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The Secretary,  
c/o An Bord Pleanála  
64 Marlborough Street  
Dublin 1.

Our Ref: SD21A/0202  
Your Ref: APB-313499-22

2<sup>nd</sup> June 2022

**Appeal Re: Rookwood, Stocking Lane, Ballyboden, Dublin 16  
(Brenda Weir)**

Dear Sir / Madam

I refer to your letter dated 9<sup>th</sup> May 2022 regarding the above mentioned appeal and confirm herewith the Council's response to this appeal.

The following issues should be taken into account by the Board when considering this appeal:

**Relevant National Policy**

Sustainable Residential Development in Urban Areas (2009)  
Urban Design Manual – Best Practice Guidelines (2009)  
Design Manual for Urban Roads and Streets (2013)  
NTA Permeability Best Practice Guideline (2015)

**Relevant Local Policy**

Policy H6 Sustainable Communities

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

Policy H7 Urban Design in Residential Developments

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

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).

### Policy TM3 Walking and Cycling

It is the policy of the Council to re-balance movement priorities towards more sustainable modes of transportation by prioritising the development of walking and cycling facilities within a safe and traffic calmed street environment.

### 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, schools, public transport services and other amenities, while seeking to minimise opportunities for anti-social behaviour and respecting the wishes of local communities.

### 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.

### **Planning History**

There are three adjoining sites which have progressed through the planning system concurrently. The subject site of this appeal ("Rookwood"), the site to the west and south ("Coolamber"), and the lands on Stocking Lane to the south ("the southern site").

The most recent applications on the two neighbouring sites are:

#### SD21A/0194 at Coolamber

Permission **refused** by South Dublin County Council and **pending appeal** to An Bord Pleanála, for 3 three bedroom, two storey houses of 116sq.m; 1 three bed two storey house of 96sq.m; 5 duplex units in a two storey block, consisting of 2 one bed units and 2 two bed units and a three bed unit; demolition of 14sq.m of conservatory attached to Coolamber House with new vehicular access and associated site works at site adjacent.

The following is noted from SDCC's Chief Executive's Order on that application:

"(c) The communal open space has been increased in size to twice the requirement of the 2018 apartment guidelines. Connections to the public open space to the SHD site to the south as well as a pedestrian gateway are now proposed."

#### ABP-311616-21 at the southern site

Permission **granted** by An Bord Pleanála (as per a recommendation to grant permission from South Dublin County Council), for 131 residential units including 21 houses (1 three bed, 11 four bed, 9 five bed) of up to two-storey plus roof storey; 2 duplex apartment units (2 two bed) in a three-storey high block; 108 apartment units (29 one bed; 59 two bed; 20 three bed) in ten apartment blocks up to four-storeys; a creche of c. 128sq.m at the ground floor of Block L; a shop of c. 65sq.m at the ground floor of Block G, with associated storage; a total of 167 car parking spaces, of which 88 are at surface level and 79 in the basement under apartment Blocks F and G, 5 are dedicated visitor parking spaces; a total of 288 cycle parking spaces and 5 motorcycle spaces; a new vehicular access onto Stocking Lane; a new pedestrian and cycle access to the Springvale estate to the east; new roads, footpaths and cycle paths and connections within the site; a new pedestrian crossing on Stocking Lane to the north west; the expansion and upgrade of the existing pedestrian crossing on Stocking Lane to the south west; the development also includes landscaped private and public open space, boundary treatment,

lighting, play area, an ESB substation, site drainage works and all ancillary site development works above and below ground.

## **Development Context**

### Local

The subject site and two adjoining sites are each zoned for residential development and are each progressing independently toward residential redevelopment of the sites. The appellant in this case is agent for the applicant at Coolamber, and is the applicant themselves for the southern site.

Potential pedestrian connections between Coolamber and the southern site are identified in both applications SD21A/0194 and ABP-311616-21. A pedestrian connection between these sites serves the dual function of allowing for quality pedestrian facilities alongside Stocking Lane, and allowing access to the shop and creche in the southern site by way of said quality pedestrian facilities.

The final layout at Coolamber is not agreed by SDCC (by virtue of its decision to refuse permission there).

### County

South Dublin County accommodates a heritage of cul-de-sacs and residential estates with little or no pedestrian permeability, as per the car-based development model of the 20<sup>th</sup> century. The council's Active Travel team is engaged in a programme of local permeability projects in association with the NTA, to rectify poor layouts and connections and to improve local pedestrian and cyclist permeability. The programme aims to improve access to local amenities including shops, public transport stops, cycle routes, parks and playgrounds. Increased walking and cycling within local neighbourhoods reduces carbon footprints, encourages a healthier lifestyle and increased numbers of users will improve the safety of the route and discourage anti-social behaviour.

The present situation at Coolamber, Rookwood and the southern site provides an opportunity to avoid the mistakes of the past, and to enable basic and direct connections between adjoining residential developments, to provide local walking routes to the shop, creche, and open spaces (in all developments).

Allowing for a future connection between Rookwood, Coolamber and the southern site would, specifically, allow for residents in Rookwood to access the shop and creche on the southern site by foot. The alternative scenario is one in which residents of Rookwood are encouraged to use the car even for trips to a local shop.

The above-quoted policies at national and local level each encourage the provision of connected pedestrian networks in new residential developments.

## **Condition 3**

Condition 3 (e) of the permission can be read as follows (other elements of the condition removed):

“Amendments and Details.

Prior to the commencement of development the applicant, owner or developer shall submit the following for the written agreement of the Planning Authority:

Revised plans that incorporate all of the following amendments and details ...

(e) Provision of a pedestrian access / footpath (min width of 1.8m) to the potential future access to adjoining lands around unit 4.

REASON: To protect the amenities of the area and in the interests of the proper planning and sustainable development of the area.

The condition facilitates a future connection to Coolamber, though realisation of that connection would require both another permission and consent of both parties at the time. The adjustment to the proposed layout would be relatively minor, and would not have a detrimental effect on adjoining parties or on the enjoyment of residential amenities by potential occupants of either Rookwood or Coolamber.

In the context of the site layout at Coolamber not yet being fixed (pending decision of the Board), it is considered reasonable to facilitate a future connection between the sites.

### **Concluding Comments**

Condition 3 of the subject permission facilitates a potential future connection, subject to planning permission and consent of the adjoining landowner. There is no injury to the appellant in a potential future connection being facilitated. Such a connection would be in keeping with national and local policy on pedestrian movement and access to services and open spaces.

Yours faithfully

*M. Dodrill*

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*For Senior Planner*