities’.*

- 5.28 The proposed development will deliver a high-quality residential development located within close proximity to a high capacity quality public transport corridor (LUAS) with adjacent bus services, in proximity to the Square Shopping Centre as well as large scale employment centres such as TUD, Tallaght University Hospital, South Dublin County Council, Broomhill and Cookstown Industrial Estates, and other essential services in Tallaght. The development of the lands at a sustainable density is in accordance with national strategic guidance and in accordance with the proper planning and sustainable development of the area.

Urban Development and Building Heights (December 2018)

- 5.29 The Government published the Urban Development and Height Guidelines (December 2018). The Guidelines are intended to set out national planning policy guidelines on building heights in urban areas in response to specific policy objectives set out in the National Planning Framework and Project Ireland 2040.
- 5.30 The Guidelines acknowledge that Planning Authorities have set generic maximum height limits that can undermine wider national policy objectives to provide more compact forms of urban development and continue an unsustainable pattern of urban sprawl, rather than consolidating and strengthening the existing built up area in accordance with National Planning Policy.
- 5.31 SPPR 3 states the following:

1. An applicant for planning permission sets out how a development proposal complies with the criteria above; and the assessment of the planning authority concurs, taking account of the wider strategic and national policy parameters set out in the National Planning Framework and these guidelines; then the planning authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise.

In the case of an adopted planning scheme the Development Agency in conjunction with the relevant planning authority (where different) shall, upon the coming into force of these guidelines, undertake a review of the planning scheme, utilising the relevant mechanisms as set out in the Planning and Development Act 2000 (as amended) to ensure that the criteria above are fully reflected in the planning scheme. In particular the Government policy that building heights be generally increased in appropriate urban locations shall be articulated in any amendment(s) to the planning scheme.

In respect of planning schemes approved after the coming into force of these guidelines these are not required to be reviewed.

- 5.32 The LAP was adopted in July 2020, after the Government published the Urban Development and Height Guidelines. This Statement of Material Contravention demonstrates the proposal is in accordance with the strategic and national policies set out in the NPF and other policy documents. The LAP includes height limitations relative to the application site which are exceeded by the proposed development. SPPR 3 applies to the proposed development as it is respectfully submitted that the proposal satisfies the Development Management Criteria as set out in this report and therefore may be permitted “*even where specific objectives of the relevant development plan or local area plan may indicate otherwise*”.
- 5.33 The Guidelines set out a series of Development Management Principles and Criteria to be considered when assessing proposals for increased height, the following sets out the proposed development response in full:

Development Management Principles

- 5.34 *Does the proposal positively assist in securing National Planning Framework objectives of focusing development in key urban centres and in particular, fulfilling targets related to brownfield, infill development and in particular, effectively supporting the National Strategic Objective to deliver compact growth in our urban centres?*
- 5.35 The scheme provides for a primarily residential scheme on an existing underutilised brownfield site proximate to key employment locations and public transport within the urban extent of Dublin Metropolitan area and will therefore deliver on the National Strategic Objective to deliver compact growth in urban centres..
- 5.36 The LAP notes that higher and medium intensity areas should be located primarily around the existing retail and administration centre, known as ‘The Centre’ and the Luas stations on the Cookstown and Belgard Roads where the subject site is located.
- 5.37 Further, NPO 33 of the National Planning Framework aims to support sustainable development and at an appropriate scale of provision relative to location and NPO 35 which aims to increase density through site-based regeneration and increased building heights:
- “NPO 33 - Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.”*
- 5.38 *“NPO 35 - Increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration and increased building heights.”*
- 5.39 *Is the proposal in line with the requirements of the development plan in force and which plan has taken clear account of the requirements set out in Chapter 2 of these guidelines?*
- 5.40 The 2016-2022 South Dublin County Development Plan predates the Urban Development and Building Height Guidelines and therefore does not take account of the Guidelines.
- Where the relevant development plan, local area plan or planning scheme pre-dates these guidelines, can it be demonstrated that implementation of the pre-existing policies and objectives of the relevant plan or planning scheme does not align with and support the objectives and policies of the National Planning Framework?*
- 5.41 The 2016-2022 Development Plan does not provide for height or density criteria relative to the subject site; however, it does make reference to developments being in accordance with density provisions of Local Area Plans (the proposal exceeds the maximum plot ratio (as a metric of density) of the LAP.
- 5.42 The LAP was adopted in July 2020 after the Building Height Guidelines, however as provided for by SPPR3, development may still be permitted where the Development Management Criteria are satisfied, as set out in the following response to the criteria.

Development Management Criteria

At the scale of the relevant city/town

- 5.43 *The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport.*
- 5.44 Tallaght is highly accessible via a wide range of means. A range of Dublin Bus routes connect the site via an adjacent bus stop on Belgard Square North to the wider Dublin area including the No.'s 27, 49, 54a, 65, 75, 77A, 76, 175. The frequencies of these buses vary with the most frequent being Dublin Bus No. 27 which is available at 10 minute intervals Monday to Friday during peak hours. There is a transport node located at the Square Shopping Centre which provides an interchange between bus and Luas
- 5.45 The Luas Redline provides a high frequency direct connection with Dublin City Centre and is c.500m or 6min walk from the subject site.
- 5.46 Tallaght Town Centre comprises a District Centre, is designated a transport hub in the LAP and offers a range of commercial, cultural and civic uses. Many people are employed here in services such as retail, hospitality, offices and civic functions (650m to the south west or 7 minute walk). Technological University Dublin (TUD) - Tallaght Campus (to the north-east) is located 400m or a 5 minute walk. Tallaght University Hospital (to the north-west) is located 650m or a 8 minute walk.
- 5.47 An assessment of the existing transport frequency and capacity servicing the site is set out in the Traffic and Transport Assessment undertaken by Cronin Sutton Consulting Engineers which sets out the existing capacity of Luas and bus services proximate to the site. The assessment then takes a worst case assessment of demand which would represent 1.1% of the capacity in the morning peak and 1.6% of the evening peak. The worst case assessment is based on all public transport users going towards Dublin City Centre however it is very likely a proportion of residents at the development would work within Tallaght Town Centre or other areas serviced by different bus routes and therefore the percentage will in practice be considerably lower most likely.
- 5.48 Given the above high level of accessibility, the subject site is considered to constitute a 'Central and/or Accessible Urban Location' as per the general location categories set out in the Design Standards for New Apartments.
- 5.49 *Development proposals incorporating increased building height, including proposals within architecturally sensitive areas, should successfully integrate into/ enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views.³ Such development proposals shall undertake a landscape and visual assessment, by a suitably qualified practitioner such as a chartered landscape architect.*
- 5.50 The proposal provides for significant public realm upgrades, including the provision of a new home zone along the south of the site. This east west route will enhance linkages between DCU and the Town Centre, which is a significant contribution to enhancing the public realm, in accordance with the provisions of the Local Area Plan in this respect.
- 5.51 The proposal is of a high architectural quality, replacing an existing industrial building with hard edges in the form of fenced boundaries to the public realm. The proposal will open up the site, with the new public home zone and new building frontages, providing

attractive and active street edges which will integrate with and enhance the character and public realm of the area successfully and in a positive manner.

5.52 The proposed development is not located in an area of particular architectural sensitivity. A Landscape and Visual Impact Assessment (LVIA) prepared by Modelworks is submitted with the application. The report was prepared by a suitably qualified practitioner, Richard Butler MILI MIPI, with reference to the Landscape Institute Guidelines for Landscape and Visual Impact Assessment 2013 (GLVIA) and the EPA draft Guidelines on the Information to be Contained in Environmental Impact Assessment Reports 2017.

5.53 The TVIA notes a medium sensitivity of the surrounding Belgard Road area and considers that while due to its pivotal position in the urban structure, the site's redevelopment has the potential to enhance the character of an important part of the townscape, the significance of impacts from the development is predicted to be *moderate and positive*.

5.54 The TVIA concludes that *'In all cases the visual effects are predicted to be positive'* and that *'the proposed development can be considered an appropriate intervention in the evolving townscape of Tallaght town centre'*.

On larger urban redevelopment sites, proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale of adjoining developments and create visual interest in the streetscape.

5.55 The proposal concentrates height to the north eastern corner, signalling a route the town centre along Belgard Road, which is a significant vehicular route. TUD is located to the east, with large expanses of playing pitches and landscaping located onto Belgard Road, allowing for a taller building at this location, without any significant impacts on existing amenities due to the width of Belgard Road.

5.56 To the north of the subject site, there is a permitted residential development. The proposed development has had regard to the location of the permitted public realm of the other scheme and seeks to align the public realm to provide for an attractive and visually interesting streetscape. Two public realm/plaza areas are provided along the northern boundary between the three blocks, allowing external seating and activity to the street.

5.57 The development generally concentrates the massing of the development to the north of the site, with heights reducing to the south and west. Along the south of the site, a different scale of development is proposed, with lower own door residential units, a public open space with play facilities and the childcare facility opening out onto the new home zone, providing an attractive and active streetscape.

5.58 The proposal therefore provides for a variety of heights across the scheme in response to the varying context in the immediate surroundings.

At the scale of district/ neighbourhood/ street

The proposal responds to its overall natural and built environment and makes a positive contribution to the urban neighbourhood and streetscape

- 5.59 While the area is undergoing significant change, it is considered that through the creation of a strong urban edge with tree lined boulevard to Belgard Square North; public realm enhancements including 2 no pocket parks set back from street edge; and the new east west pedestrian connection through the site, the proposed development makes a significant improvement on the existing condition which provides no contribution to the built environment.
- 5.60 The proposed development provides improved access and permeability for the existing and emerging community through the delivery of a new pedestrian connection along the southern boundary of the site.
- 5.61 This connection provides opportunity to link surrounding sites such as TUD Tallaght campus with the Square to the west and other potential future developments in the area.
- 5.62 As set out in the Architectural Design Statement, the concept design was progressed seeking to maximise active frontage across all sides of the development. Following commentary from SDCC and the ABP Opinion, the commercial (retail/café/restaurant) units were relocated to the north west and western side of the development, in rationalised units facilitating a greater variety of operators. The western side of the development is most proximate to the town centre. Along the northern boundary, residents shared services and amenities are located to the street, providing animation to the streetscape. Additionally, as previously noted, the new home zone, with own door residential units, the childcare facility and public open space will provide for a positive contribution to the urban neighbourhood, replacing an industrial use.

The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of slab blocks with materials / building fabric well considered.

- 5.63 The proposed development is set out in 3 no. blocks, and provides for variety and interest in the elevations by providing varying height and features to enhance the architectural quality of the buildings. The proposal provides a strong urban edge and response to the interface with the TUD Campus to the east. The materials and finishes of the proposed blocks will be designed to a high architectural standard and are consistent with the surrounding permitted developments.
- 5.64 The façade has been animated and articulated by the introduction of balconies which are both extruded and recessed to give depth to the facades.
- 5.65 At street level emphasis has been placed on communal entrances to residential blocks to allow a more usable dynamic social and gathering space for the community along Belgard Square North.
- 5.66 The mass over the blocks are broken down and height is varied to soften the overall sense of the development and help engage with commercial street activation. The overall block structure is laid out as three finger blocks each with volumes of varying height create a pleasing and visually interesting composition of built form. This also responds to the built form of the permitted scheme to the north.

The proposal enhances the urban design context for public spaces and key thoroughfares and inland waterway/ marine frontage, thereby enabling additional height in development form to be favourably considered in terms of enhancing a sense of scale and enclosure while being in line with the requirements of “The Planning System and Flood Risk Management – Guidelines for Planning Authorities” (2009).

- 5.67 The landscape strategy positively responds to the site's location through the creation of a series of connected public and communal courtyards
- 5.68 The landscaped courtyards and roof gardens strengthen green infrastructure provision through vegetation.
- 5.69 The existing building on site is located set back from all boundaries. The proposed development will provide enclosure and a sense of scale, appropriate for a town centre to all edges of the development. The eastern side of the development fronts onto Belgard Road which is a dual carriageway street with capacity for additional scale without significant detriment to amenities.

The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area within which the development is situated and integrates in a cohesive manner.

- 5.70 The proposed development makes a positive contribution to the legibility of the area through the proposed height at the corners which create a strong focal point in the area. In particular the proposed height at the north eastern corner provides a strong indicator of a place of significance. The site is located at both a key pedestrian and public transport access point to the Town Centre (Belgard Square North) and along the edge of the neighbourhood itself forming a key interface with the TUD Campus. As such this location acts as a gateway to the Town Centre.
- 5.71 Further, active frontage and a new pedestrian connection to the south assist permeability and orientation in the area. In particular providing a valuable connection to the TUD Campus and Tallaght Village to the east.
- 5.72 As a result the subject site will help create a new identity and character to one of Tallaght's key town gateways.

The proposal positively contributes to the mix of uses and/ or building/ dwelling typologies available in the neighbourhood.

- 5.73 The proposed scheme provides for a primarily residential development with retail uses, live work units, working spaces and a crèche. These uses will enhance the mix of uses and contribute positively to the building typologies of the area.
- 5.74 The commercial units complement the existing retail offering in the area, meeting a more local convenience need in this regard.
- 5.75 The wider Tallaght area comprises predominately traditional suburban housing estates of semi-detached and detached houses. The scheme provides for a greater mix of unit and tenure types in the Tallaght area of South Dublin.

At the scale of site/building

- 5.76 *The form, massing and height of proposed developments should be carefully modulated so as to maximise access to natural daylight, ventilation and views and minimise overshadowing and loss of light.*
- 5.77 The buildings range in height from 2 – 13 storeys in order to both provide for increased density and optimal use of land but also features at a more local scale but also to meet existing / permitted context and to ensure minimal impact on daylight or sunlight quality of adjoining properties.

- 5.78 As set out in the Architectural Design Statement the blocks are orientated north south to ensure a high level of light penetration into the units and maximise solar gains. At concept stage, various different building forms were considered, with initial assessment undertaken by 3DDB on sunlight and daylight access to select the optimal design in this respect, whilst also providing for strong urban edges and a scale of development appropriate for a town centre.
- 5.79 The north south blocks also maximise light penetration to the permitted development to the north of the site and potential impacts on this scheme were carefully considered from the concept design stage throughout the design development.
- 5.80 Massing and scale are varied and broken down to avoid monolithic or domineering blocks. Height increases along Belgard Square North in order to create a strong urban edge.

Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision outlined in guides like the Building Research Establishment's 'Site Layout Planning for Daylight and Sunlight' (2nd edition) or BS 8206-2: 2008 – 'Lighting for Buildings – Part 2: Code of Practice for Daylighting'.

- 5.81 A comprehensive Daylight and Sunlight Report prepared by 3D Design Bureau is included in this Planning Application which demonstrates the proposed development achieving a high level of performance in regard to daylight and sunlight access, as set out in the extracts of the Report below:

Effect on Vertical Sky Component (VSC)

The effect on VSC has been assessed for 268 No. windows across the surrounding properties. Using the rationale explained in section 2.2 on page 6, the effect to VSC on 201 no. of these windows would be considered imperceptible, 30 no. not significant, 18 no. slight, 7 no. moderate and 12 no. significant.

This shows that ~75% of the assessed windows will experience an imperceptible level of effect.

Given the density of the proposed development the results of this study can be considered to be favourable. Over 90% of the assessed windows have shown a level of effect that is categorised between imperceptible and slight.

All 12 of the windows that recorded a significant level of impact are located under a balcony on Block B1 of the granted SHD: ABP-303306-18. The BRE Guidelines state that:

“Windows with balconies above them typically receive less daylight. Because the balcony cuts out light from the top part of the sky, even a modest obstruction opposite may result in a large relative impact on the VSC, and on the area receiving direct skylight”.

It is recommended within the BRE Guidelines that in such instances a secondary study can be carried out on these windows without the balcony in place to demonstrate that the balcony is a contributing factor to the perceived impact. This secondary study has been carried out for all windows of block B1 that are located under a balcony. In all instances the level of effect by the proposed development was significantly reduced, which demonstrates that the perceived high level of effect is due to the position of these windows under a balcony.

The complete results for the study on the effect on VSC caused by the proposed development can be found in Section 6.1 on page 21, with the results of the hypothetical study with the balconies removed in section 6.2 on page 41.

Effect on Annual/Winter Probable Sunlight Hours (APSH/WPSH)

The APSH/WPSH assessment has been carried out on the granted SHD (ABP-303306-18) that have an orientation within 90 degrees of due south.

The effect on APSH has been assessed for 211 no. of windows of the surrounding existing properties across the granted SHD (ABP-303306-18). Using the rationale explained in section 2.2 on page 6, the effect on the APSH of 189 no. of these windows would be considered imperceptible, 7 no. not significant, 9 no. moderate and 6 no. significant .

This shows that ~90% of the assessed windows have met the criteria for effect on APSH as set out in the BRE Guidelines.

The effect on WPSH has been assessed for the same 211 no. of windows as per the APSH Study. The effect on the WPSH of 209 no. of these windows would be considered imperceptible, with 1 no. moderate and 1 no. significant. These effects have been assigned per the rationale explained in section 2.2 on page 6.

This shows that ~99% of the assessed windows have met the criteria for effect on WPSH as set out in the BRE Guidelines.

The majority of the windows that did not meet the guidelines are located under a balcony. Similar to the VSC study, a balcony above a window can exaggerate the level of effect a proposed development is causing. The BRE recommends that a second study is carried out in this circumstance without the overhead obstruction, to determine if it is a contributing factor to the perceived impact. This secondary study has been carried out for all windows of the assessed properties that are located under a balcony. All of which show an imperceptible level of impact without the balcony, which demonstrates that the projected element is a contributing factor to the perceptible level of effect. The effect the balconies have is particularly evident in the windows identified in this report as 1i, 1j, 1k, 2i, 2j & 2k on Block B1 of the granted SHD (ABP-303306-18). Each of these windows have registered a significant level of effect in the proposed state, but in each instance the level of effect would be compliant with the BRE Guidelines when assessed without the balconies.

Window 1g of the granted Block B1 is not located under balcony, yet the level of effect to the APSH is relatively high, moderate in the annual study and significant in the winter study. The reason for the high level of impact to this window is due its location, within a deep recess (~5m). This recess prevents the window from receiving sunlight for large portions of the day making it more susceptible to impacts from an adjacent obstruction. The fact that the level of effect to the windows on either side of this window, and all other windows that are not located within this deep recess are imperceptible in the WPSH study is evidence that the perceived high level of impact in this instance is due to localised factors rather than being caused solely by the massing of the proposed development.

No APSH assessment has been carried out on the windows of Clarity House, Killakee House or the Square Industrial Complex, as the windows of these buildings that face the proposed development do not have a southerly aspect.

The results of the study on APSH can be found in Section 6.3 on page 42, with the results of the hypothetical study with the balconies removed can be found in 6.4 on page 72

Effect on Sun On Ground in Existing Gardens

This study has assessed the effect the proposed development would have on the level of sun on ground on March 21st in the courtyards of Block B1 and B2 and the south facing balconies of Block B1 of the granted SHD (ABP-303306-18) that is located to the north of the proposed development.

The courtyard assessment has been taken at ground level, with the balcony study taken on a hypothetical plane at handrail level.

Both of the assessed courtyards and all assessed balconies have met the criteria for effect on sunlighting as set out in the BRE Guidelines and thus the level of effect can be considered imperceptible.

The complete results of the study on effect on sunlight the neighbouring gardens can be found In section 6.5 on page 74.

A visual representation of these readings can be seen in the 2 hour false colour plans in section 6.5 and in the hourly shadow diagrams for March 21st in section 6.6.1 on page 76.

Sun On Ground in Proposed Outdoor Amenity Areas

This study has assessed the level of sunlight on March 21st within the proposed amenity areas.

In total 7 no. spaces have been assessed. 2 No. Podium level courtyards, 3 No. roof gardens, the proposed creche play area and the proposed public amenity area. All of the assessed spaces have far exceeded the minimum recommendations as per the BRE Guidelines and as such can be considered to be capable of receiving good levels of sunlight.

The complete results for the study on sunlighting in the proposed outdoor amenity spaces can be found in section 7.0 on page 85.

A visual representation of these readings can be seen in the false colour plan in section 7.0 and in the hourly shadow diagrams for March 21st in section 6.6.1 on page 76.

Average Daylight Factor (ADF)

This study has assessed the Average Daylight Factor (ADF) received in all habitable rooms across all floors of the proposed development. This has ensured that a clear understanding has been obtained of the performance of the scheme with regard to ADF.

This proposed development consists of 334 no. units of which 122 No. will be Build to Rent (BTR) residential units, there is also 4 no. live-work units. The combination of these units makes up circa 816 no. habitable rooms. The ADF value in 764 no. habitable rooms meet or exceed their the recommended minimum as per the BRE

Guidelines. This give a compliance rate of ~94%.

Should full ADF compliance be sought, design changes could be needed, such as the removal of balconies or a reduction of unit sizes. Such mitigation measures could reduce the quality of living within the proposed units to a greater degree than the improvements that would be gained with increased ADF values. The following compensatory considerations should also be taken into account.

With regards to internal daylighting, Section 6.7 of the Sustainable Urban Housing: Design Standards for New Apartments December 2020, states the following:

“Where an applicant cannot fully meet all of the requirements of the daylight provisions above, this must be clearly identified and a rationale for any alternative, compensatory design solutions must be set out, which planning authorities should apply their discretion in accepting taking account of its assessment of specific (sic). This may arise due to design constraints associated with the site or location and the balancing of that assessment against the desirability of achieving wider planning objectives. Such objectives might include securing comprehensive urban regeneration and or an effective urban design and streetscape solution.”

Furthermore, Section 3.2 of the Urban Development and Building Heights: Guidelines for Planning Authorities December 2018, states the following:

“Where a proposal may not be able to fully meet all the requirements of the daylight provisions above, this must be clearly identified and a rationale for any alternative, compensatory design solutions must be set out, in respect of which the planning authority or An Bord Pleanála should apply their discretion, having regard to local factors including specific site constraints and the balancing of that assessment against the desirability of achieving wider planning objectives. Such objectives might include securing comprehensive urban regeneration and or an effective urban design and streetscape solution.”

Based on the above statements, compensatory measures have been incorporated into the design of the proposed development where rooms do not achieve the daylight provision targets in accordance with the standards they were assessed against.

The mitigation and compensatory measures are summarised as follows:

44% of the apartment units are dual aspect which is above the 33% minimum requirement as required by the Design Standards (Dec 2020). As a result, more apartment units than the recommended minimum will achieve quality daylight from dual-aspect orientations.

An additional 10% of external communal open space above the minimum requirements required by the Design Standards (Dec 2020) is proposed across the development. This provided additional communal outdoor space for the benefit of these specific units as well as for all residents. These spaces will benefit from significant amounts of sunlight due to their location and orientation. As part of all the roof terrace design, planting will be introduced to screen the space and help alleviate the wind at this height. This measure will help to ensure the quality and usability of the space.

As outlined earlier in this document a variety of internal communal amenity spaces are provided throughout the scheme for the residents to enjoy. These spaces encourage the residents to collaborate and socialise together encouraging the creation of a community. The total area of these spaces is significant at 924sqm. Whilst these non-

residential rooms have not been included in the calculation of compliance rates, they could be included as part of the compensatory design solution.

All apartment units except eight units (Apartments 1114, 1204, 1304, 1404, 1504, 1604, 1704 and 1804 which are all Build to Rent units and as such a balcony is not required under the guidelines) are provided with a private amenity balcony space which is accessed directly from the main living space. These balconies comply with the minimum depth and area requirements as set out in the apartment design standards. Where possible balconies have been off-set to reduce the impact of over shading to the unit below however they still do impact. The value for the user to have a private balcony space is seen as important even with the understanding of the effects of over-shading to the unit below.

Although the ADF target values are referenced within BS 8206-2:2008, it also states,

“The aim of the standard is to give guidance to architects, builders and others who carry out lighting design. It is recognised that lighting is only one of many matters that influence fenestration. These include other aspects of environmental performance (such as noise, thermal equilibrium and the control of energy use), fire hazards, constructional requirements, the external appearance and the surroundings of the site. The best design for a building does not necessarily incorporate the ideal solution for any individual function. For this reason, careful judgement should be exercised when using the criteria given in the standard for other purposes, particularly town planning.”

For combined Living/Kitchen/Dining areas, the living area is typically treated as the main area of activity, with the kitchen being placed at the back of the space. This design decision is understandable as the kitchen area is typically a transient space as its primary functional purpose is to serve as a food preparation area. Additionally, not every space within a commercially viable apartment development can be in direct connection with an exterior elevation, making the kitchen the obvious choice for this position given that it is a transient space that will require supplementary electric lighting.

Furthermore, all 41 No. LKDs that do not meet the recommended minimum ADF have a good glass to floor ratio, as such these rooms will have good levels of daylight in the portion of the room closest to the large windows. This is evident secondary study was carried out on the living spaces within the proposed development. This additional study assessed the level of daylight within the living space of the LKD as defined by the architect.

All assessed living spaces exceeded the recommended minimum ADF. The kitchen of these units may require additional electric lighting for parts of the day, but the future residents will have access to adequate levels of daylight in the main living space of the apartment.

Given the level of density that is being targeted by the proposed development, the results of the ADF study could be considered to be favourable.

The results for the study on ADF can be seen in section 7.2 on page 86.”

Where a proposal may not be able to fully meet all the requirements of the daylight provisions above, this must be clearly identified and a rationale for any alternative, compensatory design solutions must be set out, in respect of which the planning authority or An Bord Pleanála should apply their discretion, having regard to local

factors including specific site constraints and the balancing of that assessment against the desirability of achieving wider planning objectives. Such objectives might include securing comprehensive urban regeneration and or an effective urban design and streetscape solution.

- 5.82 Where the proposal does not fully meet all of the requirements of the daylight provisions, this is clearly identified and the compensatory design solutions incorporated into the scheme are set out in the Sunlight and Daylight Assessment and Architectural Design Statement.

Specific Assessments

Specific impact assessment of the micro-climatic effects such as down-draft. Such assessments shall include measures to avoid/ mitigate such micro-climatic effects and, where appropriate, shall include an assessment of the cumulative micro-climatic effects where taller buildings are clustered.

- 5.83 A Wind and Microclimate Assessment has been carried out by Metec which recommended mitigation measures, which have been incorporated into the architectural and landscape designs.

In development locations in proximity to sensitive bird and / or bat areas, proposed developments need to consider the potential interaction of the building location, building materials and artificial lighting to impact flight lines and / or collision.

- 5.84 Environmental Assessments including Appropriate Assessment Screening, Natura Impact Assessment, Bat Survey and EclA (Ecological Impact Assessment) have been prepared by Altemar Environmental consultants.

- 5.85 The Bat Survey contained in the Ecological Impact Assessment carried out by Altemar concludes:

" A NPWS derogation licence is not required for this development. There is no evidence of a current or past bat roost on site, therefore no significant negative impacts on these animals are expected to result from the proposed redevelopment. A pre construction inspection will be carried out. The proposed development would be considered to have a Neutral Impact/ Not significant/ Unlikely Effects"

- 5.86 In relation to flight lines and collision, the Ecological Impact Assessment states:

"The building facades are comprised of a high proportion of solid brick and concrete materials within an existing brightly lit urban environment. The buildings are over 11km from the nearest SPA where wintering birds are a qualifying interest. These buildings would be clearly visible to bird species and would not pose a collision risk."

An assessment that the proposal allows for the retention of important telecommunication channels, such as microwave links.

- 5.87 The assessment provided by ISM Independent Site Management concludes:

"To provide an adequate allowance for the retention of and future telecommunication channels that may be impacted by the height and scale of the Development, the Applicant is seeking planning permission to install 4No, 300mm microwave link dishes

mounted on 2No. steel support poles affixed to the plant screen at roof level on Block C.

These support poles are sufficient to accommodate 2No. Ø.3m Microwave links each, which provides an adequate solution for the Applicant to mitigate the impact the Development will have on any Microwave links emanating to and from the neighbouring telecommunication masts to the northeast of the Development.

Refer to Figures 8 of the appendices for full analysis.

ISM can therefore conclude that the proposal being made by the Applicant within its submission to An Bord Pleanála allows for the retention of important Telecommunication Channels, such as Microwave links, to satisfy the criteria of Section 3.2 of the Building Height Guidelines (2018)”

An assessment that the proposal maintains safe air navigation.

- 5.88 The proposed development is located within the Casement Aerodrome flight path and proximate the Tallaght Hospital helipad. This consideration has been fully addressed in the Aeronautical Assessment Report prepared by O'Dwyer & Jones DP which concludes:

“We consider that the proposed residential development at the former ABB site complies with all aviation and aeronautical requirements affecting the site.

We have provided an advance copy of the aeronautical assessment of this site to the Irish Aviation Authority, and to the Department of Defence (for forwarding to the Air Corps at Casement Aerodrome), and the subsequent comments received from Department of Defence (on 5th May 2021) will all be complied with.”

An urban design statement including, as appropriate, impact on the historic built environment.

- 5.89 As set out in the LVIA there is limited potential for the proposed development to affect the Tallaght ACA, any protected structures or items of historical significance. The nearest part of the ACA to the site is St Maelruain’s Church and graveyard, which is some 200m from the site and separated from it by Belgard Road and a portion of the university campus. The village centre is over 450m from the site, there is also a dip in the landform and a high degree of built enclosure along the streets, limiting distant views. St Mary’s Priory is 500m from the site and surrounded by a broad belt of woodland which blocks views towards the site. Distant views of the development are limited as reflected in the LVIA due to the site’s context and topography.
- 5.90 An Architectural Design Statement is also submitted with the application prepared by C+W O’Brien Architects.

Relevant environmental assessment requirements, including SEA, EIA, AA and Ecological Impact Assessment, as appropriate.

- 5.91 An Ecological Impact Assessment has been prepared by Altemar for the proposed development which concludes:

“The proposed development site consists primarily of built land. No species, with the exception of a single herring gull, or habitats of conservation importance were noted on site. There is an indirect pathway from the proposed development to designated

sites in Dublin Bay, albeit at a significant distance. Foul water will be treated under licence within the Ringsend WwTP. Surface water from the proposed development will be discharged to the River Dodder catchment, which ultimately outfalls to the marine environment at Dublin Bay. Mitigation measures will be implemented to ensure the protection of the water quality entering the surface water network.

The construction and operational mitigation measures proposed for the development satisfactorily addresses the mitigation of potential impacts on the sensitive receptors, primarily the surface water runoff from the site, which will discharge to the River Dodder and to the marine environment at Dublin Bay. Mitigation measures to satisfactorily address the protection of biodiversity on site and the surface water quality entering the public network, will be implemented and will ensure the protection of biodiversity on site and water quality of the River Dodder and downstream conservation sites. The impact of the proposed development would be a short term/minor adverse/not significant impact during construction and a neutral impact during operation. ”

5.92 A Natura Impact Statement has been prepared by Altemar which concludes:

“Following the implementation of the mitigation measures outline, the construction and presence of this development, alone or in combination with other plans and projects, would not result in adverse effects on the integrity of the European sites, South Dublin Bay SAC, North Dublin Bay SAC, South Dublin Bay and River Tolka Estuary SPA and North Bull Island SPA.”

5.93 An EIA Screening Statement and a Regulation 299B Statement are also submitted with the application prepared by AWN which conclude:

“It is concluded having regard to the nature, scale and location of the subject site, that the proposed development is not likely to have significant effects on the environment (direct, indirect or cumulatively with other development) and therefore it is considered that an environmental impact assessment report is not required in this instance.”

Sustainable Urban Housing: Design Standards for New Apartments (December 2020)

5.94 The updated Sustainable Urban Housing Design Standards for New Apartments were published in December 2020. The Guidelines provide for revised guidance on apartment developments in response to an oversupply of shared living accommodation schemes.

5.95 These guidelines were issued by the Minister for Housing, Planning and Local Government under Section 28 of the Planning and Development Act 2000 (as amended). Planning authorities and An Bord Pleanála are required to have regard to the guidelines and are also required to apply the specific planning policy requirements (SPPRs) **which take precedence over any conflicting, policies and objectives of development plans, local area plans and strategic development zone planning schemes.**

5.96 The key apartment design parameters addressed in these guidelines include:

- General locational considerations;
- Apartment mix within apartment schemes;
- Internal space standards for different types of apartments;
- Dual aspect ratios;
- Floor to ceiling height;

- Apartments to stair/lift core ratios;
- Storage spaces;
- Amenity spaces including balconies/patios;
- Car parking; and
- Room dimensions for certain rooms.
- Build to Rent Developments

General locational considerations

- 5.97 The focus of the Apartment Guidelines is on the locational and planning specific aspects to apartment developments generally. The Guidelines include a location hierarchy to inform standards applicable. The subject lands are considered to constitute a ‘*Central and/or Accessible Urban Location*’:
- *Sites within walking distance (i.e. up to 15 minutes 1,000m – 1,500m), of principal city centres, or significant employment locations, that may include hospitals and third-level institutions;*
 - *Sites within reasonable walking distance (i.e. up to 10 minutes or 800-1,000m) to/from high capacity urban public transport stops (such as DART, commuter rail of Luas); and*
 - *Sites within easy walking distance (i.e. up to 5 minutes or 400-500m) to/from high frequency (i.e. min 10 minute peak hour frequency) urban bus services.’*
- 5.98 Tallaght Town Centre is a major town centre (within which the site is located) and offers a range of commercial, cultural and civic uses. It is also a significant employment hub with many people are employed here in services such as retail, hospitality, offices and civic functions.
- 5.99 Technological University Dublin (TUD) - Tallaght Campus (to the north-east) is located 400m or a 5 minute walk. Tallaght University Hospital (to the north-west) is located 650m or an 8 minute walk.
- 5.100 The subject site is highly accessible via a number of means including a range of public transport options. The Luas Redline (identified as high capacity public transport in the Apartment Guidelines) provides a high frequency and capacity direct connection with Dublin City Centre. The nearest stop is The Square which is within close walking distance of the site (500m or a 6 min walk).
- 5.101 Dublin Bus service the site via a bus stop directly adjacent and via Belgard Square North (to the north) and Cookstown Way. A range of Dublin Bus routes connect the Tallaght Town Centre to the wider Dublin area including the No.’s 27 (every 10 minutes Monday – Friday during peak times), 49 (every 30 minutes), 54a (every 30 minutes), 65 (every 2 hours), 75, 77A (every 20 minutes), 175.
- 5.102 As set out above, owing to the site’s town centre location and immediate proximity to public transport (Luas and Dublin Bus services) and proximity to both Tallaght Hospital and Technological University Dublin - Tallaght, the site can be classed as a ‘Central and / or accessible urban location’ and it is considered that the subject site can accommodate a higher density development, subject to compliance with standards.

Housing Mix

- 5.103 SPPR 1 states the following in relation to apartment mix:

*“Apartment developments may include up to **50% one-bedroom or studio type units** (with no more than 20-25% of the total proposed developments as studios and there shall be no minimum requirement for apartments with three or more bedrooms. Statutory development plans may specify a mix for apartment and other housing developments, but only further to an evidence-based Housing Need and Demand Assessment (HNDA), that has been agreed on an area, county, city or metropolitan area basis and incorporated into the relevant development plan(s).”*

5.104 The proposed development provides for 334 no. apartment/duplex units comprising:

Overall No. of units	334 No.
Overall Unit Mix	<ul style="list-style-type: none"> • 2 no. studio units (1%) • 193 No. 1 bed units (58%) • 13 no. 2 bed (3 person) units (4%) • 115 no. 2 bed (4 person) units (34%) • 11 no. 3 bed units (3%)
BTR Units	118 No. (35%)
BTR unit mix	<ul style="list-style-type: none"> • 91 no. 1 bed units (77%) • 1 no. 2 bed (3 person) units (1%) • 26 no. 2 bed (4 person) units (22%)
Non BTR Units	216 No. (65%)
Non BTR unit mix	<ul style="list-style-type: none"> • 2 no. Studio Live-Work units (1%) • 1 no. 2 bed Live Work Unit (1%) • 102 no. 1 bed units (47%) • 12 no. 2 bed (3 person) units (6%) • 88 no. 2 bed (4 person) units (40%) • 11 no. 3 bed units (5%)

5.105 We note that 118 no. units are BTR units or 35% of the development. As stated in SPPR 7 and SPPR 8 BTR units are exempt from unit mix requirements set out in SPPR 1. Further, no Housing Need and Demand Assessment (HNDA) has been carried out as part of the South Dublin Development Plan 2016-2022 or the Tallaght LAP.

5.106 Therefore, the number of Non BTR 1 bed or studio units is 103 No. or 48% in compliance with SPPR 1.

5.107 This proposed development is a material contravention of the Unit mix of the Tallaght Local Area Plan and draft South Dublin Development Plan 2022-2028. The justification in this respect is set out in the two separate Material Contravention Statements.

5.108 SPPR 2 states that:

“For all building refurbishment schemes on sites of any size, or urban infill schemes on site of up to 0.25 ha:

For schemes of 50 or more units, SPPR1 shall apply to the entire development”.

5.109 SPPR 2 does not apply to the subject site as the site is larger than 0.25 ha and is above 50 units.

Apartment Sizes

5.110 SPPR 3 states the following in relation to apartment sizes:

- *Studio – 37 sq.m*
- *One bedroom – 45 sq.m*
- *Two bedroom (3 person) – 63 sq.m*
- *Two bedroom (4 person) – 73 sq.m*
- *Three bedrooms – 90 sq.m*

5.111 The Guidelines go on to state that the majority of apartments in any scheme of 10 or more apartments shall exceed the minimum floor area standard for any combination of the relevant 1, 2 or 3 bedroom unit types, by a minimum of 10%.

5.112 51% or 110 No. of the proposed non BTR apartments exceed these standards. As set out in SPPR 8, BTR units are not subject to SPPR 3 in this regard.

5.113 All of the proposed apartment units meet or exceed the minimum standards set out in the Design Standards for New Apartments (2020). Please see Housing Quality Assessment prepared by C+W O'Brien Architects which has been submitted as part of this application.

Dual Aspect

5.114 SPPR 4 of the Guidelines state in more central and accessible it is an objective that there shall be a minimum of 33% dual aspect apartments in a single scheme.

5.115 SPPR 4 states:

In relation to the minimum number of dual aspect apartments that may be provided in any single apartment scheme, the following shall apply:

- (i) *A minimum of 33% of dual aspect units will be required in more central and accessible urban locations, where it is necessary to achieve a quality design in response to the subject site characteristics and ensure good street frontage where appropriate in...*

5.116 The proposed development which is located in a central/accessible location and provides for over 44% dual aspect units which exceeds the Guidelines minimum standard. A Housing Quality Assessment and Architectural Design Statement

prepared by C+W O'Brien is submitted as part of this pre-application request which demonstrates compliance with the applicable standards. There are no north facing single aspect units.

Floor to Ceiling Height

5.117 SPPR 5 states the following:

“Ground level apartment floor to ceiling height shall be a minimum of 2.7m and shall be increased in certain circumstances, particularly where necessary to facilitate a future change of use to a commercial use.”

5.118 All apartments at ground floor provide for a minimum of 2.7m floor to ceiling height.

Lift and Stair Cores

5.119 A SPPR 6 states the following:

“A maximum of 12 apartments per floor per core may be provided in apartment schemes. This maximum provision may be increased for building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25 ha, subject to overall design quality and compliance with building regulations”.

5.120 No more than 12 no. apartments per floor per core has been provided within the proposed development.

Internal Storage

5.121 The proposed apartment units meet the Minimum requirements for storage areas area as set out in Appendix 1 of the guidelines. Please see HQA for detailed overview.

Private Amenity Space

5.122 The proposed apartment units meet the private amenity space requirements in the form of patios/terraces for ground floor apartments and balconies at upper levels. The minimum depth requirement of 1.5 metres for balconies and the minimum floor area under these guidelines area both met as set out in the HQA. 6 no. BTR apartments are not provided with balconies; however there is an overprovision of communal amenity space (compared to the minimum requirement) to offset the non provision of balconies in this small number of units

Security Considerations

5.123 The scheme ensures the safety and security of occupants and visitors through the use of natural surveillance for open spaces, play areas, access and surface bicycle. Units overlook the public realm and communal open spaces. Entrance points are clearly indicated, well lit, and overlooked by units. Active frontage is provided along the street facing elevations of the development. A detailed 'passive surveillance lighting study is proposed and set out within the EQ2 Design Statement, that provides measurable benefits for the proposed lightings scheme, and the enhanced security through passive surveillance measures.

Access and Services

- 5.124 The development has been designed so that it is easy to access for people of all abilities and is compliant with Part M of the Building Regulations (see Outline Access and Use Strategy document prepared by MSA).

Communal Facilities in Apartments

- 5.125 The proposed development includes residential amenity facilities in the ground floor of Block A comprising: gym, media/ games room, reception / concierge, lounge / working hub, bookable space, at ground floor and roof level amounting to c.686 sqm in total.

Refuse Storage

- 5.126 Refuse storage is provided in the podium car park, accessible to all units. Further details are provided in Technical Note on Operational Waste Management Plan prepared by AWN Consulting.
- 5.127 The residents will be required to provide and maintain appropriate waste receptacles within their units to facilitate segregation at source of the main waste types. The location of the bins within the units will be at the discretion of the residents. As required, the residents will need to bring these segregated wastes from their units to dedicated residential Waste Storage Areas (WSAs) located on Level 00. The location of the residential WSAs has been selected to maximise efficiency in terms of storage and collection of waste and can be viewed on the architectural drawings submitted with the application.

Children's Play

- 5.128 Children's play space is located at first floor level within courtyard. See Cameo & Partners Landscape Drawings and Design Rationale for details.
- 5.129 The recreational needs of children have been considered as part of communal amenity space within the scheme. Experience in Ireland and elsewhere has shown that children will play everywhere. Therefore, as far as possible, their safety needs to be taken into consideration and protected throughout the entire site, particularly in terms of safe access to larger communal play spaces.

Bicycle Parking and Storage

- 5.130 The proposed development entails safe, accessible and secure storage space for, bicycles. Internal bicycle storage is located at ground level accessible from the car park which will be privately accessible. 670 No. cycle spaces total are proposed including charge points for resident E-Bike and E-Scooter charging.

Car parking

- 5.131 The Guidelines state that:

In larger scale and higher density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances. The policies above would be particularly applicable in highly accessible areas such as in or adjoining city cores or at a confluence of public transport systems such rail and bus stations located in close proximity

5.132 117 No. car parking spaces are proposed including 6 No. disabled spaces. The proposed car parking provision is below the maximum standards set out in the Development Plan. This provision is fully detailed in the Parking Strategy prepared by CS Group Consulting Engineers.

Build-To-Rent Developments

5.133 BTR developments are defined in the Guidelines as:

“Purpose-built residential accommodation and associated amenities built specifically for long term rental that is managed and serviced in an institutional manner by an institutional landlord”.

5.134 In relation to the requirements of BTR schemes, SPPR 7 states that:

“BTR development must be:

Described in the public notices associated with a planning application specifically as a ‘Build-To-Rent’ housing development that unambiguously categorises the project (or part of thereof) as a long-term rental housing scheme, to be accompanied by a proposed covenant or legal agreement further to which appropriate planning conditions may be attached to any grant of permission to ensure that the development remains as such. Such conditions include a requirement that the development remains owned and operated by an institutional entity and that the status will continue to apply for a minimum period of not less than 15 years and that similarly no individual residential units are sold or rented separately for that period;

Accompanied by detailed proposals for supporting communal and recreational amenities to be provided as part of the BTR development. These facilities to be categorised as:

Residential Support Facilities – comprising of facilities related to the operation of the development for residents such as laundry facilities, concierge and management facilities, maintenance/ repair services, waste management facilities, etc.

Resident Services and Amenities – comprising of facilities for communal recreational and other activities by residents including sports facilities, shared TV/ lounge areas, work/ study spaces, function rooms for use as private dining and kitchen facilities, etc.

5.135 In response to SPPR7 (a), the public notices explicitly identify the proposal as comprising a Build-to-Rent proposal (in part). (b) A draft covenant is submitted with the application, included as Appendix 2 of the Statement of Consistency.

5.136 674 sq.m of internal communal amenity is provided for the BTR element of the scheme, equating to approximately 5.5 sq.m. per unit, not including waste management facilities.

5.137 The proposed development will include a range of dedicated residential support facilities, services and amenities including gym, media / games room, reception / concierge, lounge / working hub and bookable space. The proposed development includes the essential facilities to meet the needs of future residents. A management office and parcel room are included off the reception/concierge.



Lounge / TV / Games Room



Lounge / Cafe

Example residential amenity spaces as illustrated in Architectural Design Statement. (Source: C+W O'Brien Architects, 2021).

- 5.138 Please see the AWN Operational Waste Management Plan in respect of waste management facilities which are at ground floor level and provide for segregation of waste and recyclables.
- 5.139 The management of the development is set out in the Operational Management Plan prepared by LIV Consult, included with this application. As evident above the ancillary facilities and necessary supporting documentation are fully provided as part of this application.
- 5.140 SPPR 8 states that:

“For proposals that qualify as specific BTR development in accordance with SPPR 7:

No restrictions on dwelling mix and all other requirements of these Guidelines shall apply, unless specified otherwise;

Flexibility shall apply in relation to the provision of a proportion of the storage and private amenity space associated with individual units as set out in Appendix 1 and in relation to the provision of all of the communal amenity space as set out in Appendix 1, on the basis of the provision of alternative, compensatory communal support facilities and amenities within the development. This shall be at the discretion of the planning authority. In all cases the obligation will be on the project proposer to demonstrate the overall quality of the facilities provided and that residents will enjoy an enhanced overall standard of amenity;

There shall be a default of minimal or significantly reduced car parking provision on the basis of BTR development being more suitable for central locations and/or proximity to public transport services. The requirement for a BTR scheme to have a strong central management regime is intended to contribute to the capacity to establish and operate shared mobility measures;

The requirement that the majority of all apartments in a proposed scheme exceed the minimum floor area standards by a minimum of 10% shall not apply to BTR schemes;

The requirement for a maximum of 12 apartments per floor per core shall not apply to BTR schemes, subject to overall design quality and compliance with building regulations”.

- 5.141 In terms of car parking, there is a significant reduction of car parking spaces, with a provision of 117 No. car parking spaces allocated to the 334 residential units, a ratio of 0.35. The CS Consulting Car Parking Strategy specifically addresses the car parking provision and a management plan is also included. The proposed development will also provide a range of transportation options including an electric car sharing club. A number of car parking spaces will be allocated to operate the shared vehicle scheme.
- 5.142 The apartments generally exceed the minimum sizes notwithstanding the SPPR 8 as set out in the Housing Quality Assessment.

The proposal avoids excessively long enclosed corridors and provides for windows allowing in natural lights. The lift access has also been tested by the project mechanical engineers for suitability of capacity and are considered sufficient. The layouts have also been reviewed by the project fire engineering consultant and are considered compliant with relevant standards and will be subject to separate Fire Safety Certificate application.

- 5.143 SPPR 9 refers to Co-Living, as no apartments within this typology are proposed this SPPR is not of relevance in this case. Specific Planning Policy Requirement 9 states:

There shall be a presumption against granting planning permission for shared accommodation/co-living development unless the proposed development is either:-

(i) required to meet specific demand identified by a local planning authority further to a Housing Need and Demand Assessment (HNDA) process; or,

(ii) on the date of publication of these updated Guidelines, a valid planning application to a planning authority, appeal to An Bord Pleanála, or strategic housing development (SHD) planning application to An Bord Pleanála, in which case the application or appeal may be determined on its merits.

Sustainable Residential Development in Urban Areas (2009)

- 5.144 The Sustainable Residential Development in Urban Areas (SRD) Guidelines provide guidance on the core principles of urban design when creating places of high quality and distinct identity. The Guidelines recommend that planning authorities should promote high quality design in their policy documents and in their development management process. To assist with this, the Guidelines are accompanied by a Design Manual discussed below which demonstrates how design principles can be applied in the design and layout of new residential developments, at a variety of scales of development and in various settings.
- 5.145 The role of the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas is to ensure the ‘*plan led*’ delivery of new development throughout the country.
- 5.146 The proposed development accords with the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009) and could be best described as a site located on a public transportation corridor located within c. 500 of the red Luas line.
- 5.147 The SRD note that a balance has to be struck between the reasonable protection of the amenities and privacy of adjoining dwellings, the protection of established character and the need to provide residential infill.

- 5.148 The design approach is based on a need to protect the amenities of the surrounding residential development and the design intent is to protect the amenities of the adjoining neighbours and general character of the area and its amenities.
- 5.149 The Design Manual sets out a series of 12 criteria which it recommends should be used in the assessment of planning applications and appeals. The 12 criteria are discussed in detail below. This application is accompanied by a Design Statement, prepared by C+W O'Brien Architects, which demonstrates how the proposed development has regard to and has been developed in accordance with best practice in respect to urban design.

Urban Design Manual – A Best Practice Guide (2009)

- 5.150 The Urban Design Manual is based around 12 criteria that have been drawn up to encapsulate the range of design considerations for residential development based on *'a distillation of current policy and guidance and tried and tested principles of good urban design.'* The 12 no. criteria are assessed in detail in the Architectural Design Statement and summarised as follows:



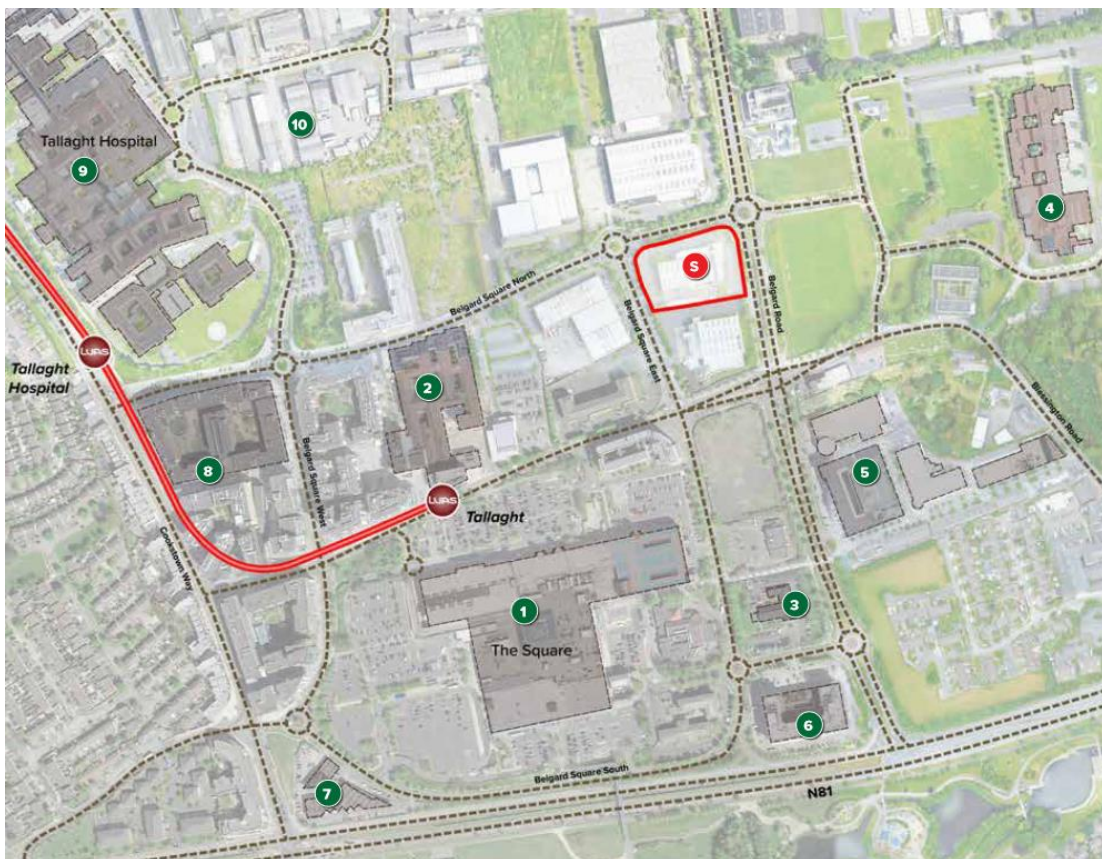
Figure 5.3– Urban Design Manual 12 criteria Source: Urban Design Manual DoEHLG 2009

Context: How does the development respond to its surroundings?

- 5.151 The development is located in Tallaght, an area which has been characterised by rapid change in recent years. As such this context is continuing to emerge. The site is bound by the primary route of Belgard Road to the east and the secondary routes of Belgard Square North & East with active frontage opening onto these routes. The site is situated at the North East corner of the LAP Town Centre zoned land, therefore it is a gateway site leading from Belgard Road and Belgard Road North into Tallaght centre.
- 5.152 The proposed scheme has been developed with the surrounding context in mind and a site layout which would not impact the established town centre amenities surrounding the site. The current buildings on the proposed and neighbouring sites are two storey commercial buildings. Much of the surrounding lands are brownfield in nature, under

utilised or vacant entirely (to the north and south primarily), with its future direction determined by the LAP. The ABB site marks the boundary between the green setting of TUD and the playing pitches to the east with the emerging urban area to the west. There are no cultural heritage features, landmarks, key views or existing residential receptors in close proximity to the site. The nearest sensitive receptor is St Maelruain's Church some 200m distant and buffered from the site by the Belgard Road corridor and a portion of the university parkland.

- 5.153 The proposed development helps support many of the objectives within the LAP through a high quality design approach to a key site creating a strong urban edge with Belgard Road and a interface / transition with the lower intensity urban uses to the east. The varied height, materials, articulation of the façade and public realm mean the building delivers a positive visual impact on the area without negative visual impacts.
- 5.154 Much consideration has been afforded to the scheme's response to the permitted Marlet development to the north of the subject site. If implemented this development will begin the change from industrial to town centre uses, the proposed development will provide an excellent design response to this scheme. In particular the proposal responds to the permitted landmark elements and frontage with Belgard Square North. Please see Design Statement for further detail in regard to this aspect. In terms of townscape and visual character, Modelworks provide a detail description of the existing character of the area within the enclosed TVIA.



Nearby built environment context. (Source: CWOB, 2022).

Key

--- Main Road Network

— Red Luas Line

- Luas Stop
- Application Site
- The Square Tallaght
- South Dublin County Council
- Tallaght Garda Station
- TU Dublin - Tallaght Campus
- Tallaght Retail Centre
- Cost Less The Supermarket
- Circle K
- Tallaght Cross West (Aldi)
- Tallaght University Hospital
- Cookstown Industrial Estate

■ Key Building



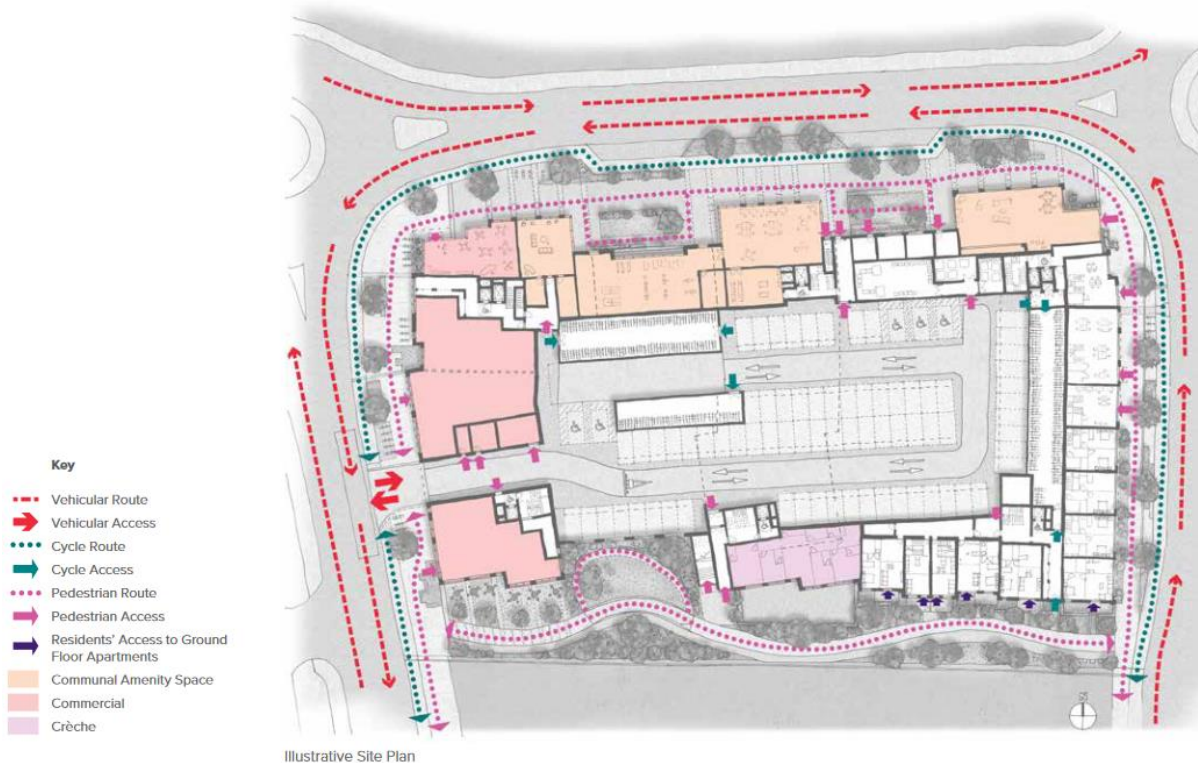
Significant element of the built environment (Source: Model Works, 2022).

Connections: How well is the new neighbourhood / site connected?

- 5.155 The site itself is highly accessible via a number of means. The development will have easy access by foot to the town centre with The Square Shopping Centre and the Tallaght Luas Stop within 500m walk. In addition, Tallaght University Hospital and the TUD Campus are in very close proximity
- 5.156 In terms of public transport, a range of Dublin Bus routes connects the town centre to the wider Dublin area including the No.'s 27, 49, 54a, 65, 75, 77A, 175. The Luas Redline provides a high frequency direct connection with Dublin City Centre. It is also anticipated that Tallaght will be directly served by Bus Connects Core Route Corridor No. 9 'Greenhills to City Centre' in the near future. This is will directly serve the site along the eastern boundary of the site.
- 5.157 The Development provides public realm improvements enabling easy access for cyclists and pedestrians. A new tertiary route is also included to the south.
- 5.158 Residential parking will be provided for 35% of the overall units at ground level under the podium and basement. A number of car sharing spaces will be allocated. 660 bicycle parking spaces will be provided including 190 visitor spaces.
- 5.159 Charging points will be provided for both car and Electric bicycles resulting in further sustainable transport access for future residents.

Inclusivity: How easily can people use and access the development?

- 5.160 As set out above access from public transport is convenient and the public realm is legible, with active street frontage and clear hierarchy of spaces.
- 5.161 Residential stair and lift core lobbies will be accessed via the car park, the street and communal amenity areas. Double height residential entrances located at prominent locations along public street; north east corner node, north west corner node and central block addressing urban street edge.
- 5.162 The development has been designed so that it is easy to access for people of all abilities and is compliant with Part M of the Building Regulations.
- 5.163 The landscape comprises of roll-over kerbs and level crossing of all streets which will comply with the requirements of Part M of the Building Regulations– Access for People with Disabilities residential access points for the development have been positioned to the north east, north and north west of the site. This allows for connectivity to the town centre, bus stops and the Tallaght Luas stop
- 5.164 Please see Architectural Reports and Drawings for specific considerations. Hallways and shared circulation areas will be appropriate in scale, well lit and ventilated.



Access strategy. (Source: CWOB, 2022).

Variety: How does the development promote a good mix of activities?

- 5.165 In keeping with the Town Centre zoning of the site it is proposed to provide for a meaningful mixed-use scheme given the site's location. The development seeks to balance the provision of commercial uses for the district with providing both residential and amenity spaces.
- 5.166 The proposed development provides for a mix of One, Two and Three bed apartments which vary in sizes and orientation in order to ensure a mix of tenures across the scheme. The development currently comprises a mix of 65% Build to Rent and 35% Build to Sell apartments.
- 5.167 The scheme provides for both a mix of unit types and a mix of uses ensuring a truly mixed-use scheme. The proposed scheme is a primarily residential development with a number of retail uses, live work units, working spaces and a crèche.

Efficiency: How does the development make appropriate use of resources, including land?

- 5.168 The scheme provides residential scheme an underutilised brownfield site proximate to key employment locations, public transport within the urban extent of Dublin Metropolitan area. The proposed density of 372 u/ha is a suitable response to the existing and planned built environment. The intensity of the development does not compromise the amenity of future or existing residents.
- 5.169 The buildings range in height from 2 – 13 storeys in order to both provide for increased density and optimal use of land and to ensure minimal impact on daylight or sunlight quality of adjoining properties. The blocks are orientated to ensure a high level of light penetration into the units and maximise solar gains. Massing and scale are varied and

broken down to avoid monolithic or domineering blocks. Height increases along Belgard Square North in order to create a strong urban edge.

5.170 As highlighted widely within this Report, we submit that the proposed development will support the achievement of several national, strategic and regional policy objectives primarily including the delivery of homes at a sustainable location supporting compact growth.

5.171 As set out in the CWOB design Statement:

“The design team intend to achieve building envelope and HVAC performance that is a significant improvement on the statutory requirements contained in the Irish Building Regulations. The design team will achieve TGD Part L 2019 Nearly Zero Energy Buildings (NZEB) for the proposed development. A preliminary DEAP analysis has been undertaken on the residential units within the development to inform the design strategy, demonstrate compliance with the domestic Building Regulations Part L and to ensure that the targeted Building Energy Ratings (BERs) of A3 (or better) will be achieved.

It is now a requirement for all new domestic and non-domestic buildings to meet the NZEB (Near Zero Energy Building) standard. The design team will incorporate the requirements of this standard into the proposed development. The building services design strategy for the proposed development utilises as many sustainable design options and energy efficient systems that are technically, environmentally and economically viable for the project to achieve a low energy and environmentally friendly development, while also providing suitable dwellings to meet current market demands.”

Distinctiveness: How do the proposals create a sense of place?

5.172 The proposed development entails a high quality architectural response to the site. The façade has been animated and articulated by the balconies which are both extruded and recessed to give depth to the facades. Emphasis has been placed on communal entrances to residential blocks to allow a more usable dynamic social and gathering space for the community along Belgard Square North.

5.173 The apartment blocks will be designed to create a distinct language for the scheme with a good variety across the facade design characterised by a distinct palette of finishes. This use of differing materials and unique design will offer a specific language to each block while also being consistent with an overall high quality facade design language.

5.174 The mass over the blocks are broken down and height is varied to soften the overall sense of the development and help engage with commercial street activation.

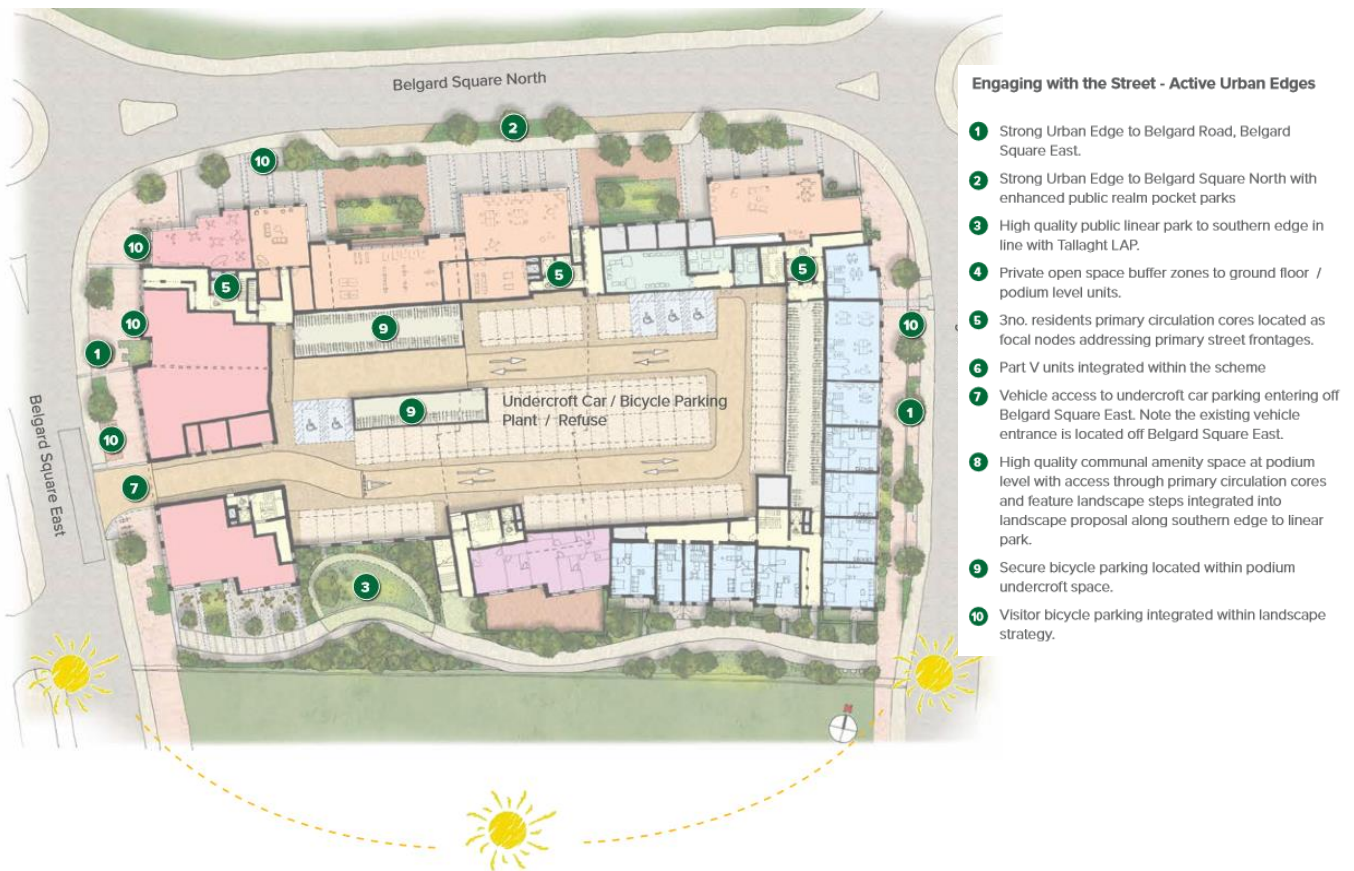
5.175 The above factors combine to create a high quality proposal at a scale which is not excessive and clearly legible to residents and visitors.

Layout: How does the proposal create people-friendly streets and spaces?

5.176 The proposed layout has been developed as a result of the collaborative work of the design team, the application and in consultation with South Dublin County Council and An Bord Pleanála. The design approach considered the improvement and attractiveness of the public realm; activeness and permeability of its connections; and appropriate urban edge as viewed from outside the subject site and adjoining streets. The development creates a series of pocket parks and open spaces as well as a new

tertiary route off which blocks are created to house the commercial and residential spaces.

- 5.177 The proposed site layout strategy is based on the principles of best practice urban design. The layout which provides a simple, easy, attractive and safe access for pedestrians and vehicles.
- 5.178 The landscape strategy positively responds to the site's location through the creation of a series of connected public and raised amenity pocket parks and courtyards, facilitating and strengthening of wider vistas to the Dublin / Wicklow mountains to the south.
- 5.179 The landscaped courtyards and roof gardens strengthen green infrastructure provision through planting and green spaces.

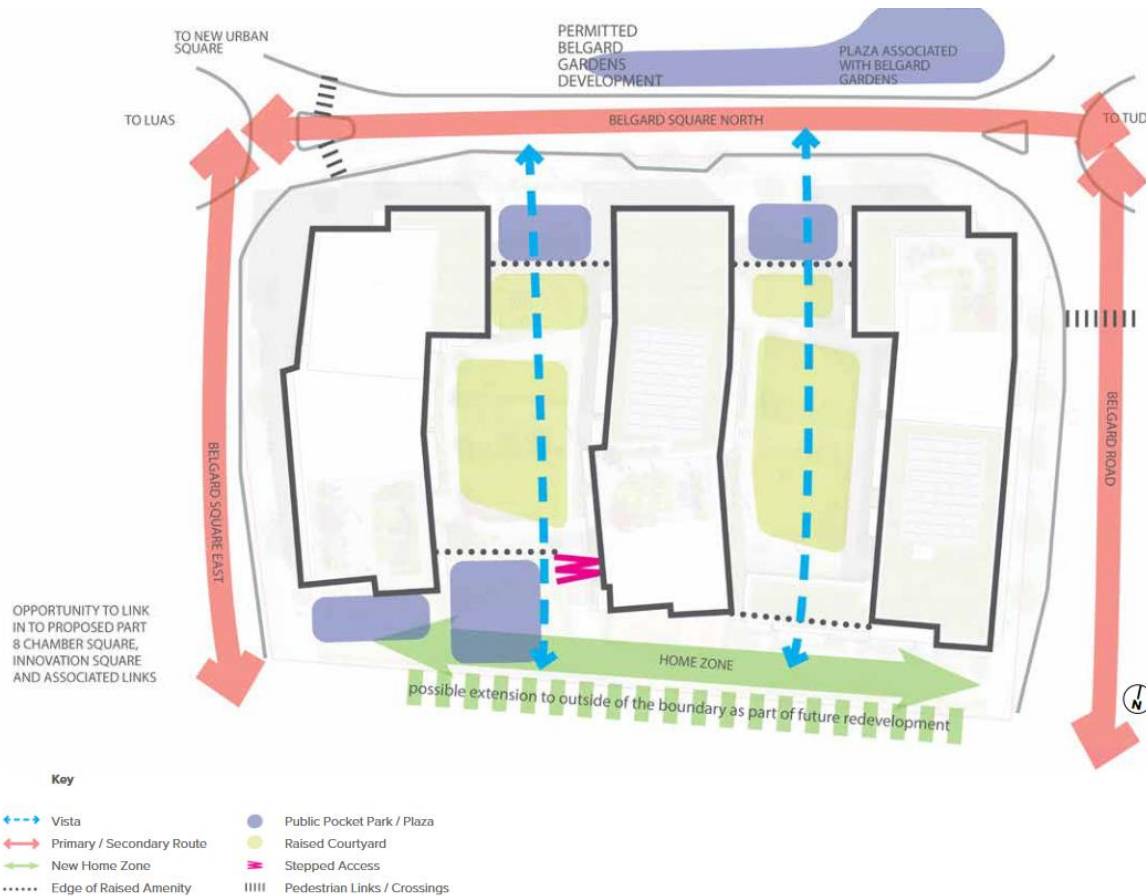


Ground floor strategy concept. (Source: CWOB, 2022).

Public Realm: How safe, secure and enjoyable are the public areas?

- 5.180 The emerging landscape positively responds to the Site's location through the creation of a series of connected public and raised amenity pocket parks and courtyards, and the strengthening of wider vistas to the Dublin / Wicklow mountains to the south and into the permitted It strengthens green infrastructure through the introduction of the new Linear park and the strong north south linkages. It provides improved access for the local and emerging community - provides defensible space between the communal courtyards and the adjacent private frontages.

5.181 Both courtyards are overlooked by the residential blocks, and have access routes through them, the public realm on all sides has access points and active frontage ensuring a level of security and passive surveillance.



Public open space concept. (Source: Cameo + partners, 2022).

Adaptability: How will the buildings cope with change?

5.182 The ground floor retail units have been designed to meet a wide range of uses the design and layout lends itself ready to change if required at a later stage.

5.183 The development provides a mix of units which can be reconfigured to adapt to the changing life cycles and personal needs of residents. Indeed the proposal also provides for different tenures.

5.184 Also, the apartments either meet or exceed the minimum standard for unit size and can be adapted to follow the needs of the future residents. The architectural style is contemporary and reflects the modern requirements to balance lighter, elevations with the need to satisfy energy reducing objectives.

5.185 The development provides a mix of studios 1, 2, and 3, bedroom units that can allow for occupancy as life cycles and personal needs of each resident change

Privacy / Amenity: How do the buildings provide a high-quality amenity?

5.186 An extensive level of residential amenities will be provided including a Resident's Gym and Studio, a number of Workhub and Bookable Spaces will be provided at ground

floor level, whilst a Resident's Lounge and Terrace will be available on one of the upper levels. In addition to these spaces, a crèche has also been provided at the ground floor level. In response to modern working practices, the Workhub will allow Residents to work from home in a more social environment and will provide an extended working space in addition to their apartments.

- 5.187 For meetings and private gatherings, the bookable space will be available and reservations will be facilitated by the on-site team. The areas will be fitted out to a high standard and will allow for flexible uses.
- 5.188 Communal open spaces are delivered through a combination of podium and roof level spaces that consist of informal gathering spaces, generously landscaped podium gardens and areas for quiet reflection as well as pocket parks linking with commercial units to enable accessible and active areas for all users.
- 5.189 Privacy and overlooking has been at the forefront in the design of the apartments and the positioning of balconies. The design ensures that people can seek privacy within their own dwellings while still having a connection to the outside.
- 5.190 The landscape strategy positively responds to the site's location through the creation of a series of connected public and raised amenity pocket parks and courtyards; facilitating and strengthening of wider vistas to the Dublin / Wicklow mountains to the south.
- 5.191 The landscaped courtyards and roof gardens strengthen green infrastructure provision through vegetation but also create a pleasant and relaxing space for residents to dwell. In addition 2 No. public plazas are provided, set back from street level to Belgard Square North, in combination with the public realm proposed this will create a high quality, tree lined space.
- 5.192 Landscaped roof top gardens are also provided in Blocks B and C.

Parking: How will the parking be secure and attractive?

- 5.193 The development has a low-car-traffic street design and has been designed to promote activity with pedestrian and bicycle friendly elements combined with a proposed easy access route to the Belgard Luas stop. A total of 117 car parking space are provided including 5 disabled parking spaces. These are located under a podium which provides added security and enhances the landscape.
- 5.194 Access to the car parking areas shall be regulated by means of barrier control systems. Authorised development occupants shall gain access by means of an RFID key fob or similar automated system. All internal car parking spaces within the development shall be controlled by the development's Management Company. Only residents of the development shall be eligible to use a 'resident' car parking space.

Detailed Design: How well thought through is the building and landscape design?

- 5.195 The design has been subject to several feasibility studies, a pre-planning meeting and additionally pre-application and subsequent local authority consultations between the design team and South Dublin County Council. The proposed development represents a high-quality design whilst optimising the appropriate use of the site which will help meet the ever-increasing demand for residential accommodation.

- 5.196 The design treatment incorporates the latest technologies to achieve the highest standards in energy efficiency, also the selected brick finishes, window selection and commercial frontage design will compliment the current building stock in the area while providing a new contemporary and high quality expression.
- 5.197 As described, primarily in the architectural Design Statement prepared by CWOB the proposed development entails a high quality architectural response to the site. The mass over the blocks are broken down and height is varied to soften the overall sense of the development and help engage with commercial street activation.
- 5.198 In terms of landscape strategy, the overall approach is base don the following principles:
- Create a new residential development, integrated with the developing own centre setting through a series of connected landscape character areas.
 - The buildings will be set within a verdant natural landscape setting.
 - As part of the overall design philosophy, the design team have ensured public accessibility throughout the site, which has never existed before.
 - The proposed Tertiary route will be a local benefit to the entire community as an alternative route for pedestrian and cycle movement through the Town Centre
 - A series of defined landscape character areas will have a relationship to this architectural setting and public and residential use.
 - As part of the open space strategy, our vision for both residents and the public is to engage and reconnect as much as possible with nature throughout the site.
- 5.199 The emerging landscape positively responds to the site's location through the creation of a series of connected public and raised amenity pocket parks and courtyards, and the strengthening of wider vistas to the Dublin / Wicklow mountains to the south. It strengthens local green infrastructure through the introduction of the new green lane and the strong north south linkages. Further, the proposal provides improved access for the local and emerging community including defensible space between the communal courtyards and the adjacent private frontages. It provides spaces for new planting to be accommodated and to provide strong tree planting to the street frontage
- 5.200 The landscape concept is based around a series of distinct character areas, which is intended to create variety and interest within the scheme.
- Residential Streets: Home Zone Street and the Street Frontage
 - Public Open Space: Micro-pocket Parks and Mini Plaza
 - Communal Open Space: Residential courtyards and Roof Terrace amenity.
- 5.201 Play strategy, hard and softscape strategies are further set out in the Cameo & partners drawings and design statement.

Delivering Homes, Sustaining Communities (2008)

- 5.202 The Department's policy statement Delivering Homes, Sustaining Communities, Guidance provides the overarching policy framework for an integrated approach to housing and planning. The purpose of these Guidelines is to promote high standards in the design and construction and in the provision of residential and services in new housing schemes.
- 5.203 They encourage best use of building land and optimal utilisation of services and infrastructure in the provision of new housing; point the way to cost effective options

for housing design that go beyond minimum codes and standards; promote higher standards of environmental performance and durability in housing construction; seek to ensure that residents of new housing scheme enjoy the benefits of first-rate living conditions in a healthy, accessible and visually attractive environment; and provide homes and communities that may be easily managed and maintained.

- 5.204 The proposed development has taken regard of this departmental policy in its design and development and is observed to promote a high-quality residential scheme which makes optimum use of a site in close proximity to a Luas line, and adjacent to centre retail and town centre services.

Design Manual for Urban Roads and Streets (DMURS) (2019)

- 5.205 The Design Manual for Urban Roads and Streets (DMURS), 2019, sets out design guidance and standards for constructing new and reconfiguring existing urban roads and streets in Ireland. It also outlines practical design measures to encourage more sustainable travel patterns in urban areas.
- 5.206 Please see Statement of Consistency with DMURS prepared by CS Consulting Engineers which provides further detail in this regard.

Guidelines for Planning Authorities on Childcare Facilities (2001)

- 5.207 Guidelines for Planning Authorities on Childcare Facilities (2001) indicate that Development Plans should facilitate the provision of childcare facilities in appropriate locations. These include larger new housing estates where planning authorities should require the provision of a minimum of one childcare facility with 20 places for each 75 dwellings. The threshold for provision should be established having regard to existing location of facilities and the emerging demography of the area where new housing is proposed. The Guidelines advise that sites should be identified for such facilities as an integral part of the pre-planning discussions.
- 5.208 We have carried out a review of the existing childcare facilities in the area contained within Appendix 3 of the Social Infrastructure Assessment. The enclosed map shows that there are 23 no. creche facilities within the study area (c. 1 km radius of the subject site). The existing facilities cater for a broad range of ages, these facilities have a combined capacity to accommodate 851 spaces.
- 5.209 Sustainable Urban Housing; Design Standards for New Apartments; Guidelines for Planning Authorities 2018 states that:
- “Notwithstanding the Department’s Planning Guidelines for Childcare Facilities, in respect of which a review is to be progressed, and which recommend the provision of one child-care facility (equivalent to a minimum of 20 child places) for every 75 dwelling units, the threshold for provision of any such facilities in apartment schemes should be established having regard to the scale and unit mix of the proposed development and the existing geographical distribution of childcare facilities and the emerging demographic profile of the area. One-bedroom or studio type units should not generally be considered to contribute to a requirement for any childcare provision and subject to location, this may also apply in part or whole, to units with two or more bedrooms”.*
- 5.210 The Guidelines state that the local authority policies should focus on: *“The identification of appropriate locations for the provision of childcare facilities including city centres, district centres, neighbourhood centres, residential areas, places of employment, and educational institutions and convenience to public transport nodes as a key element in*

the development of sustainable communities.” The LAP and Development Plan both reflect the intent of these Guidelines.

- 5.211 The overall proposed development provides for 334no. residential units. However as provided for by the Apartment Guidelines, we can discount the number of 1 bedroom units when calculating the childcare provision. As such, the childcare spaces required is therefore calculated as $[(334-193) / 75 \times 20 = 37.6 \text{ spaces}]$.
- 5.212 Considering the proposed development’s characteristics, namely unit mix; the demographic profile of the area; and, the permitted provision of childcare facilities; and the scale of development existing, permitted for the area, we submit that the proposed childcare facilities of 144 sq.m. are sufficient to meet the demand of the future population created by the proposed development.

Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland 2009-2020

- 5.213 The Government has committed in ‘*Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland 2009 – 2020*’ to reducing the total share of car commuting from 65% to 45%, a rise in non-car trips by 55% and that the total vehicle miles travelled by the car fleet will not increase. The key targets are as follows:
- *Future population employment growths will predominantly take place in sustainable compact forms which reduces the need to travel for employment and services;*
 - *500,000 more people will take alternative means to commute to work to the extent that the total share of car commuting will drop from 65% to 45%;*
 - *Alternatives such as walking, cycling and public transport will be supported and provided to the extent that these will rise to 55% of total commuter journeys to work;*
 - *The total kilometres travelled by the car fleet in 2020 will not increase significantly from current levels;*
 - *A reduction will be achieved on the 2005 figure for Greenhouse gas emissions from the transport sector.*
- 5.214 Key to the achievement of these targets is better alignment between land-use and transport to minimise travel demand. The subject site is located c. 500m to the Luas line and also to Dublin Bus services proximate to major employment centres such as TUD and Tallaght Hospital in addition to the town centre itself in which the site is located. Thus, the principle of a residential development at a density of c. 372 per hectare (net) in this location would be appropriate and in accordance with the principles set down in Smarter Travel.

Transport Strategy for the Greater Dublin Area 2016 - 2035

- 5.215 This strategy has been prepared by the National Transport Authority. The Vision of this strategy is for Dublin to be a competitive, sustainable city-region with a good quality of life for all by 2030.
- 5.216 The Strategy includes five overarching objectives to achieve the vision which are as follows:
- Build and strengthen communities
 - Improve economic competitiveness
 - Improve the built environment

- Respect and sustain the natural environment
 - Reduce personal stress
- 5.217 The Strategy sets out measures to achieve the vision and objectives for the GDA. These include better integration of land use planning and transportation, consolidating growth in identified centres, providing more intensive development in designated town and district centres and control parking supply.
- 5.218 The strategy builds on previous strategies and investment programmes, and for this reason several major infrastructure schemes that are included in the government's transport 21 investment framework are included in all of the strategy options.
- 5.219 The proposed development is located c. 500m from the Luas line and there are Dublin Bus services located on the Belgard Road.

Guidelines for Planning Authorities on ‘The Planning System and Flood Risk Management (November 2009)’

- 5.220 The Planning System and Flood Risk Management Guidelines were published by the Minister for the Environment, Heritage & Local Government in November 2009 under Section 28 of the Planning & Development Act 2000 (as amended). The Planning system and flood risk management guidelines require the planning system at all levels to avoid development in areas at risk of flooding, particularly floodplains, unless there are proven wider sustainability grounds that justify appropriate development and where the flood risk can be reduced or managed to an acceptable level without increasing flood risk elsewhere; adopt a sequential approach to flood risk management when assessing the location for new development based on avoidance, reduction and mitigation of flood risk; and incorporate flood risk assessment into the process of making decisions on planning applications and planning appeals.
- 5.221 In order to comply with these Guidelines a Site Specific Flood Risk Assessment been prepared by CS Consulting Engineers which concludes:
- *“The site is in Flood Zone C and therefore no justification test is required.*
 - *There is no river that runs through, or adjacent to the site.*
 - *A review of the Office of Public Works flood maps database shows no flooding on the applicant site, with the nearest flooding being TUD, Tallaght Campus, and south of the N81.*
 - *Predicted flood mapping for pluvial/tidal flood events shall not affect the subject lands.*
 - *The proposed development shall have a storm water attenuation system to address a 1 in 100 -year storm events, increased for predicted climate change values. This shall significantly reduce the volume of storm water leaving the site during storms events which in turn shall have the effect of reducing the pressure on the existing public drainage system.”*

6.0 STATEMENT OF CONSISTENCY WITH SOUTH DUBLIN COUNTY DEVELOPMENT PLAN 2016-2022 AND TALLAGHT LOCAL AREA PLAN 2020

South Dublin County Development Plan 2016-2022

- 6.1 The site is located within the administrative boundary of South Dublin County Council and is subject to the policies and objectives of the South Dublin County Development Plan 2016 to 2022. The following provides an overview of the policies and objectives of the plan as they relate to the site.
- 6.2 The South Dublin County Development Plan ('the Development Plan') guides the future development of the County through the Core and Settlement Strategies.
- 6.3 The Development Plan has been varied¹ to align with the RSES and the NPF. We note Table 1.1 supports the delivery of residential development of brownfield sites in Tallaght: 'South Dublin Strategic Development Areas and Corridors, Capacity Infrastructure and Phasing' sets out the following areas for the creation of sustainable compact communities: *LUAS red line -Regeneration of brownfield lands in Tallaght. New district at Fortunestown in the emerging town of Saggart/Citywest.*

Core Strategy

- 6.4 The site is located within the Metropolitan Consolidation Area of Tallaght. Metropolitan Consolidation Areas are described as:

“Strong active urban places within the Metropolitan Area with strong transport links. These towns should be developed at a relatively large scale as part of the consolidation of the Metropolitan Area and to ensure that they support key public transport corridors connecting them to the City, to each other and to Large Growth Towns in the Hinterland.”

- 6.5 The following policy of the Core Strategy for Metropolitan Consolidation Areas is of particular relevance to the subject site:

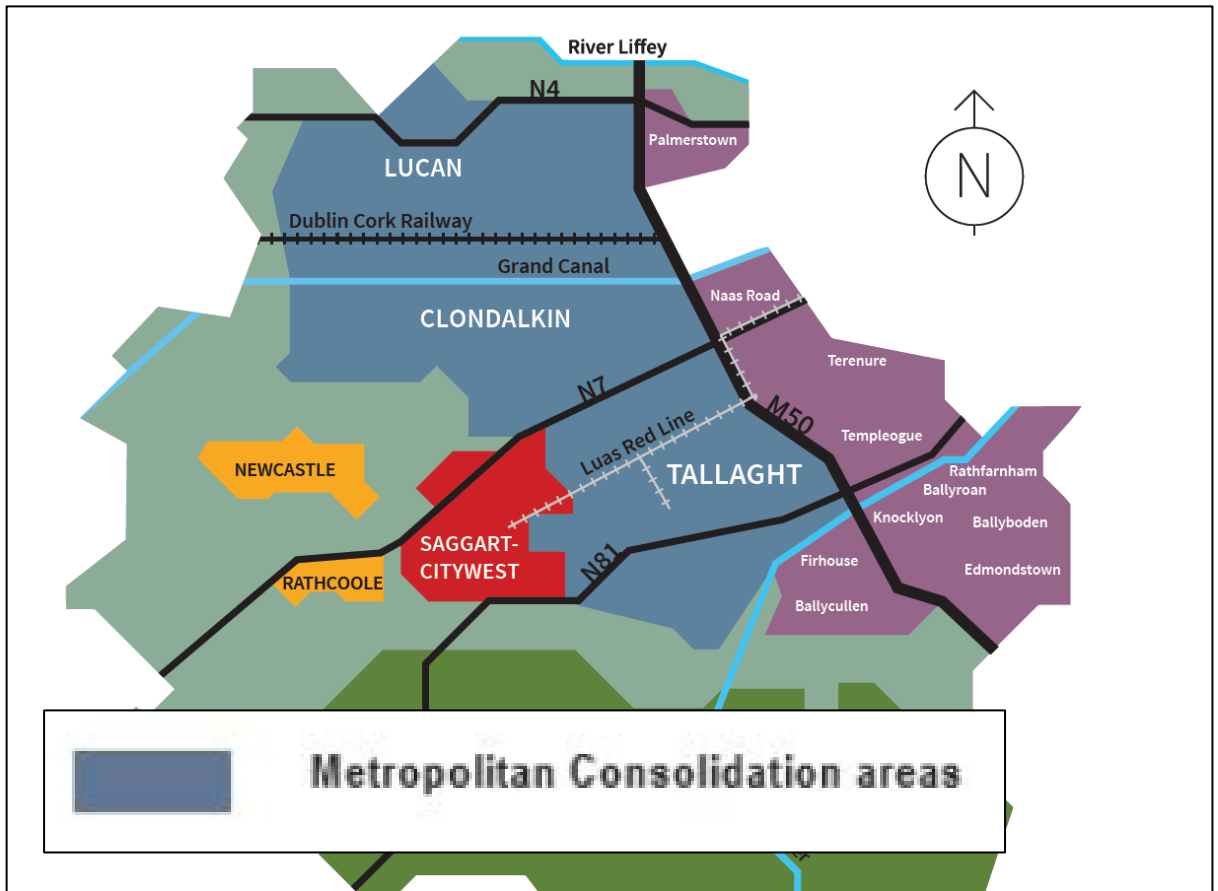
“To promote higher residential densities at appropriate locations, adjacent to town centres or high capacity public transport nodes (Luas/Rail)”.

- 6.6 The Development sets out the following housing capacity (Table 1.5) for Tallaght:

Total Land Capacity (Ha)	Available Housing Capacity (No.S)	% Total in Each Settlement	2011 Pop	Potential Pop (2011 & Forecast 2022)	Infrastructure Comment
157	5,412	13%	67,632	68,789*	No water supply constraints. Dodder Valley Sewerage Scheme would support future expansion in the south of the County. Proposed high capacity transport

¹ Variation No.4 <https://www.sdcc.ie/en/services/planning/development-plan/plan-2016-2022/variation-4-and-5/variation-no-4-and-no-5-final-addendum-report.pdf>

					projects would increase capacity of zoned lands.
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South Dublin County Core Strategy Map (Source: SDCC, 2021) as varied by Variation No. 4 to the Development Plan.

Settlement Strategy

- 6.7 The South Dublin County Settlement Strategy is derived from, and consistent with, the Settlement Strategy for the Regional Spatial and Economic Strategy (RSES). Tallaght, Lucan and Clondalkin were designated Metropolitan Consolidation Towns in the Regional Planning Guidelines (superseded by the RSES). Metropolitan Consolidation Towns are located close to Dublin City and function as part of Dublin City and Suburbs including Key Metropolitan Consolidation Areas.
- 6.8 These areas will continue to be developed at a relatively large scale as part of the consolidation of the Metropolitan Consolidation Area, will continue to support key public transport corridors and be important locations for services, retail and economic activity.
- 6.9 We note the following objectives for the Metropolitan Consolidation Areas within Dublin City and Suburbs:

Policies/Objectives	Consistency
<p>CS1 Objective 1: <i>To promote and support high quality infill development.</i></p>	<p>The proposed development is a high quality proposal on a brownfield site within the built up urban extent of Tallaght.</p>
<p>CS2 Objective 6: <i>To promote higher residential densities at appropriate locations, adjacent to town centres or high capacity public transport nodes (Luas/Rail).</i></p>	<p>The proposed density will ensure an optimal use of land at a highly accessible, serviced and sustainable location.</p>

Zoning

6.10 The property has a ‘Town Centre’ zoning objective to “to protect, improve and provide for the future development of Town Centres”.

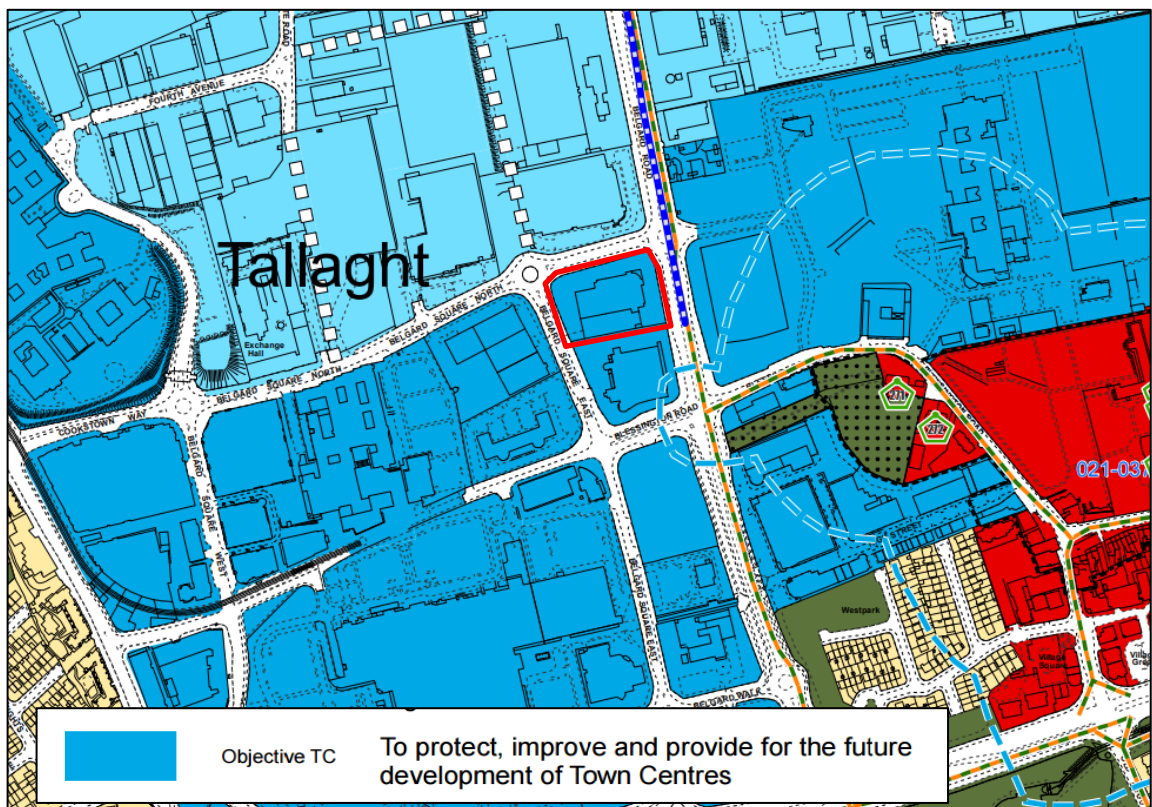


Figure 6.1: Extract of Zoning Map 9 (South Dublin Development Plan Dublin City Development Plan 2016-2022; Subject property outlined in red)

6.11 There is a wide range of permissible uses within a TC – Town Centre zoning objective:

*“Advertisements and Advertising Structures, Bed & Breakfast, Betting Office, Car park, Childcare Facilities, Community Centre, Conference Centre, Crematorium, Cultural Use, Doctor/Dentist, Education, Embassy, Enterprise Centre, Funeral Home, Garden Centre, Guest House, Health Centre, Home Based Economic Activities, Hospital, Hotel/Hostel, Housing for Older People, Industry-Light, **Live-Work Units**, Nightclub, Nursing Home, Office-Based Industry, **Offices less than 100 sq.m, Offices 100 sq.m***

*- 1,000 sq.m, Offices over 1,000 sq.m, Off-Licence, Open Space, Petrol Station, Place of Worship, Primary Health Care Centre, Public House, Public Services, Recreational Facility, **Residential**, Residential Institution, Restaurant/Café, Retail Warehouse, Retirement Home, Shop-Local, Shop-Major Sales Outlet, Shop Neighbourhood, Sports Club/Facility, Stadium, Social Club, Veterinary Surgery.”*

Uses open for consideration are as follows:

“Allotments, Industry-General, Motor Sales Outlet, Outdoor Entertainment Park, Recycling Facility, Science and Technology Based Enterprise, Service Garage, Transport Depot, Traveller Accommodation, Warehousing, Wholesale Outlet.”

- 6.12 The proposed uses are therefore compliant with the zoning objective and is in overall compliance with the zoning objective by providing for future development in the town centre, improving the area as a whole through regeneration of a brownfield site and protecting amenities of existing and planned development.

Housing

Policies/Objectives	Consistency
<p>HOUSING (H) Policy 1 Housing Strategy It is the policy of the Council to implement the Interim South Dublin County Council Housing Strategy 2016-2022 (and any superseding Housing Strategy agreed by the Council) and to carry out a review of the Housing Strategy as part of the mandatory Two Year Development Plan review.</p> <p>H1 Objective 1: To significantly increase the stock of social housing in the direct control of South Dublin County Council in order to meet the long term housing needs of those households on the local authority housing list.</p> <p>H1 Objective 2: To apply a 10% social housing requirement, pursuant to Part V of the Planning and Development Act 2000 (as amended) to all sites that are zoned solely for residential use, or for a mixture of residential and other uses (save where the development qualifies for a modified or amended obligation or is otherwise exempted).</p> <p>H1 Objective 4: To promote social integration and facilitate a diverse range of dwelling tenures within housing developments, including social housing in a balanced way in all Local Electoral Areas of the County.</p> <p>H1 Objective 8: To ensure an adequate provision of social housing across the County through the facilitation of the transfer of lands and other appropriate mechanisms with third parties to ensure an appropriate distribution of</p>	<p>The proposed development will provide 10% dwellings in accordance with Part V of the Planning and Development Act as amended.</p>

Policies/Objectives	Consistency
<p>new social housing, and to avoid additional concentration of social housing above that already in existence.</p>	
<p>HOUSING (H) Policy 6 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.</p> <p>HOUSING (H) Policy 7 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).</p> <p>H7 Objective 1: To ensure that residential development contributes to the creation of sustainable communities in accordance with the requirements of the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG (2009) (or any superseding document) including the urban design criteria as illustrated under the companion Urban Design Manual – A Best Practice Guide, DEHLG (2009).</p> <p>H7 Objective 2: To ensure that residential development provides an integrated and balanced approach to movement, place-making and streetscape design in accordance with the requirements of the Design Manual for Urban Roads and Streets, DTTAS and DEHLG (2013).</p> <p>H7 Objective 3: To support public realm improvements as part of infill developments.</p>	<p>Section 5 of this Statement of Consistency provides detail on how the proposal is consistent with relevant Government Guidance.</p> <p>The proposed development is in accordance with Design Manual for Urban Roads and Streets, DTTAS and DEHLG (2013) as regards movement and streetscape.</p> <p>Public realm improvements are included within this application.</p>
<p>HOUSING (H) Policy 8 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.</p> <p>H8 Objective 1: To ensure that the density of</p>	<p>The proposed density of 327 units per ha. on a site of c. 0.9 hectares will provide a sustainable density located within a public transportation corridor, within c.500m of The Square Luas stop (Luas is recognised as high capacity public transport in the Apartment Guidelines) and multiple high frequency bus routes.</p>

Policies/Objectives	Consistency
<p>residential development makes efficient use of zoned lands and maximises the value of existing and planned infrastructure and services, including public transport, physical and social infrastructure, in accordance with the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG (2009).</p> <p>H8 Objective 2: To consider higher residential densities at appropriate locations that are close to Town, District and Local Centres and high capacity public transport corridors in accordance with the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG (2009).</p> <p>H8 Objective 5: To ensure that developments on lands for which a Local Area Plan has been prepared comply with the local density requirements of the Local Area Plan.</p>	<p>The proposal is a material contravention of H8 Objective 5 as the proposals exceeds the plot ratio (as a metric of density) for the site set out in the LAP, as addressed in detail in the Material Contravention Statement.</p>
<p>HOUSING (H) Policy 9 Residential Building Heights It is the policy of the Council to support varied building heights across residential and mixed use areas in South Dublin County.</p> <p>H9 Objective 1: To encourage varied building heights in new residential developments to support compact urban form, sense of place, urban legibility and visual diversity.</p> <p>H9 Objective 2: To ensure that higher buildings in established areas respect the surrounding context.</p> <p>H9 Objective 4: To direct tall buildings that exceed five storeys in height to strategic and landmark locations in Town Centres, Mixed Use zones and Strategic Development Zones and subject to an approved Local Area Plan or Planning Scheme.</p>	<p>The proposed development provides for a mix of building heights reducing the impression of the building and creating visual interest in the built environment.</p> <p>The proposal is a material contravention of H9 Objective 4 as the proposals exceeds the height for the site set out in the LAP, as addressed in detail in the Material Contravention Statement.</p>
<p>HOUSING (H) Policy 10 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.</p> <p>H10 Objective 1: To ensure that new residential developments provide for a wide variety of</p>	<p>Accommodation within the scheme will be provided through a mix of studio, 1 bed, 2 bed and 3 bed apartment units, with duplex and studio live work units also incorporated. A mix of tenure is also provided with an element of the scheme comprising BTR.</p>

Policies/Objectives	Consistency
housing types, sizes and tenures in line with the Interim South Dublin County Council Housing Strategy 2016-2022.	
Quality of Residential Development	
<p>HOUSING (H) Policy 11 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.</p> <p>H11 Objective 1: 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 in accordance with the standards set out in Chapter 11 Implementation.</p> <p>H11 Objective 2: To promote new residential developments taking account of energy efficiency, prioritising passive house construction standards, as well as renewable energy opportunities, including solar energy where appropriate, in accordance with Part L of the Building Regulations.</p>	<p>The proposed development provides high quality amenity for residents. This development contains no north facing single aspect apartments and provides private open space for each residential unit. The development exceeds the minimum provisions outlined in the Design Standards for New Apartments (2020) and provides high quality and secure residential units and landscaped courtyards / roof garden.</p>
<p>HOUSING (H) Policy 12 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.</p> <p>H12 Objective 1: To ensure that public open space in new residential developments complies with the quantitative standards set out in Chapter 11 Implementation and the qualitative standards set out in Chapter 11 and Chapter 4 of the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG (2009), together with the design criteria illustrated under the Urban Design Manual – A Best Practice Guide, DEHLG (2009).</p> <p>H12 Objective 2: To ensure that there is a clear definition between public, semi-private and private open space at a local and district level and that all such open spaces benefit</p>	<p>Public open spaces includes 2 no. pocket parks and a new pedestrian and cycle route (homezone) to the south allowing connections between future develop to the west and TUD. Public realm improvements to the north will provide a high-quality response to permitted development to the north.</p>

Policies/Objectives	Consistency
<p>from passive surveillance from nearby residential development.</p>	
<p>HOUSING (H) Policy 13 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 (inc. semi-private open space for duplex and apartment units) and that private open space is carefully integrated into the design of new residential developments.</p> <p>H13 Objective 1: To ensure that all private open spaces for apartments and duplexes including balconies, patios and roof gardens are designed in accordance with the qualitative and quantitative standards (including minimum balcony size and depth) set out under Sustainable Urban Housing: Design Standards for New Apartments, DECLG (2015), the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG (2009) and the accompanying Urban Design Manual – A Best Practice Guide, DEHLG (2009).</p> <p>H13 Objective 2: To ensure that new apartments have access to high quality and integrated semi-private open space that supports a range of active and passive uses, in accordance with the quantitative standards set out in Chapter 11 Implementation.</p>	<p>The scheme provides high quality public, communal open space as well as communal (semi-private open space) in accordance with the Design Standards for New Apartments and Development Plan Management Standards.</p> <p>See HQA prepared by C+W O'Brien Architects and Cameo & Partners Landscape Design Statement for full detail.</p>
<p>HOUSING (H) Policy Policy 14 Internal Residential Accommodation</p> <p>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.</p> <p>H14 Objective 1: To ensure that all residential units and residential buildings are designed in accordance with the relevant quantitative standards, qualitative standards and recommendations contained in Sustainable Urban Housing: Design Standards for New Apartments (2015), the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009), the companion Urban Design Manual and have regard to the standards and targets contained in Quality Housing for Sustainable Communities (2007), particularly the standards and recommendations that relate to internal amenity/layout, overall unit size, internal room sizes, room dimensions, aspect, sound</p>	<p>The Housing Quality Assessment prepared by C+W Architects sets out how the proposed development accords with the relevant standards of the Sustainable Urban Housing: Design Standards for New Apartments 2020. Compliance with other relevant Section 28 Guidelines has been set out in this document.</p>

Policies/Objectives	Consistency
insulation, communal facilities, storage, sustainability and energy efficiency.	
<p>HOUSING (H) Policy Policy 15 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.</p> <p>H15 Objective 1: To ensure that there is a clear definition between private, semi-private and public open space that serves residential development.</p> <p>H15 Objective 2: To ensure that all developments are designed to provide street frontage and to maximise surveillance of streets and spaces.</p> <p>H15 Objective 3: To ensure that private open spaces are enclosed within perimeter blocks behind the building line and that they are subdivided by suitably robust boundary treatments of a sufficient height and composition to provide adequate privacy and security.</p> <p>H15 Objective 4: To ensure that opposing balconies and windows at above ground floor level have an adequate separation distance, design or positioning to safeguard privacy without compromising internal residential amenity.</p>	<p>The blocks are arranged in order to provide street frontage on all sides, avoiding blank uninterrupted walls.</p> <p>Residential entrances, tenant amenity and commercial units are located at street level, providing passive surveillance.</p> <p>Communal courtyards are enclosed by residential blocks, with balconies overlooking of communal spaces.</p>

Community Infrastructure

- 6.13 The overall aim of the Development Plan with regard to community infrastructure is to support the planned provision of accessible community and recreational facilities, parks and open spaces.

Policies/Objectives	Consistency
<p>Policy C1 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.</p>	<p>The Tallaght area is well served by a range of essential community infrastructure including healthcare, parks, retail locations and education facilities which has capacity to provide for the needs of the future community.</p>

	Please see enclosed Social Infrastructure Assessment prepared by JSA for full details.
<p>Policy C8 (a) It is the policy of the Council to support and facilitate the provision of good quality and accessible childcare facilities at suitable locations in the County.</p> <p>Policy C8 (b) It is the policy of the Council to require the provision of new childcare facilities in tandem with the delivery of new communities.</p> <p>C8 Objective 1: To support and facilitate the provision of childcare infrastructure at suitable locations such as town, village, district and local centres, adjacent to school sites and in employment areas.</p> <p>C8 Objective 2: To require childcare infrastructure to be provided in new communities on a phased basis in tandem with the delivery of residential development, in accordance with the phasing requirements of Local Area Plans or approved Planning Schemes.</p> <p>C8 Objective 3: To support the provision of small-scale childcare facilities in residential areas subject to appropriate safeguards to protect the amenities of the area, having regard to noise pollution and traffic management.</p>	<p>The proposal includes a creche of c. 144 sq. m</p> <p>Appendix 3 of the Social Infrastructure Assessment sets out the rationale and justification for this childcare facility.</p>

URBAN CENTRES (UC) Policy 1 Urban Centres Overarching

- 6.14 It is the policy of the SDCC to reinforce the role of Tallaght as the County Town at the top of the County's urban hierarchy.
- 6.15 UC2 Objective 1 aims: *"To promote Tallaght Town Centre as the primary urban centre in the County by directing higher order retail, retail services, residential, cultural, leisure, financial, public administration, restaurants/bars, entertainment and civic uses into and adjoining the Core Retail Area of this centre"*.
- 6.16 UC2 Objective 6 also aims: *"To provide a broad range of facilities and services in Tallaght and Clondalkin Town Centres and support the role of these centres as the focus for commercial activity, leisure, entertainment, community activities and public transport"*.

Tallaght Town Centre

- 6.17 It is the policy of the SDCC to reinforce the role of Tallaght as the County Town at the top of the County's urban hierarchy. The following policies (Section 5.1.1) relate to Tallaght:

Policies/Objectives	Consistency
<p>URBAN CENTRES (UC) Policy 1 Urban Centres Overarching</p> <p>It is the policy of the Council to continue to develop the County's network of town centres, village centres, district centres and local centres, based on the following hierarchy: Tallaght as the County Town; Clondalkin as a vibrant Town Centre; Traditional Village Centres as vibrant and sustainable centres; A network of District Centres to serve a district catchment; and A network of Local Centres and local shops to serve a local catchment.</p> <p>UC1 Objective 7: To improve access to the village, district and local centres of the County with particular emphasis on public transport provision and improvements to walking and cycling infrastructure, including disability proofing.</p>	<p>The development improves the adjacent public realm and contributes to the permeability in the area by providing a tertiary route connecting TUD to the Town Centre to the west.</p>
<p>URBAN CENTRES (UC) Policy 2 Town Centres It is the policy of the Council to reinforce the role of Tallaght as the County Town and Clondalkin as a major Town Centre at the top of the County's urban hierarchy.</p> <p>UC2 Objective 1: To promote Tallaght Town Centre as the primary urban centre in the County by directing higher order retail, retail services, residential, cultural, leisure, financial, public administration, restaurants/bars, entertainment and civic uses into and adjoining the Core Retail Area of this centre.</p> <p>UC2 Objective To provide a broad range of facilities and services in Tallaght and Clondalkin Town Centres and support the role of these centres as the focus for commercial activity, leisure, entertainment, community activities and public transport</p>	<p>This development proposal supports the development of Tallaght as a primary urban centre through the provision of high quality residential mixed-use development at a key gateway to the Town Centre.</p> <p>This development proposal includes a mix of uses including small scale retail, supporting the role of the Town Centre as the centre of commercial activity. The development of residential units close to the Town Centre allows the future population to easily avail of public transport connections.</p>

Policies/Objectives	Consistency
<p>URBAN CENTRES (UC) Policy 6 Building Heights</p> <p>It is the policy of the Council to support varied building heights across town, district, village and local centres and regeneration areas in South Dublin County.</p> <p>UC6 Objective 1: To encourage varied building heights in town, district, village, local and regeneration areas to support compact urban</p>	<p>The proposed development entails a good variation of building heights in order to create a sense of place, reduce the overall scale of the building and to add to the visual interest at a strategic location which is a Gateway to the Tallaght Town Centre.</p> <p>The building design responses to the character of the surrounding area</p>

<p>form, sense of place, urban legibility and visual diversity while maintaining a general restriction on the development of tall buildings adjacent to two-storey housing.</p> <p>UC6 Objective 2: To ensure that higher buildings in established areas take account of and respect the surrounding context.</p> <p>UC6 Objective 3: To direct tall buildings that exceed five storeys in height to strategic and landmark locations in Town Centre... and subject to an approved Local Area Plan or Planning Scheme.</p>	<p>providing a contemporary solution to an underutilised, brownfield site.</p> <p>The proposed height will not negatively impact the existing or permitted surrounding context.</p> <p>For a full discussion in regard to the criteria in regard to Urban Development and Building Heights Guidelines for Planning Authorities December (2018) please see Section 5.0.</p> <p>The proposal is not compliant with UC6 Objective 3 in that it exceeds the heights set out for the site in the Tallaght LAP. The justification in this respect is set out in the material contravention statement.</p>
<p>RETAIL (R) Policy 3 Tallaght Town Centre</p> <p>It is the policy of the Council to maintain and enhance the primary retailing and major town centre function of Tallaght Town Centre as a Level 2 Retail Centre.</p> <p>R3 Objective 1: To continue to develop Tallaght as a vibrant and sustainable County Town at the top of the County's settlement and retail hierarchies, and improve Tallaght's importance in regional retail terms.</p>	<p>It is considered that the provision of a number of small-scale retail units within the scheme will further develop and enhance the retail offering in the town, particularly with regard to convenience shopping.</p> <p>The proposed development will help support the provision of additional retail facilities in the village centre without undermining the primacy of the Town Centre as a Level 2 retail Centre.</p>

Transport and Mobility

Policies/Objectives	Consistency
<p>Transport and Mobility (TM) Policy 3 Walking and Cycling</p> <p>It is the policy of the Council to re-balance movement priorities towards more sustainable modes of transportation by prioritising the development of walking and cycling facilities within a safe and traffic calmed street environment.</p> <p>TM3 Objective 1: To create a comprehensive and legible County-wide network of cycling and walking routes that link communities to key destinations, amenities and leisure activities with reference to the policies and objectives contained in Chapter 9 (Heritage, Conservation and Landscape) particularly those that relate to Public Rights of Way and Permissive Access Routes.</p> <p>TM3 Objective 2: To ensure that connectivity for pedestrians and cyclists is maximised in new communities and improved within existing areas in order to maximise access to local shops,</p>	<p>Public realm is provided in the form of a new pedestrian and cycle route providing a pedestrian connection along the southern boundary of the site connecting TUD Tallaght Campus to the east with the Tallaght Town Centre to the west; and 2 No. pocket parks set back from the street along the northern boundary of the site.</p> <p>In addition, public realm improvements are provided along the boundaries of the site, improving legibility of the surround areas. Active frontage will ensure the streetscape is animated resulting in a pleasant environment.</p>

<p>schools, public transport services and other amenities, while seeking to minimise opportunities for anti-social behaviour and respecting the wishes of local communities.</p> <p>TM3 Objective 3: To ensure that all streets and street networks are designed to prioritise the movement of pedestrians and cyclists within a safe and comfortable environment for a wide range of ages, abilities and journey types.</p>	
<p>Transport and Mobility (TM) Policy 6 Road and Street Design</p> <p>TM6 Objective 2: To ensure that all streets and street networks are designed to passively calm traffic through the creation of a self-regulating street environment.</p> <p>TM6 Objective 3: To advance national and local initiatives in relation to road design and safety.</p>	<p>The proposed layout has been designed in accordance with DMURS.</p> <p>Vehicular access to car parking is provided onto Belgard Square East and is designed in accordance DMURS.</p> <p>Please refer to CS Consulting Mobility Management Plan and Statement of Consistency with DMURS for further detail.</p>
<p>TRANSPORT AND MOBILITY (TM) Policy 7 Car Parking It is the policy of Council to take a balanced approach to the provision of car parking with the aim of meeting the needs of businesses and communities whilst promoting a transition towards more sustainable forms of transportation.</p> <p>TM7 Objective 1: To carefully consider the number of parking spaces provided to service the needs of new development.</p> <p>TM7 Objective 2: To effectively design and manage parking to ensure the efficient turnover of spaces.</p> <p>TM7 Objective 3: To ensure that car parking does not detract from the comfort and safety of pedestrians and cyclists or the attractiveness of the landscape.</p> <p>TM7 Objective 4: To make provisions for the use of electric vehicles through a significant increase in the provision of clearly and exclusively designated electric car charging points on public and private land in partnership with ESB and other relevant stakeholders and land owners.</p>	<p>The proposed development provides a sustainable level of car parking having regard to its location at a central and accessible urban location (c. 500m from Luas terminus) as per Design Standards for New Apartments. Please refer to the MMP prepared by CS Consulting Engineers.</p> <p>The parking is internal to the scheme and therefore does not detract from the landscape and has been designed in accordance with DMURS to ensure the comfort and safety of pedestrians and cyclists. Additionally a Quality Audit has been undertaken.</p> <p>All car parking spaces within the development shall be 'future-proofed' by the inclusion of ducting and/or cabling to permit the rapid future installation of EV charging points, as defined in the ESB ecars specification document no. 18017 (<i>Public Charge Points</i>, last reviewed February 2012).</p>

Aviation Safeguarding Requirements

- 6.18 Section 7.8.0 of the Development Plan relates to Aerodromes & Airport. The safeguarding requirements in the vicinity of civil aerodromes are principally set out as 'International Standards and Recommended Practices' within 'Annex 14 to the Convention on International Civil Aviation', which is published by the International Civil

Aviation Organisation (ICAO) and the Irish Aviation Authority Guidance Material on Aerodrome Annex 14 Surfaces (2015).

- 6.19 An Aviation Assessment is submitted with the application that the proposed residential development at the former ABB site complies with all aviation and aeronautical requirements affecting the site.

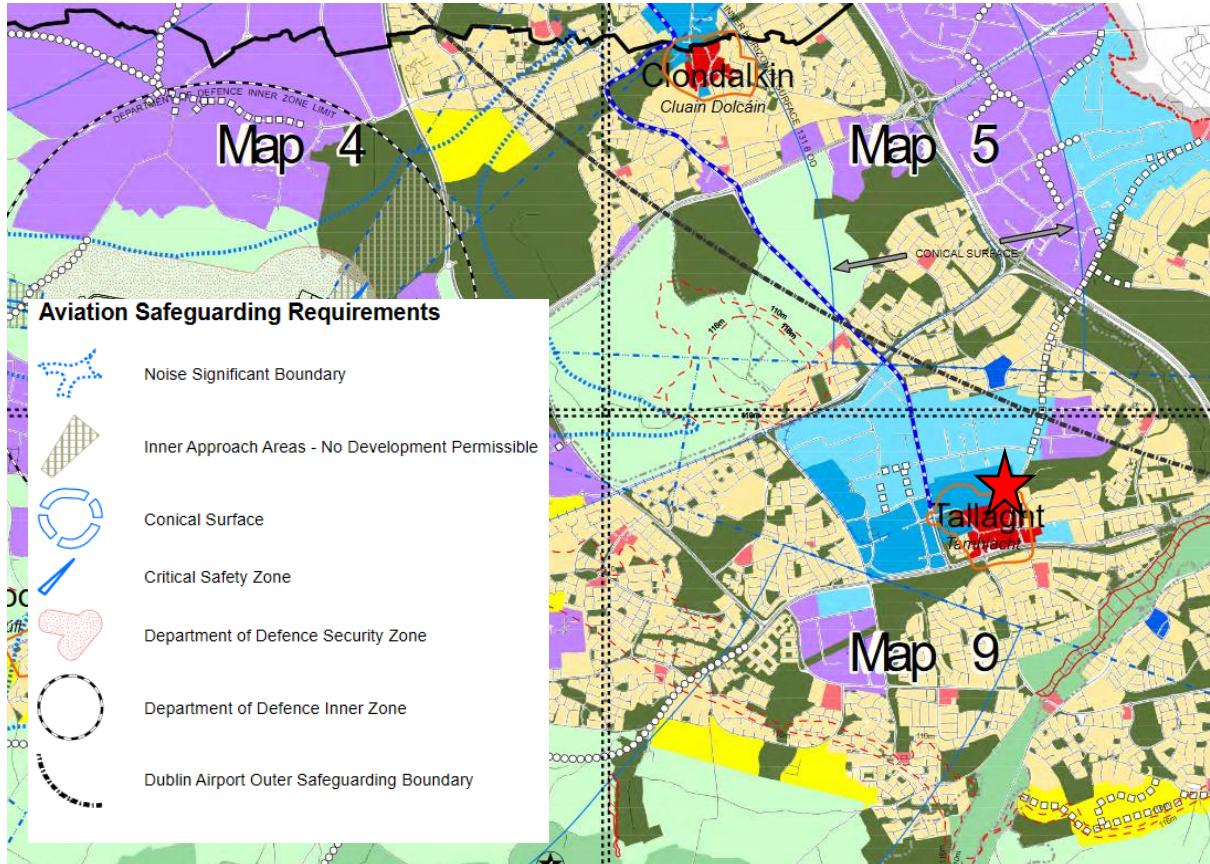


Figure 6.2: Extract from SDCC key map indicating aviation safeguarding zones

Green Infrastructure

- 6.20 Table below sets out relevant county plan development management policies for green infrastructure and an evaluation of the proposed development in terms of each relevant policy. The proposed development will necessitate the removal of all the trees within the site and all those within the public realm on Belgard Road and Belgard Square North & East. Proposed new tree planting is contained within the site Landscape Masterplan. Landscaping will include biodiverse elements and will makes a meaningful contribution to the green infrastructure network.

Policies/Objectives	Consistency
<p>GREEN INFRASTRUCTURE (G) Policy 2 Green Infrastructure Network It is the policy of the Council to promote and develop a coherent, integrated and evolving Green Infrastructure network in South Dublin County that can connect to the regional network, secure and</p>	<p>The proposed development incorporates green infrastructure throughout the development where possible including: the utilisation of SUDS, landscaped courtyards, public realm and roof gardens.</p> <p>The proposed development includes a new tertiary route in accordance with the LAP.</p>

<p>enhance biodiversity, provide readily accessible parks, open spaces and recreational facilities.</p> <p>G2 Objective 5: To integrate Green Infrastructure as an essential component of all new developments.</p> <p>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.</p>	<p>In addition, public realm improvements enhancing the existing footpaths and cycle tracks adjacent to the site are provided.</p> <p>This improves the area's legibility by providing landscaped public areas and distinct features at a Gateway to the Town Centre.</p>
<p>GREEN INFRASTRUCTURE (G) Policy 4 Public Open Space 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.</p> <p>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.</p> <p>G6 Objective 3: To require multifunctional open space provision within all new developments that includes provision for ecology and sustainable water management</p>	<p>The proposed development provides a variety of public, communal and private open spaces in the form of courtyards, roof gardens and pocket parks.</p>
<p>GREEN INFRASTRUCTURE (G) Policy 5 Sustainable Urban Drainage Systems It is the policy of the Council to promote and support the development of Sustainable Urban Drainage Systems (SUDS) in the County and to maximise the amenity and biodiversity value of these systems.</p> <p>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.</p> <p>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.</p>	<p>In accordance with the requirements of SDCC Drainage Division, the development will incorporate SuDS. SuDS proposals are as follows:</p> <ul style="list-style-type: none"> • Permeable Paving to all new parking spaces • Attenuation tank with flow control device, sized to contain 1-in-100 ear storm event and increased by 20% for predicted climate change to limit the surface water discharge from the site during extreme rainfall events. <p>Green roofs are provided</p>

<p>GREEN INFRASTRUCTURE (G) Policy 6 New Development in Urban Areas It is the policy of the Council to support the protection and enhancement of Green Infrastructure in all new development in urban areas, to strengthen Green Infrastructure linkage across the wider urban network and to achieve the highest standards of living and working environments.</p> <p>G6 Objective 2: To require new development to provide links into the wider Green Infrastructure network, in particular where similar features exist on adjoining sites.</p> <p>G6 Objective 3: To require multifunctional open space provision within all new developments that includes provision for ecology and sustainable water management.</p>	
<p>HERITAGE, CONSERVATION AND LANDSCAPES (HCL) Policy 1 Overarching It is the policy of the Council to protect, conserve and enhance natural, built and cultural heritage features, and to support the objectives and actions of the County Heritage Plan.</p> <p>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.</p>	<p>Please refer to the EclA, Natura Impact Statement and EIA Screening submitted with the application. On the basis of no anticipated adverse impact, the proposal is compliant with this policy.</p>

Heritage

- 6.21 The Table below sets out compliance with Chapter 9 of the Development Plan Heritage, Conservation & Landscapes. South Dublin benefits from rich and varied natural heritage features, habitats and landscapes such as those located in the Dublin Mountains and the Liffey and Dodder Valleys. Tallaght development around an early Christian ecclesiastical settlement and through the intervening centuries.
- 6.22 There are no recorded monuments or protected structures located in close proximity to the proposed development. As highlighted in the preceding Sections The existing building is in close proximity to an area of Archaeological Potential. The closest structure listed in the Record of Protected Structures of the Development Plan is Ref No. 271 St. Maelruan’s Church and Monastic Enclosure. The Church is located c.350m to the east of the building.
- 6.23 The proposed development is not located close to any Prospects to be Preserved and Protected nor within a sensitive landscape.

Policies/Objectives	Consistency
<p>HERITAGE, CONSERVATION AND LANDSCAPES (HCL) Policy 2 Archaeological Heritage It is the policy of the Council to manage development in a manner that protects and conserves the Archaeological Heritage of the County and avoids adverse impacts on sites, monuments, features or objects of significant historical or archaeological interest.</p> <p>HCL1 Objective 1: To protect, conserve and enhance natural, built and cultural heritage features and restrict development that would have a significant negative impact on these assets.</p> <p>HCL2 Objective 2: To ensure that development is designed to avoid impacting on archaeological heritage that is of significant interest including previously unknown sites, features and objects</p>	<p>An Archaeological Impact Assessment has been prepared by IAC.</p> <p><i>Given the level of development that has taken place within the proposed development area, it is probable that any archaeological remains that may have been present within the site have since been removed. As such, no adverse impacts on the archaeological resource are predicted as a result of the development going ahead.</i></p> <p>The proposed development will not have any negative impact on natural, built and cultural heritage features in the area.</p>

Energy

- 6.24 Table below sets out compliance with Chapter 10 of the Development Plan Energy Policies

Policies/Objectives	Consistency
<p>ENERGY (E) Policy 2 South Dublin Spatial Energy Demand Analysis It is the policy of the Council to implement the recommendations of the South Dublin Spatial Energy Demand Analysis (SEDA) in conjunction with all relevant stakeholders, promoting energy efficiency and renewable energy measures across the County.</p> <p>E2 Objective 7: To require, where feasibly practical and viable, the provision of PV solar panels in new housing and apartment builds, for electricity generation/storage and/or water heating, so as to reduce the long term energy/heating costs of residents living in such dwellings, to minimise carbon emissions and to reduce Ireland's dependency on imported energy derived from fossil fuels.</p>	<p>The proposed development includes Solar PV panels located on the roof</p>
<p>ENERGY (E) Policy 4 Energy Performance in New Buildings</p>	<p>The proposed development will be built to the highest possible standard of energy efficiency. The building services design strategy for the proposed development</p>

<p>It is the policy of the Council to ensure that new development is designed to take account of the impacts of climate change, and that energy efficiency and renewable energy measures are considered in accordance with national building regulations, policy and guidelines.</p> <p>E4 Objective 1: To ensure that medium to large scale residential and commercial developments are designed to take account of the impacts of climate change, including the installation of rainwater harvesting systems, and that energy efficiency and renewable energy measures are incorporated in accordance with national building regulations, policy and guidelines.</p>	<p>utilises as many sustainable design options and energy efficient systems that are technically, environmentally and economically viable for the project to achieve a low energy and environmentally friendly development, while also providing suitable dwellings to meet current market demands.</p> <p>A green roof will be provided for sections of roof areas as outlined in the Architectural and Landscape Drawings.</p> <p>Please see Sustainability Report carried out by Metec.</p>
<p>ENERGY (E) Policy 6 Low Carbon District Heating Networks (a) It is the policy of the Council to support the development of low carbon district heating networks across the County based on technologies such as combined heat and power (CHP), large scale heat pumps, and renewable energy opportunities including geothermal energy, energy from waste, biomass and bio-gas.</p> <p>E6 Objective 3: To ensure that all development proposals in Low Carbon District Heating Areas of Potential carry out an Energy Analysis and explore the potential for the development of low carbon district heating networks.</p>	<p>The proposed development will utilise district heating as the preferred method. The development will be serviced via the Tallaght District Heating Scheme which is being led by South Dublin County Council with support from Codema.</p> <p>The development is however designed with sufficient space for plant should the District Heating system not connect to the subject development.</p> <p>Please see Energy Analysis carried out by Metec Consulting Engineers.</p>

Implementation

- 6.25 Chapter 11 sets out development standards and criteria that arise out of the policies and objectives of the County Development Plan, to ensure that development is in accordance with proper planning and sustainable development.
- 6.26 We note the following key areas:
- Place Making & Urban Design
 - Development Management Thresholds
 - Housing
 - Transport and Mobility
 - Refuse Storage & Recycling Facilities in Developments

Policies/Objectives	Consistency
Place Making and Urban Design	
11.2.1 DESIGN STATEMENTS	The proposed development includes a design statement

<p><i>All medium to large scale development proposals (10 dwellings and above and/or commercial, retail or community developments of 1,000 sq. metres and above, or as otherwise required), shall be accompanied by a Design Statement. The Design Statement should consist of:</i></p> <p><i>A Site Analysis</i></p> <p><i>A Concept Plan and/or Masterplan</i></p> <p><i>A statement based on the design criteria set out in the relevant National Planning Guidance documents listed in Section 11.2.0 and/or tables 11.17 and 11.18 as outlined below.</i></p> <p><i>A statement or Quality Audit addressing street design as outlined within the Design Manual for Urban Roads and Streets.</i></p>	<p>prepared by C+W O'Brien Architects which sets out the rationale and design considerations for the development.</p> <p>A Statement of Consistency with DMURS has also been prepared by CS Consulting Engineers.</p> <p>A Quality Audit is submitted</p>
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Housing

Mix of Dwelling Types

- 6.27 Section 11.3.1 of the Development Plan sets out guidance in regard to mix of dwellings. The overall dwelling mix in residential schemes should provide for a balanced range of dwelling types and sizes to support a variety of household types. The proposed development entails a broad mix of unit types, tenures and sizes, the 334 no. apartment/duplex units comprise:

Overall No. of units	334 No.
Overall Unit Mix	<ul style="list-style-type: none"> • 2 no. studio units (1%) • 193 No. 1 bed units (58%) • 13 no. 2 bed (3 person) units (4%) • 115 no. 2 bed (4 person) units (34%) • 11 no. 3 bed units (3%)
BTR Units	118 No. (35%)
BTR unit mix	<ul style="list-style-type: none"> • 91 no. 1 bed units (77%) • 1 no. 2 bed (3 person) units (1%) • 26 no. 2 bed (4 person) units (22%)
Non BTR Units	216 No. (65%)
Non BTR unit mix	<ul style="list-style-type: none"> • 2 no. Studio Live-Work units (1%) • 1 no. 2 bed Live Work Unit (1%) • 102 no. 1 bed units (47%) • 12 no. 2 bed (3 person) units (6%) • 88 no. 2 bed (4 person) units (40%) • 11 no. 3 bed units (5%)

6.28 The proposed wide mix of units have been demonstrated to meet potential market demand and are well suited for the area.

Residential Density

6.29 The Development Plan outlines that that the density of the site should be determined with reference to the Sustainable Residential Development in Urban Areas Guidelines (2009). The details of these guidelines have been outlined and applied to the subject development in section 5.0.

6.30 In addition to this, the development plan stated that new developments should be greater than 35 dwellings per hectare. The proposed development, located within a public transport corridor is in compliance with this objective.

Public Open Space/ Children’s Play

- 6.31 In keeping with the Development Plan requirements, Cameo & Partners have prepared a Landscape strategy for this development. 1,489 sqm public open space is provided as part of the development in the form of landscaped courtyards.
- 6.32 As part of the Councils Five Year Play Space Programme, each new residential development is required to incorporate a children’s play area as part of the landscape plan. In developments over 50 units, this space is required to be a formal provision, supervised and accessible. The proposal includes a children’s play area within the communal courtyards. This detail is set out in the Cameo & Partners Landscape Architects Design Statement and associated drawings, included with this pre-application submission.

Dwelling Standards

- 6.33 We refer the Board to the Housing Quality Assessment prepared by C+W O'Brien Architects which sets out how the proposed development complies with the Design Standards for New Apartments. We also refer to Section 5.0 which sets out response to these Guidelines in full.

Dual Aspect

- 6.34 The development plan deferred the guidance on Dual Aspect ratios to the Design Standards for New Apartments. These guidelines state that 33% of apartment units are required to be dual aspect in urban areas. For Central and/or Accessible Urban Locations, the minimum amount of dual aspect units is 33%.
- 6.35 As the subject site is within 500 m of a Luas stop it is considered an urban area and therefore the ratio of dual aspect units should be 33% or more in accordance with the Design Standards for New Apartments. The proposed development has a dual aspect ratio of 44%. This is considerably above the required 33%.

Access Cores and Communal Areas

- 6.36 In apartments schemes, own door access should be facilitated where possible. Where shared access lobbies do occur, the number of units served by one entrance should be minimised. As part of this development, shared lobbies have been limited when possible and the inclusion of own door units has been provided where possible and with the addition of live/work and duplex units.
- 6.37 The proposed ground floor units and live work units maintain own door access.

Clothes Drying Facilities

- 6.38 Ventilated areas for drying and washing clothes are provided in each apartment. The proposed units have adequate space for clothes washing and drying facilities.

Transport and Mobility

- 6.39 Tables 11.23 and 11.24 of the Development Plan set out the Maximum Parking rates for residential development. Parking rates are divided into two main categories, Zone 1 and Zone 2. The subject development is located in Zone 1, the proposed car parking is below that of the development plan, which are considered maximum standards.

Please see the Transport Report by Cronin Sutton for further details with respect to compliance.

- 6.40 Tables 11.22 of the Development Plan set out the Maximum Cycle Parking rates for residential development however these standards are now superseded by the Design Standards for New Apartment Guidelines for Planning Authorities (December 2020) which set out a standard of a general minimum standard of 1 cycle storage space per bedroom shall be applied. For studio units, at least 1 cycle storage space shall be provided. Visitor cycle parking shall also be provided at a standard of 1 space per 2 residential unit.

EV Charging

- 6.41 The Electric Transport Programme (2008) contains a target for 10% of the national road transport fleet to be electrically powered by 2020.
- 6.42 To facilitate the use of electrically operated cars and bicycles in line with National Policy, the proposed development includes facilities for the charging of battery operated cars at 20% of the total car parking spaces. All car parking spaces within the development shall be ‘future-proofed’ by the inclusion of ducting and/or cabling to permit the rapid future installation of EV charging points.

Transport and Traffic Assessments

- 6.43 Section 11.4.5 requires new development to prepare Transport and Traffic Assessments (TTAs) in order to promote more efficient use of investment in transportation infrastructure, reduce travel demand and promote road safety. The TTA prepared by CS Consulting considers the impact of the proposed development on the local and broader street network, a rationale for the proposed level of car parking and is prepared in accordance with the Traffic and Transport Assessment Guidelines (2014).
- 6.44 The subject site has an excellent level of public transport availability and reduces its car parking provision, as such will not negatively impact the capacity of the local road network which will cater for all new trips to be generated by the development.

Refuse Storage & Recycling Facilities in Developments

- 6.45 Section 11.6.5 of the Development Plan sets out the location and design criteria of refuse storage and recycling facility. The proposed facilities are easily accessible for residents, will not present an odour problem and will not significantly detract from the residential amenities of adjacent property or future occupants.
- 6.46 Provision for the storage and collection of waste materials shall be in accordance with the guidelines for waste storage facilities in the relevant Regional Waste Management Plan and the design considerations contained in Section 4.8 and 4.9 of the Design Standards for New Apartments (2020).

TALLAGHT TOWN CENTRE LOCAL AREA PLAN 2020-2026

- 6.47 The subject site is located within the boundary of the Tallaght Town Centre Local Area Plan (LAP) which came into effect on 20th July 2020. The purpose of the Plan is to

provide a strategic framework for the sustainable development of Tallaght Town Centre.

6.48 The LAP sets out the following to be achieved during the lifetime of the plan:

- *Delivery of between 3,000 and 5,000 new homes.*
- *Delivery of a mix of new employment spaces .*
- *Development of Tallaght Stadium’s Fourth Stand.*
- *Redevelopment, enhancement of the Square Shopping Centre.*
- *Provision of cycling and pedestrian infrastructure links.*
- *Provision of new schools.*
- *Improvements to the street network including extensions to Airton Road and Cookstown Road.*
- *Enhancement of existing green spaces.*
- *Creation of a network of public open spaces.*
- *Development of new transport interchange at the Square.*
- *Enhanced bus services across the centre.*
- *District heating system (HeatNet).*

6.49 As set out in the following section, the proposed development will support the achievement of many of the above objectives in particular a contribution to the delivery of new homes, the provision of cycling and pedestrian infrastructure and creation of new public open spaces.

6.50 The LAP states that “*over a period of up to 20 years, it is envisaged that the full regeneration of the LAP lands could deliver between 8,410 to 11,090 new homes, achieve a population of up to 34,000 people within the LAP lands and an additional 704,000m² to 1,024,000m² of non-residential floor space which could accommodate an additional 7,800 to 15,300 jobs.*”

6.51 The proposed development is in compliance with this strategic aim of the LAP.

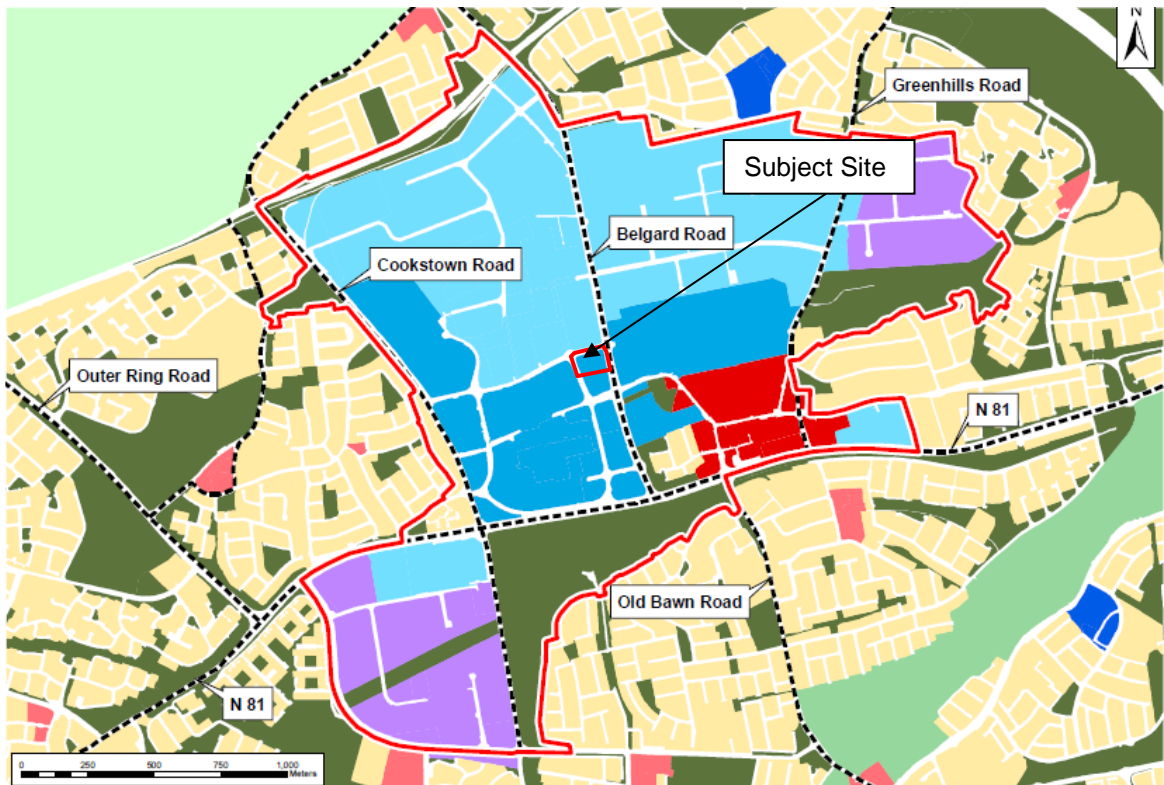


Figure 6.3: Boundary of the Tallaght Town centre Local Area Plan

- 6.52 Consistent with the Development Plan the subject site is zoned Objective TC ‘To protect, improve and provide for the future development of Town Centres’.
- 6.53 The LAP sets out a series of overarching objectives, the proposed development supports the achievements of the following objectives in particular:
- ***Deliver a quality built environment:*** Create a built form that will shape the future spatial development of Tallaght Town Centre, while fulfilling the future potential of the Town Centre using best practice urban design principles.
 - ***Deliver a network of connected neighbourhoods:*** To provide a vision for each of the neighbourhood areas and provide guidance on future building form in these areas, in terms of land use, building frontage, access and movement, green infrastructure and building height.
 - ***Deliver sustainable residential communities:*** To strengthen Tallaght’s appeal in terms of residential and community facilities and ensure the balanced provision of residential tenures, community facilities and services for the existing and future residents in order to promote health and wellbeing, social inclusion and quality of life.
- 6.54 The proposed development is in compliance with the above strategic objectives of the LAP through the delivery of a high quality, residential development in the Town Centre which is fully integrated and connected to the surrounding urban environment and neighbourhoods.
- 6.55 The Plan comprises nine chapters, setting out the strategies and objectives, which will guide the future development of the Plan area during the period of the plan. The Plan lands are divided into eight Neighbourhood Areas, the ABB site is located in ‘The Centre’.

Urban Framework

6.56 Chapter 2 of the LAP sets out the urban framework for the lands, promoting a place-making approach to movement through the creation of permeable spaces and routes which facilitate connectivity between new development areas, the existing town centre, public transport nodes and existing communities.

6.57 Chapter 2 is set out as follows:

- Access and Movement
 - o Street Network and Route Structure
 - o Pedestrian and Cycle Movement
 - o Public Transport
 - o Urban Framework
- Land Use and Urban Function
 - o Types of Development and Land Use Mix
 - o Mixed-use Frontages
 - o Changing Nature of Areas
- Neighbourhoods
- Intensity of Development
 - o Plot Ratio
 - o Height and Built Form
 - o Block Size and Form
 - o External Finishes and Appearance
- Public Realm and Open Space
 - o Interaction with the Public Realm
 - o Public Open Space
 - o Open Space and Green Infrastructure
 - o Development Capacity

6.58 Chapter 2 sets out a series of objectives as informed by the provision of the Development Plan. The proposed development in particular supports the achievement of Objective UF1-6 which aims:

- *to direct land uses and intensity of development in a manner that creates a sustainable urban form, based on the integration of land use and transport planning (Objective UF1)*

6.59 The proposed development is in compliance with UF1 as it provides a use at a density which is suitable given the surrounding urban form and availability of transport infrastructure including road and public transport.

- *To promote a mix of uses in a manner that creates a sustainable and active area (Objective UF2)*

6.60 The proposed development is in compliance with UF2 as it contributes to the mixed-use context of Tallaght Town Centre which is mainly commercial in nature with some residential. The development itself contains a suitable mix of uses with small scale commercial proposed.

- *To ensure that development is carried out in a design led manner that prioritises place making and accords with the core principles of urban design and the creation of integrated streets (Objective UF3);*

6.61 The proposed development is in compliance with UF3 as it proposes a high quality architectural solution to the site itself and responds to the surrounding urban context.

The development will integrate through its massing and scale which responds to potential future and existing development. Open spaces have been carefully considered to create a sense of place for future residents, namely through landscaping, passive surveillance and the aspect of units but while also maintaining privacy for units.

- *To ensure that development is laid out in a series of blocks and plots that are legible, permeable and appropriate in land use, scale, building height, street widths, urban grain and street frontages (Objective UF4);*

6.62 The proposed development is in compliance with UF4 through the creation of a strong urban edge with tree lined boulevard to Belgard Square North; public realm enhancements including 2 no pocket parks set back from street edge; and pedestrian connection to the south, the proposed development makes a significant improvement on the existing condition which provides no contribution to the built environment. The 3 finger block layout maximises views of the Dublin Mountains to the south. The proposed development provides improved access and permeability for the existing and emerging community through the delivery of a pedestrian connection along the southern boundary of the site.

- *To upgrade existing and design new streets using an integrated approach to pedestrian, cyclist and vehicular movement and ensure that the movement function of each street is reflected by an appropriate design response and design speed (Objective UF5);*

6.63 The proposed development is in compliance with UF5 as the proposed layout has been designed in accordance with DMURS. Further the main pedestrian linkage is provided in the form of a new tertiary route providing a pedestrian connection along the southern boundary of the site connecting TUD Tallaght Campus to the east with the Tallaght Town Centre to the west; and 2 No. pocket parks set back from the street along the northern boundary of the site.

6.64 In addition, public realm improvements are provided along the boundaries of the site, improving legibility of the surround areas. Active frontage will ensure the streetscape is animated resulting in a pleasant environment.

- *To provide attractive, interesting and well used public realm and open spaces using place making and urban design principles, creating a pedestrian centred environment with active, inviting public spaces and parks (Objective UF6);*

6.65 As set out in response to UF5 above, in compliance with UF6 the proposed development provides a key contribution to the area through legibility, public spaces, and promoting cyclist and pedestrian movement through the area.

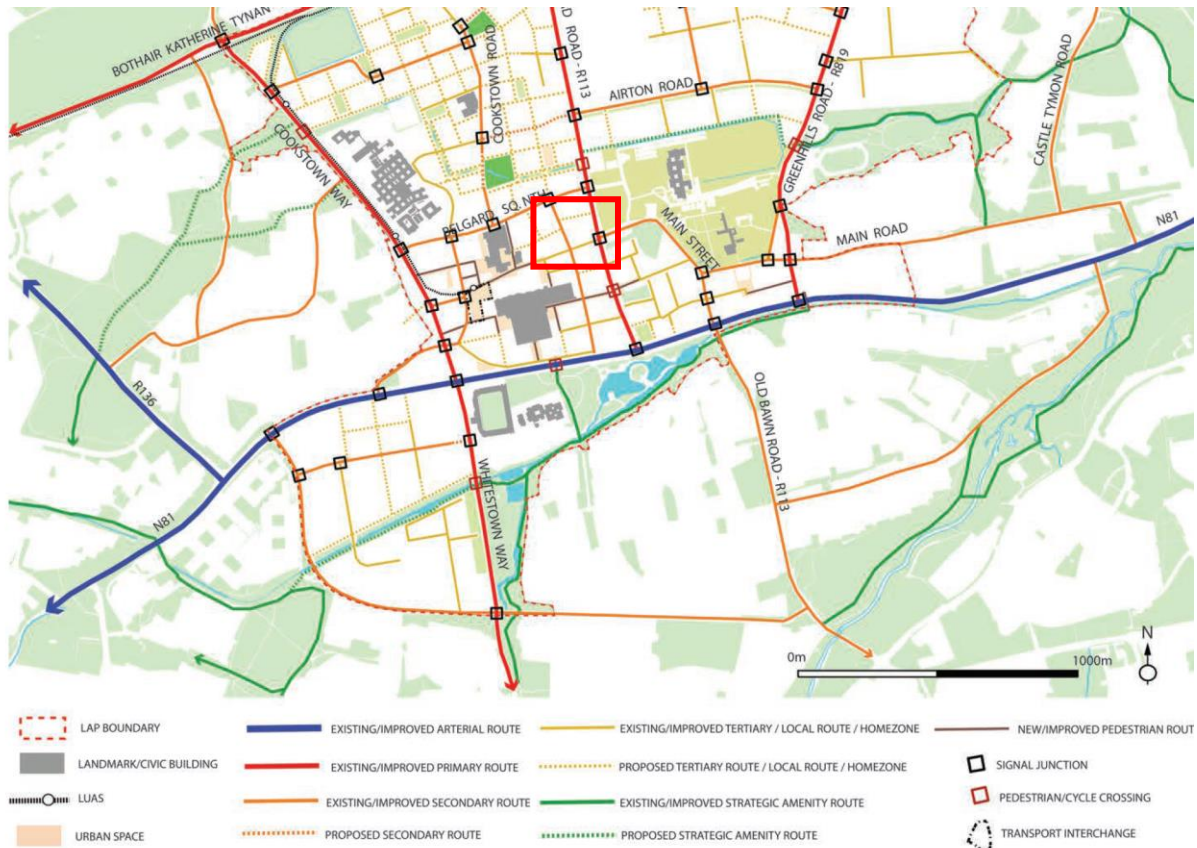


Figure 6.4: Extract from Figure 2.1 'Route Structure with subject site outlined in red. (Source: SDCC 2021)

Access and Movement (Section 2.2 of the LAP)

- 6.66 The proposed development is consistent with the LAP street network and route structure which provides the basic physical framework for the plan lands and for urban blocks and open spaces (Figure 2.1 of the LAP). It provides frontage along all sides and the delivery of the tertiary route to the south.
- 6.67 Highlighted in this section is the requirement for:

'Tertiary routes which provide the finer network of local streets between the primary and secondary routes'.

Pedestrian and Cycle Movement

- 6.68 The roads adjacent to the subject site have been identified for new/improved cycle infrastructure. The proposed development provides a new tertiary route through the site to the south and allows for future cycle paths adjacent to the site thus supporting the achievement of the block structure and network of routes. Existing on street cycle path to the east will not be impacted by the current proposal.
- 6.69 The proposed development supports the achievement of the '15 minute City' or the '10 minute settlement' concept, this entails ensuring that residents living in a city have access to essential urban services within a 15 minute walk or bike of their home. This concept is widely recognised in urban planning research however is only recently becoming evident in planning policy.

6.70 Objective AM2 states:

It is an objective of the LAP to encourage the principle of filtered permeability at suitable locations throughout the LAP area (Objective AM2).

6.71 In compliance with AM2, the proposed development helps the achievement of this objective through the provision of new tertiary route and more generally through improvement of public realm and legibility around the site.

Public Transport

6.72 The LAP states:

It is a key objective of the Plan to maximise existing and proposed public transport opportunities, including high quality Luas and bus services, and to support these opportunities with an integrated network of streets and routes with a clear hierarchy that promotes walking and cycling.

6.73 The subject site is located within a 500m of the Luas Tallaght (The Square) station and along Belgard Square North which is served by frequent Dublin Bus services. Belgard Square North is indicated as an indicative high capacity bus route in the LAP. See below map.

6.74 It is anticipated that the Bus Connects Core Route No.9 'Greenhills to City Centre' will be located on the roads surrounding the subject site. The proposed development will not negatively impact the potential delivery of this route. The Applicant has engaged with the NTA to ensure design compatibility in this regard.

6.75 The strategy for the Plan is to encourage greater use of public transport through enhanced connectivity within and into the Plan area, including improved pedestrian network, access to public transport stops and public transport services. The proposed development supports the achievement of this goal through the reduction of car parking provision, public realm improvement and its proximity to public transport that residents can easily access.

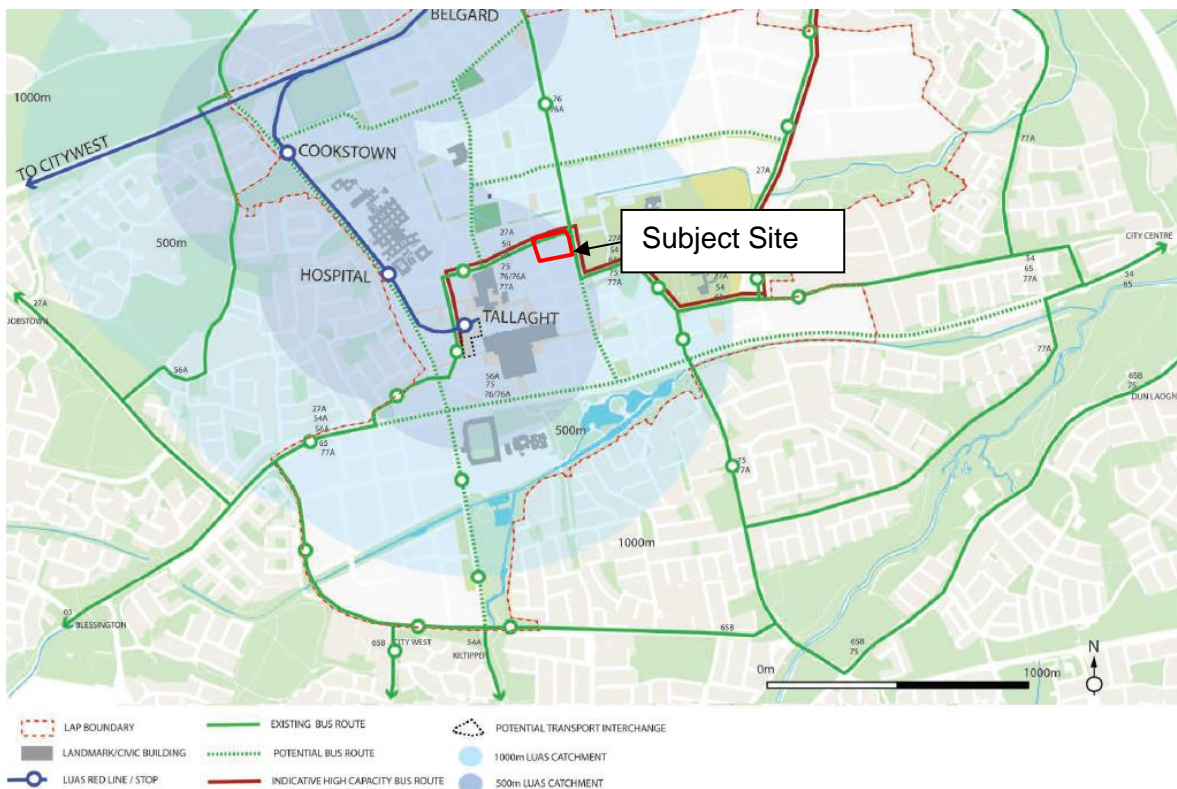


Figure 6.5: extract from figure 2.3 of the LAP 'Public Transport' map.

Urban Framework (Section 2.3)

6.76 The LAP sets out the long term blue print for the development of an urban structure in Tallaght. The key elements of the proposed urban structure for Tallaght are set out below:

- ***Consolidation and extension of existing urban block structure in the Centre, in and around Tallaght Cross and The Square;***

6.77 The proposed development will result in the delivery of a significant block which forms a key gateway to Tallaght Town Centre.

...

- ***Coherent, regular and enclosing building frontage to the primary and secondary streets and the main urban spaces and squares. This has the benefit of enhancing the streetscape and providing a greater sense of urbanity and enclosure along some of the existing routes such as Belgard Road. It will also provide greater overlooking and passive surveillance of public areas;***

6.78 The layout and block structure of the proposed development will result in a strong urban frontage to all sides of the block responding to the important access route to the north and east. We note the permitted development to the north and are responding to the likely scale of buildings opposite.

- ***Connecting with adjoining communities to address issues of poor linkages between the Centre and the existing, surrounding communities in the wider Tallaght area;***

6.79 The proposed tertiary link to the south will enable a new east-west connection for the area.

- ...**New network of public space that are distinctive in terms of function, design and appearance, enhancing public realm within the Plan area.**

6.80 As set out above the public spaces have been carefully considered and will result in a high quality public realm contributing to the network of public spaces in the area.

6.81 The Urban Framework identifies different character areas/uses and requirements for development across the Plan lands. Much of the lands zoned for regeneration located to the north of the subject site typically comprise low rise industrial uses which generally have a low density of workers per floorspace and which is similar to the existing site conditions.

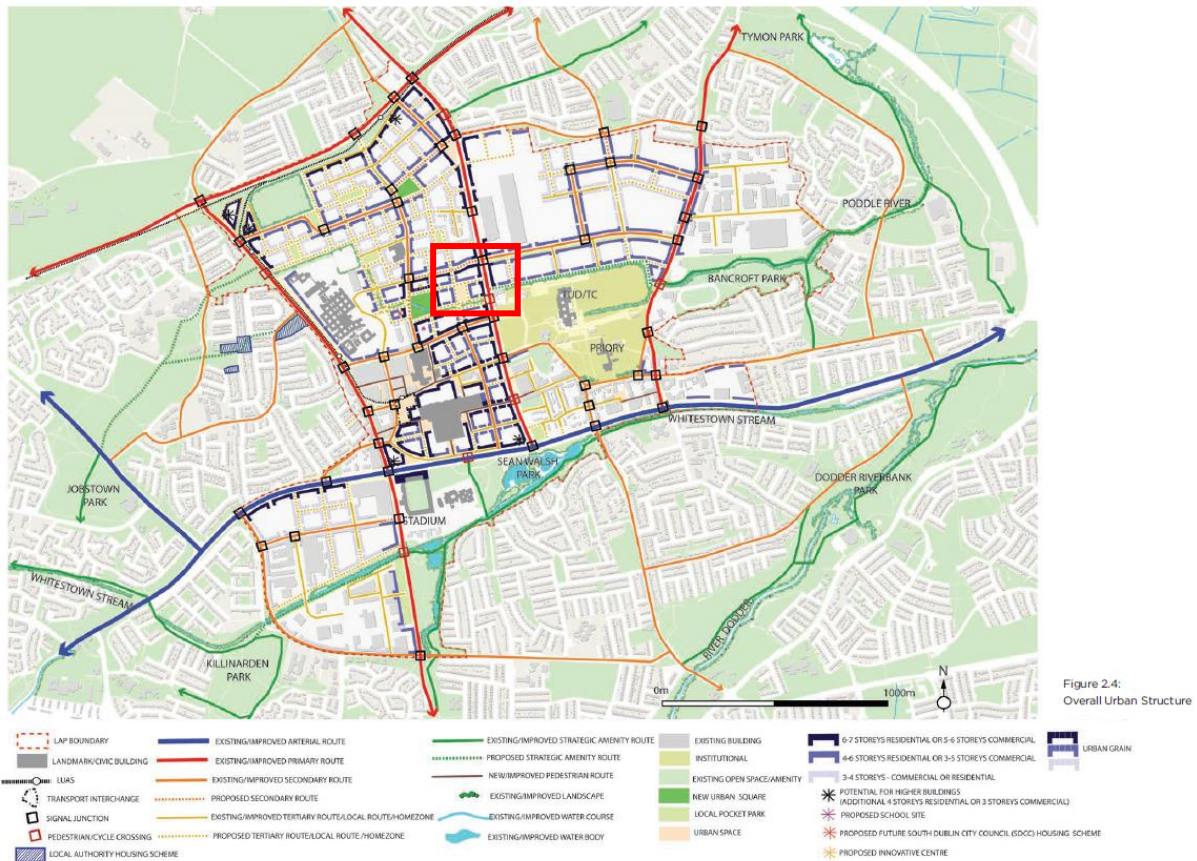


Figure 6.6: Overall Urban Structure

6.82 The LAP provides for flexibility in relation to the proposed urban structure where it is demonstrated that *‘the overarching objectives of the urban framework and key elements of the proposed urban structure are achieved in any alternative layout’*. In regard to the subject site key considerations are met such as compliance with broader street / block structure, provision of frontage on all sides and enhanced public realm which result in a coherent design response to the site context.

6.83 The subject site is identified as 6-7 storey for residential or 5-6 storeys commercial at the northern and eastern parts of the site and 4-6 storeys residential or 3-5 storeys commercial on the southern and western parts of the site.

6.84 The proposed development exceeds this height limit. However given the provisions of the *Urban Development and Building Heights Guidelines for Planning Authorities*

(December 2018) additional height may be acceptable subject to compliance with the development management criteria.

- 6.85 Please see Section 5.0 for full response to Urban Development and Building Heights Guidelines for Planning Authorities development management criteria; and enclosed Statement of Material Contravention setting out the rationale for increased height at this location.

Landuse and Urban Function (Section 2.4)

- 6.86 The Urban Framework acknowledges the need for mixed use development across the Plan area. In general land use mix will be determined having regard to land use zoning, urban function and the overall urban framework for the neighbourhood. For example, the Plan states that *“in The Centre (contains the subject site) and Cookstown higher levels of mixed use are achievable in proximity to the core of the Town Centre and proximate to Luas stops”*.
- 6.87 The LAP promotes more intensive land-uses in the transitional and transformational areas comprising low rise industrial uses to accommodate higher density residential and employment uses.

Types of Development and Land Use Mix

- 6.88 The types of development that will be ‘permissible in principle’ and ‘open for consideration’ in the Plan lands are set out under Chapter 11 of the Land Use Zoning Tables in the South Dublin County Council Development Plan 2016–2022. The Compliance of the proposed Development with this policy is fully set out previously. The LAP acknowledges the need for mixed use development across the Plan land.

Mixed Use Frontages

- 6.89 The subject site has been identified for mixed use frontages (Figure 2.5 of the LAP). The Plan states the following in relation to mixed use frontages:

“As a minimum, the mixed-use frontages identified in the Urban Function concept are required to have a mixed-use element and have a non-residential frontage at ground floor level, or some other acceptable alternative which performs the same function of providing activity at ground floor level. Minimum floor to ceiling heights of between 3.5 and 4 metres will be required to facilitate non-residential uses. Residential elements are appropriate in Greenhills and Broomhill along mixed-use frontages; Belgard Road, Airton Road, Broomhill and Greenhills Road, subject to integrating effectively with existing uses.”

- 6.90 The proposed development entails a good range of mixed-use frontage including commercial units and work spaces of the live-work units as well as double height access points to the blocks and residential amenities at ground floor level.
- 6.91 Compliance with Development Plan standards such as floor to ceiling heights for non-residential space, space for loading and servicing, signage, noise mitigation measures, hours of operation, bicycle and operational parking are set out within C+W O’Brien Design Rationale and Drawings.

Neighbourhoods (Section 2.5)

- 6.92 The LAP divides the lands into a series of ‘neighbourhoods’, the subject site is located within the neighbourhood known as the ‘The Centre’. In relation to this neighbourhood the Plan states:

“Continued transformation towards a high quality mixed use urban centre of city scale and character, promotion of new and enhanced retail, civic and town centre uses, new employment space and a vibrant mix of residential, that will support the whole of the County all set within an attractive network of streets, spaces and buildings”.

- 6.93 As widely set out within this report and the application documentation, the proposed development is in compliance with this consideration as it entails a development of a suitable scale, high quality and appropriate mix of uses. As such, the development will support this transformation of the area.

Intensity of Development (Section 2.6)

- 6.94 The key development parameters used by the LAP include:

- Plot Ratio
- Height and Built Form
- Block Size and Form
- External Finishes and Appearance

- 6.95 The LAP notes that Higher and medium intensity areas should be located primarily around the existing retail and administration centre including The Centre and the Luas Stations on the Cookstown and Belgard Roads. Further stating that:

Higher density of residential development in the form of mixed-use developments are desirable in these locations for reasons of their centrality, location proximate to transport nodes and/or the range of facilities currently available, subject to compliance with the concepts of this plan and the relevant Guidelines

- 6.96 As a higher density development, the location is considered entirely suitable given its proximity to Tallaght Town Centre, employment areas, other community facilities and public transport infrastructure.

- 6.97 *Density, Plot Ratio, Height and Built Form* are tools that will be used to determine and assess the intensity, scale and bulk of development. This approach promotes an urban design quality-led approach to achieving sustainable urban densities where the focus will be on achieving a high-quality urban environment Density is a more accurate tool when assessing solely residential development.

- 6.98 The LAP also states:

“flexibility in relation to the plot ratio range and the potential for higher buildings (2-4 storey increase on typical levels set in the LAP) may be considered at certain locations which are considered to be key or landmark sites, subject to exceptional design which creates a feature of architectural interest, a significant contribution to the public realm at these locations and mixed uses at ground floor level. These requirements are subject to criteria for taller buildings set out in Section 2.6.2.

- 6.99 As widely reflected in the submitted documentation the proposed development has considered its scale and intensity carefully. While the proposed plot ratio and height

may be above the limits set out in the LAP, the high quality design, massing and block layout mean the scheme will have a positive impact on the character and context of the area.

Plot Ratio

6.100 The LAP outlines a plot ratio range for each Neighbourhood, including a breakdown for the regeneration of neighbourhood. The plot ratio range for the Centre is 1.5 (Min) – 2.0 (Max). See below table. The proposed plot ratio is 3.32, the rationale and justification for this plot ratio is addressed in full in the Material Contravention Statement enclosed.

Height and Built Form

6.101 Building height, in conjunction with plot ratio, is a key measurement to determine the intensity, scale and bulk of development. In general terms, the height strategy provides for the following:

- *Building height and scale is greatest in the Centre, in close proximity to Luas stops and along arterial and primary route frontages (up to 6–7 storeys residential, +1 recessed and up to 5–6 storeys non-residential, +1 recessed).*
- *Building height and scale on secondary routes/frontages is lesser but still within an urban scale, (4–6 storeys residential, 3–5 storeys non-residential).*
- *Building Height (3-4 storeys) is lower along tertiary routes, within the network of secondary streets).*

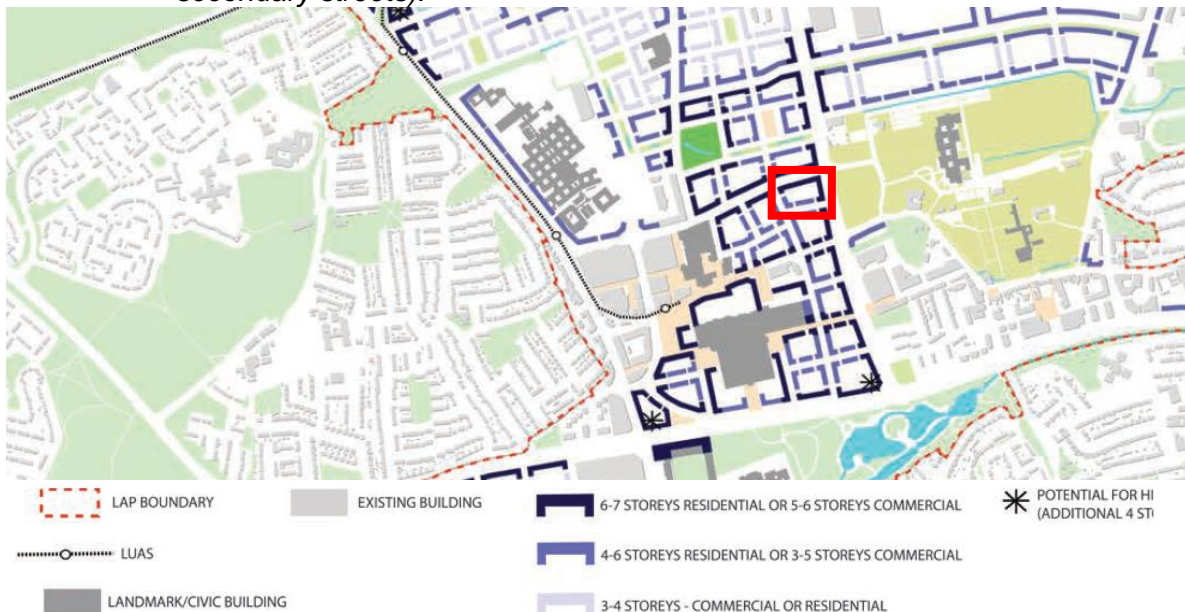


Figure 6.7: extract from Figure 2.8 'Height Strategy' of the LAP.

6.102 In addition, the LAP states that *the height standards set out above may be exceeded in the Centre neighbourhood where they reflect the height of existing buildings, particularly in the core of the town centre proximate to the Luas Terminus and The Square Shopping Centre, subject to Section 2.6.*

6.103 As set out in Section 4.0 there are numerous nearby planning permissions, however there are no recently developed buildings immediate to the subject site nor it is adjacent to the Luas Terminus and the Shopping Centre.

- 6.104 The justification of the height of the proposals which are not in compliance with the LAP is set out in the material contravention statement.

Block Size and Form

- 6.105 The LAP lands shall be shaped and defined by the route structure and network prescribed under the 'Access and Movement' section and shall be divided into a series of blocks that present strong building frontages to surrounding streets especially at corners. The proposed development broadly adheres to the block structure as set out within the LAP, achieving the urban edges sought.

Public Realm and Open Space (Section 2.7)

- 6.106 The Tallaght LAP is reinforced by a strong vision for the public realm and open space of the Plan area. The Plan details an Urban Framework which supports the emergence of sustainable residential neighbourhoods underpinned with quality public realm.
- 6.107 A hierarchy of parks and public spaces are identified as part of the Urban Framework to provide attractive, interesting and well used outdoor spaces creating a pedestrian centred environment with active, inviting public space and parks.
- 6.108 Development proposals will be required to ensure successful interaction between the residential scheme, streets and public realm to foster a true sense of neighbourhood and encourage interaction between residents. Opportunities for animated ground floors, homes with own door access, private landscaped terraces and a successful integration with communal and public open space shall be encouraged.
- 6.109 In compliance with the LAP's approach the proposed development entails a good range of mixed-use frontage including commercial units and work spaces of the live-work units as well as double height access points to the blocks and residential amenities at ground floor level. The blocks are arranged in order to provide street frontage on all sides, avoiding blank uninterrupted walls. Residential entrances, tenant amenity and commercial units are located at street level, providing passive surveillance. Communal courtyards are enclosed by residential blocks, with balconies overlooking of communal spaces.

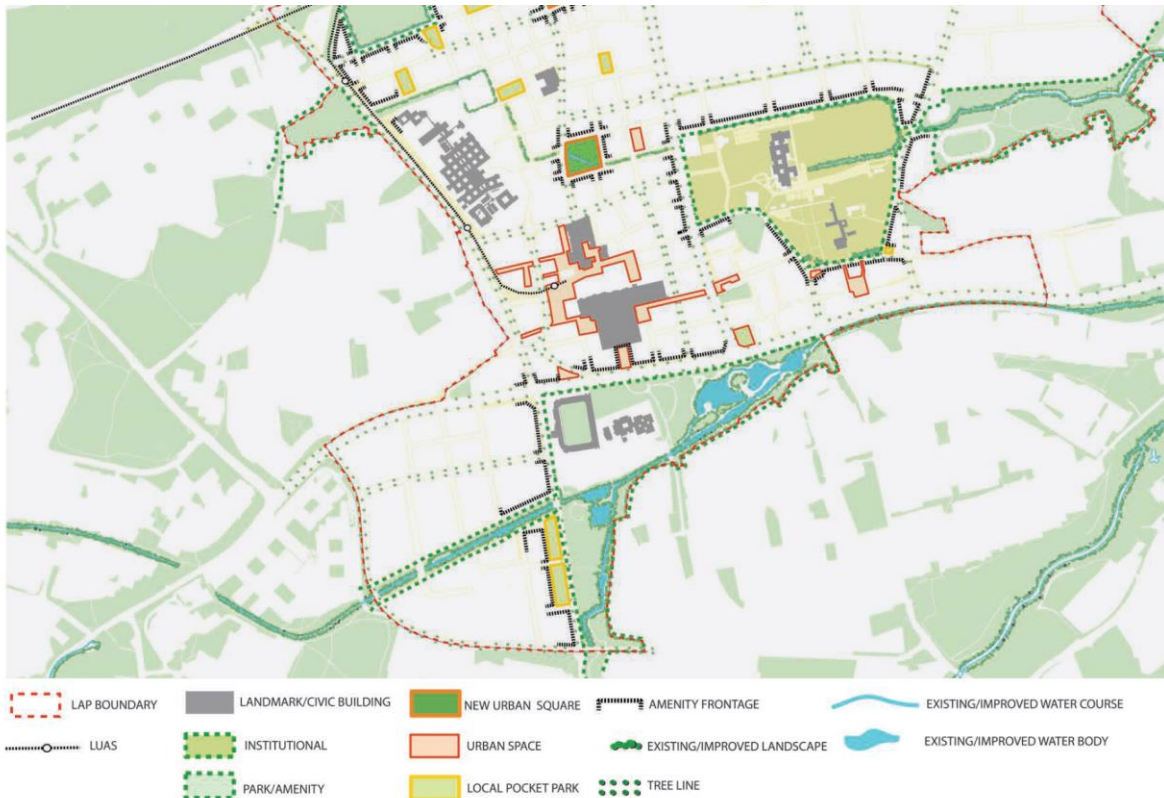


Figure 6.8: Extract from Figure 2.10 Public Realm (Source: SDCC, 2021.)

- 6.110 The LAP requires that a minimum of 10% of the gross site area shall be dedicated for use as public open space within any proposal for development which shall be of a high quality and integrated into an overall interconnected network of public open space and green routes. The proposal is compliant in this respect.
- 6.111 *To incorporate new elements of Green and Blue Infrastructure such as tree planting, parks and natural open spaces and sustainable urban drainage systems (Objective OS3).*
- 6.112 In compliance with OS3, the proposed development provides a range of open space including 2 No. landscaped courtyards and roof gardens. 2 No. pocket parks are proposed facing onto Belgard Square North. Proposed new tree planting is contained within the site Landscape Masterplan. Landscaping will include biodiverse elements and will make a meaningful contribution to the green infrastructure network. Please see Cameo & Partners Landscape Design Rationale and drawings for further details.

Neighbourhoods: The Centre

- 6.113 Section 3.2 of the LAP sets out the intended approach at the Centre which entails a *continued transformation towards a high quality mixed use urban centre of city scale and character, with a vibrant mixed use residential community continuing to emerge in an attractive network of streets.*
- 6.114 The LAP sets out a series of development guidelines in relation to 'The Centre'.
- 6.115 Block Structure The following table provides a summary of the development criteria for the Centre:

Land Use Mix/ Urban Function	A broad mix of uses in accordance with zoning objectives in the County Development Plan	
Plot Ratio Range	1.5:1 (Low) 2:1 (High)	
Building Height (See Figure 3.3)	Primary Frontage	Up to 6-7 storeys residential (+1 recessed), 5-6 storeys non-residential (+1 recessed)
	Secondary Frontage	4-6 storeys Residential, 3-5 storeys non-residential
	Other Frontages	3-4 storeys (Res/Non-Res)
	Landmark Blocks/Sites	Junction of N81 with Cookstown Way and Belgard Road, Luas Stops and Transport Interchange The height standards set out above may be exceeded in the Centre neighbourhood where they reflect the height of existing buildings, particularly in the core of the town centre proximate to the Luas Terminus and The Square Shopping Centre, subject to Section 2.6.
Open Space	Urban square, local pocket parks, urban spaces and green corridors	
Block Structure	Flexibility in relation to individual site and block structure will be considered where it is demonstrated that the principles and key elements of the proposed urban structure are achieved. This is particularly relevant to key landmark sites, such as the Square Shopping Centre, where opportunity exists to provide buildings of architectural merit which contribute to the character of the Town Centre core area, public realm improvements and enhance connectivity at a strategic location proximate to the Luas terminus and proposed transport interchange.	

Table 1: Summary of development management standards (The Centre).

6.116 In relation to the subject site, we note the following areas.

Land Use Mix/ Urban Function

6.117 The LAP allows a broad mix of uses in accordance with zoning objectives in the County Development Plan as set out in Section 3.0 above, in compliance with the above Table, the proposed development has successfully achieved this mix, creating ground floor animation and activity.

Land Use Mix/ Urban Function

6.118 The proposed plot ratio is in excess of the range outlined. As discussed above this is considered a Material Contravention of the LAP, the rationale and justification for this is set out in the Statement of Material Contravention.

Building Height

6.119 As required by the LAP the proposed development is supported by studies confirming compliance with sunlight, daylight, overlooking and other residential amenity minimum design standards as required under Design Standards for New Apartments (2020).

6.120 The subject site is located within a 500m or a 6 minute walk of the Tallaght (The Square) Luas stop. The LAP sets out that the subject site can achieve 6-7 storeys of residential development (+ 1 recessed) in line.

6.121 The proposed height of 2 -13 storeys exceeds the height strategy set out in the LAP. It is submitted that the LAP height strategy is inconsistent with the direction of national planning policy in particular the Urban Development and Height Guidelines which acknowledge that Planning Authorities have set generic maximum height limits that can undermine wider national policy objectives to provide more compact forms of urban development and continue an unsustainable pattern of urban sprawl, rather than

consolidating and strengthening the existing built up area in accordance with National Planning Policy.

- 6.122 The Guidelines emphasise the policies of the NPF to greatly increase levels of residential development in urban centres and significantly increase building heights and overall density and to ensure that the transition towards increased heights and densities is not only facilitated but actively sought out and brought forward by the planning process and particularly at Local Authority level and An Bord Pleanála level.
- 6.123 The rationale and justification for the proposed height is addressed in full in the Material Contravention Statement enclosed and in Section 5.0 above in relation to the Criteria and Principles of the Urban Development and Height Guidelines.

Open Space

- 6.124 The LAP promotes the inclusion of urban square, local pocket parks, urban spaces and green corridors within future developments. In compliance with this consideration, the proposed development includes green roofs, pocket parks and high quality amenity spaces.
- 6.125 See Section 3.0 for full description of these spaces and Landscape Design Rationale and drawing prepared by Cameo & Partners.

Block Structure

- 6.126 The LAP states in relation to Block Structure:

Flexibility in relation to individual site and block structure will be considered where it is demonstrated that the principles and key elements of the proposed urban structure are achieved. This is particularly relevant to key landmark sites, such as the Square Shopping Centre, where opportunity exists to provide buildings of architectural merit which contribute to the character of the Town Centre core area, public realm improvements and enhance connectivity at a strategic location proximate to the Luas terminus and proposed transport interchange

- 6.127 As set out in the Architects Design Statement and this report The Urban Design Manual 12 criteria are addressed. The proposed block structure is structured in order to respond to the site, orientation, surrounding uses and changing urban area. In particular the '3 finger' block orientation responds to the block structure sets out within the permitted application on Belgard Square North and allows a high level of sunlight / daylight into the units.
- 6.128 The LAP sets out a series of infrastructure requirements, the following are of relevant to the subject proposal:

Physical Infrastructure	<i>Enhanced public realm, including improved connectivity to public transport Nodes. Provision of Sustainable Urban Drainage System (SUDS) measures on a site by site basis to manage surface water run-off.</i>
Associated Infrastructure	<i>All new residential developments and particularly those in excess of a 10-minute walk-time from existing childcare facilities with sufficient capacity to accommodate that development, will be required to</i>

	<i>comply with the minimum childcare standards and the provision of childcare facilities as part of specific developments.</i>
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6.129 The proposed development complies with both of the above standards through the following provision of public realm, SUDS and a childcare facility.

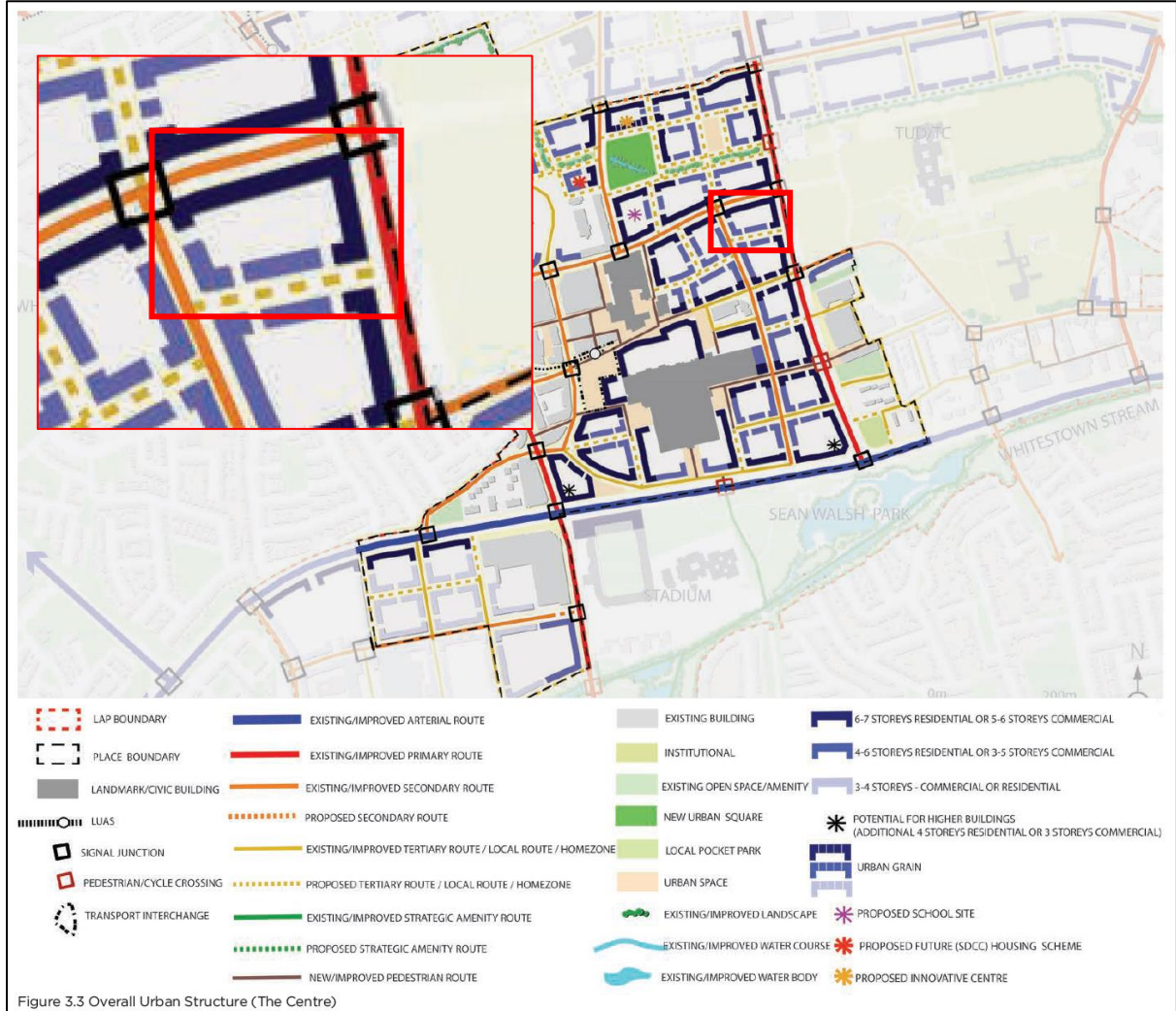


Figure 6.9: overall urban structure of ‘The Centre’ with subject site highlighted.

Residential and Community

Housing Mix

6.130 The LAP promotes an overall dwelling mix in order to achieve a balanced range of dwelling types and sizes to support a variety of household types in compliance with national planning guidelines for residential development including apartments and houses.

6.131 Objective RE 2 states:

It is policy of the Council to ensure an appropriate housing mix is provided within the LAP lands, therefore a minimum of 30% of units within any new residential

development (in the form of either apartments or houses, but excluding student accommodation schemes) shall have a minimum of 3 bedrooms.

- 6.132 The rationale and justification for the proposed unit mix is addressed in full in the Material Contravention Statement enclosed and above in relation to the Design Standards for New Apartment Guidelines for Planning Authorities (December 2020).

Housing Options

- 6.133 Objective RE 3 states:

It is an objective of the Council to support new and innovative ways to meet housing demands in the County while also ensuring that there is an appropriate mix of tenure and dwelling types provided to meet the needs of the current and future population of Tallaght.

- 6.134 Objective RE 4 states:

“It is an objective of the Council to ensure that a mix of tenure is achieved in order to provide an appropriate balance which will promote social integration in Tallaght”

- 6.135 The proposed development provides for BTR and non BTR apartments, providing for a mix of tenure and unit types.

- 6.136 A Justification Report has been prepared by LIV Consult which states that the proposed development will provide a unique proposition within Tallaght. BTR schemes are generally more suited to younger residents and smaller families, therefore considering the general decline in home ownership against rental tenures there is significant demand to BTR in the area. The report concludes that due to the existing demographic profile of the area and significant amount of educational, employment and public transport facilities the scheme is well suited to the area.

Build to Rent

- 6.137 The LAP states that the type of accommodation to be provided within the plan lands should be appropriate to the needs of the people. The proposed tenure mix supports the delivery of an integrated and mixed community, which includes a 40% build to rent component.

- 6.138 Objective RE 5 states:

“It is the policy of the Council to support Build to Rent developments that comply with the housing/occupancy mix requirement specified in this Section and national policy, in particular with the policies and objectives set out in ‘Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2018)’.

The material contravention of the unit mix provisions is addressed in the material contravention statement.

- 6.139

Flood Risk

- 6.140 A Site Specific Flood Risk Assessment (SSFRA) has been prepared by CS Consulting and responds to the key considerations for the subject site in accordance with the provisions of the LAP.

Summary

6.141 In summary the proposed development supports the achievement of the LAP through high quality residential development, use mix and associated public realm improvements in accordance with its overall urban structure.

7.0 PART V

- 7.1 The applicant has entered into initial discussions with the Housing Department of South County Council in respect to Part V. The applicant agrees to accept a condition on a grant of planning permission, if the Board is minded to approve the proposed development, which requires the applicant to enter into a Part V agreement with South Dublin County Council as per their requirements prior to the commencement of development.
- 7.2 Recent changes to the Part V of the requirement for social and affordable housing under the Planning and Development Act 2000, as amended, introduce a number of transitional arrangements. Under Section 96(3)(j) of the Act *“where the permission is granted during the period beginning on the 3rd September 2021 and ending on 31st July 2026 and the land to which the permission relates was purchased by the applicant, or a person on whose behalf the application is made, during the period beginning on 1st September 2015 and ending on 31st July 2021, the reference to “20 per cent of the land” in paragraph (a) shall be read as “10 per cent of the land” ...”*. In this particular case, as Landmarque Belgard Development Company Limited purchased the subject lands on the 22nd March 2021 (as confirmed in the accompanying letter from Arthur Cox), the requirement under Part V remains as 10%.
- 7.3 The applicants Part V proposals are described and mapped in the Part V material accompanying this consultation request which provide for rental of certain units. It is noted that SDCC have stated a preference for transfer of units and the applicant acknowledges an agreement must be achieved in order to discharge a condition.

8.0 CONCLUSIONS

8.1 The statement set out herein demonstrates the consistency of the proposed development with the relevant national, regional and local planning policy context. At a national and regional level, this statement has demonstrated the consistency of the development with the following:

- National Planning Framework;
- Regional Planning Guidelines for the Greater Dublin Area (2010 – 2022);
- Regional Economic and Spatial Strategy for the East and Midlands Region 2018;
- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009), and the accompanying Urban Design Manual;
- Urban Development and Building Height Guidelines (December 2020);
- Delivering Homes, Sustaining Communities (2008) and the accompanying Best Practice Guidelines- Quality Housing for Sustainable Communities;
- Design Manual for Urban Roads and Streets (2013);
- Guidelines for Planning Authorities on Childcare Facilities (2001);
- Smarter Travel – A New Transport Policy for Ireland (2009-2020);
- The Planning System and Flood Risk Management (2009);
- Draft Water Services Guidelines for Planning Authorities (2018);
- South Dublin Development Plan (2016-2022); and
- Tallaght Town Centre Local Area Plan 2020.

8.2 It is respectfully submitted that the proposed development will provide an appropriate form of high-quality mixed-use development comprising residential, retail, new tertiary route, and a creche on the subject lands.

8.3 In conclusion, it is respectfully submitted that the proposed development is consistent with and in accordance with the proper planning and sustainable development of the area, and complies with all relevant national, regional and the majority of the local planning policies and guidelines.

APPENDIX 1 PRE-APPLICATION DISCUSSIONS (UNDER S. 247 OF ACT)

Section 247 Meeting with SDCC took place on 08.01.2021 at 11AM, those present include:

<u>SDCC</u>	<u>Applicant</u>
Jim Johnson – Planning (JJ)	Gary Cooper (GC)
Colm Maguire – Planning (CMG)	Arthur O'Brien - C+W (AOB)
Camille Bleytjou – Planning (CB)	William Power - C+W (WP)
Laurence Colleran – Parks (LC)	Sean O'Dwyer - C+W (SOD)
Brian Harkin – Water Services (BH)	Andrew Murphy - C+W (AM)
AWS Taki – Engineer (AT)	John Spain - JSA (JS)
Ronan Toft – Engineer (RT)	Blaine Cregan - JSA (BC)
Graham Murphy - Engineer (GM)	Richard Butler - MW (RB)
John Hegarty – Roads (JH)	Gordon Finn - CS (GF)
Therese Pender – Architect (TP)	Damien Byrne - CS (DB)
	Mike Martyn - CA (MM)
	Brian Kehoe - LF (BK)
	Michael Dunne - LF (MD)

Key bullet points from S.247 meeting:

Principle of the scheme

- Commercial and residential uses are permitted in principle under the town centre zoning objective. Consideration should be given to a greater mix of uses.

Height, Density and Design

- Noted significant departures from the LAP in terms of plot ratio and height
- No designation of the subject site for a landmark building in the LAP
- flexibility in the LAP for taller buildings where certain criteria is met
- 30% 3-bedroom units as sought in the LAP
- Town Centre policies of the LAP which should be considered as part of the scheme progression.
- Application should be accompanied by detail drawings of the elevations to demonstrate activity and vibrancy at street level
- the use of brick as durable and suggest extensive CGI and Photomontage imagery is submitted to demonstrate the scheme
- Application to be accompanied by a microclimate assessment and any mitigations required for standing and sitting pedestrian comfort incorporated

Landscaping

- The south of the site is designated as a tertiary route/homezone rather than a green route. Suggested the application is clear on the extent included in the application and demonstrates that it is self-sufficient and does not rely on any potential future development of the lands to the south
- demonstrate the use of SuDS, green roofs and biodiversity enhancements

Transport

- Key required information to accompany an application:
 - Mobility Management plan having regard to public transport access
 - Information on how the proposal is compatible with the BusConnects proposals
 - Confirmation of a car club operator
 - Sightline drawings
 - TIA which should also have regard to future junction design
 - Desire lines for pedestrian movements
 - Fire tender access
 - Servicing arrangements including waste storage and collection
 - Construction Waste Management Plan and Construction Traffic Management Plan including haul routes and expected volumes of materials

Water

- Confirmation of feasibility to be sought from Irish Water and any relocation of infrastructure to be agreed
- Application to assess flood risk

Other items

- Assessment to be undertaken of flight path to Tallaght Hospital and potential impact of green roofs in attracting birds
- district heating available from nearby data centre (Heatnet), and suggested the scheme is designed for same; however has suggested that redundancy/consideration be given to potential future change in a heating system for flexibility

APPENDIX 2 BTR CONVENANT

THIS SECTION 47 AGREEMENT made the day of 20

BETWEEN:

1. LANDMARQUE BELGARD DEVELOPMENT CO. LTD

(Company Registration No. []) having its registered office at [1 Fitwilliam Square East, D02XY95 (hereinafter called the “Applicant” which expression shall where the context so admits or requires shall include its successors in title and assigns) of the one part; and

2. SOUTH DUBLIN COUNTY COUNCIL of County Hall Tallht, Dublin 24, D24A3XC

3. (hereinafter the “Council”) of the other part.

WHEREAS:

1. Section 47 of the Planning and Development Act 2000 (as amended) (the “**Planning Acts**”) permits the Council to enter into an agreement with any person interested in land in their area, for the purpose of restricting or regulating the development or use of the land.
2. The Applicant [is the registered owner/is the party entitled to be the registered owner] of the property more particularly described in the Schedule hereto (the “**Property**”).
3. The Applicant has obtained from [the Council / Planning Authority/ An Bord Pleanála] a Grant of Planning Permission Register Reference [] (the “**Grant**”) for [*insert number of residential units*] [Build to Rent] apartments (the “**Residential Units**”) [together with [], [], [] and associated site works] (the “**Development**”).¹
4. Condition [] of the Grant (the “**Condition**”) provides that the Applicant shall enter in to an agreement with [the Council] [prior to the commencement of any works pursuant to the Grant] and the parties have agreed to enter in to this agreement in satisfaction of the Condition.

NOW THIS INDENTURE WITNESSETH that in consideration of the Grant and in compliance with the Condition, pursuant to section 47 of the Planning Acts, it is hereby **AGREED** as follows:-

In accordance with condition no. [insert condition number] of the Grant and in accordance with Section 47 of the Planning Acts and in accordance with Section 5.0 of the Guidelines for Planning Authorities on Sustainable Urban Housing: Design Standards for New Apartments published March 2018, the Residential Units to be constructed in accordance with the Grant shall remain owned and operated by a single entity² for no more than [15] years and no Residential Units shall be sold (save to a group company of the said single entity within the definition of “holding company” or “subsidiary company” under sections 7 and 8 of the Companies Act 2014 and / or any financial institution(s) which provide(s) debt funding to the said single entity in respect of the Residential Units) for a period of [15] years **TO THE INTENT AND PURPOSE** that [this agreement] shall bind [the Residential Units] for a period of [15] years from the from the date of the Grant.

This Agreement is in full satisfaction of the Condition and no further confirmations or agreements are required by the Applicant in order to satisfy the Condition.

Upon expiration of the period of 15 years from the date of the Grant, this Agreement shall automatically come to an end and the restrictions on the Residential Units set out herein shall with immediate effect no longer apply to and bind the Residential Units.

Nothing in this Agreement shall prohibit:

1. (a) sale of the entire of the Development to a single entity;³
2. (b) leasing of units in accordance with section 96(3)(b)(iva) of the Planning Acts, to satisfy the requirements of the City Council under Part V of the Planning Acts; or,⁴
3. (c) the owner of the Development from leasing individual residential units as part its investment in the Development as a long term commercial rental undertaking.⁵

IN WITNESS WHEREOF the parties hereto have hereunto set their hands and affixed their seal the day and year first herein written.

Schedule "Scheduled Property"

ALL THAT the lands comprised in Folio XXXXX of the Register of Leaseholders County Dublin.

PRESENT when the Common Seal of **LANDMARQUE BELGARD DEVELOPMENT Co LTD**

was affixed hereto and this **DEED**
was **DELIVERED** : -

Director
Director/ Secretary

SEALED and **DELIVERED** as a **DEED** by: -
SOUTH DUBLIN COUNTY COUNCIL

[Authorised Signatory]