

Ref: ABP-313590-22

INTRODUCTION

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

Statutory Requirements of this Report

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

1. A summary of the points raised in the submissions received by An Bord Pleanála on the application.
2. The Chief Executive's view on the effects of the proposed development on the proper planning and sustainable development of the area and on the environment, having regard to matters specified in Section 34(2) of the Planning and Development Act, 2000 (as amended) and submissions received by An Bord Pleanála on the application.
3. A summary of the views of the relevant elected members on the proposed development as expressed at a meeting of members of the Tallaght Area Committee meeting on the 27th of June 2022.
4. The Planning Authority's opinion as to whether the proposed strategic housing development would be consistent with the relevant objectives of the development plan or local area plan, including a statement as to whether the Planning Authority recommends to An Bord Pleanála that permission should be granted or refused, together with the reasons for its recommendation.
5. Conditions of permission
Where the Planning Authority recommends that permission be granted or refused, the planning conditions and reasons for them that it would recommend if An Bord Pleanála grants permission.

Summary of Key Issues Arising

Height, Layout and Density

The proposed height and plot ratio far exceed the standards set out in the Tallaght Town Centre Local Area Plan 2020 (LAP). The development would therefore materially contravene these standards of the LAP.

Principle of Development

South Dublin County Council supports the redevelopment of this site in line with the provisions of the Tallaght Town Centre Local Area Plan 2020 – 2026. The Planning Authority considers the development of this site to be acceptable under the sequencing policy in chapter 8 of the LAP.

Unit Mix

The proposed mix of units would materially contravene the LAP in relation to the number of 3 bed units.

Significant Contribution to the Public Realm and Significant Public Gain

The site may qualify for additional height and plot ratio under the LAP based on a significant contribution to the public realm (height) and significant public gain (plot ratio). The present layout does not provide a significant public gain.

Local Area Plan Objectives and Land-Use Zoning

The proposal is predominantly residential with an element of ground floor commercial. The plan provides scope for limited mixed uses along Greenhills Road where it can integrate effectively with existing and established uses. In addition, the Greenhills area has five key objectives that include GH1-GH5 (inclusive).

Whilst the proposal is positive in terms of improving interface with Greenhills Road (GH3) through the proposed provision of active frontages, the proposed layout, design and servicing arrangements of the commercial space is poorly considered and requires further consideration.

Separation Distances

The proposed development is too close to the northern boundary of the site, noting that office development at that location overlooks the site from 2 rows of south-facing windows. This gives rise to concerns regarding privacy. The development should be shifted south, or the north-facing façade should provide only secondary frontage.

PROPOSED DEVELOPMENT

Development Description

(i) demolition of existing substation and removal of existing advertisement structure on site;
(ii) construction of a residential development of **197 no. apartments** (79 no. one-bedroom, 105 no. two-bedroom and 13 no. three-bedroom) in 4 no. blocks (ranging in height from seven to eight storeys with eighth floor level roof garden) as follows:

- Block A containing 41 no. apartments (6 no. one bedroom, 34 no. two bedroom and 1 no. three-bedroom) and measuring eight storeys in height (with eighth floor roof garden);
- Block B containing 79 no. apartments (33 no. one bedroom, 34 no. two bedroom and 12 no. three bedroom) and measuring eight storeys in height;
- Block C containing 42 no. apartments (24 no. one bedroom and 18 no. two bedroom) and measuring seven storeys in height; and,
- Block D containing 35 no. apartments (16. no one bedroom and 19 no. two bedroom) and measuring seven storeys in height.

(iii) all apartments will have direct access to an area of private amenity space, in the form of a balcony, and will have shared access to internal communal amenities including 2 no. resident lounges (114.7sq.m), gym (98sq.m) external communal amenity space (1,490.8sq.m) and public open space (1,667sq.m);

(iv) provision of 78 no. vehicular parking spaces (including 3 no. car-share parking spaces, 4 no. mobility parking spaces, and 8 no. electric vehicle parking spaces), 4 no. setdown vehicular parking spaces (including 1 no. mobility parking space) and 448 no. bicycle parking spaces (including 100 no. visitor parking spaces) at ground floor/ground level accessible via new vehicular entrance gate off access road off Greenhills Road;

(v) provision of **4 no. commercial units** (871.5sq.m total) and 1 no. childcare facility (329.7sq.m) with associated external amenity space (168.8sq.m) located at ground floor level; and,

(vi) all ancillary works including public realm/footpath improvements, landscaping, boundary treatments, internal footpaths/access roadways, bin storage, foul and surface water drainage, green roofs, removable solar panels, ESB substation and all site services, site infrastructure and associated site development works necessary to facilitate the development.

Development Statistics

Development Statistics (all values as stated in application form, planning report or HQA)		
	ABP-311753-21 (Stage 2 Pre-Planning)	This Application (Stage 3)
Tenure	47% Build to Sell, 53% Build to Rent	<u>100% Build To Sell</u>
Apartments	236	197
Unit Mix		
Studio	0 (0%)	0
1-Bed	94 (40%)	79 (40%)
2-Bed (3-Person)	6 (3%)	6 (3%)
2-Bed (4-Person)	116 (49%)	99 (50%)
3-Bed	20 (8%)	13 (7%)
Total Units	236 (100%)	197 (100%)
Retail Units (Sq.m.)	435	871.5
Crèche Floor Area (Sq.m.)	230	329.7
Site Area (Ha.)	0.8	0.8
Communal Amenity Space (Sq.m.)	2,250 (25.3% of site area)	1,507
Public Open Space (Sq.m.)	0	1,667 (21%)
Density	295 dph	246 dph
Plot Ratio	2.66 Applicant's calculation of plot ratio appears to be inaccurate.	2.4
Site Coverage (Excl.	32%	33%

Podium)		
Site Coverage (Incl. Podium)	52% (estimate)	49%
Building Height	7 to 14 storeys	7 to 8 storeys
Dual Aspect	43%	46.7%
Gross Floor Area (Sq.m.)	16,538.4	14,471
Residential Car Parking Provision	78	78
Residential Car Parking Ratio	0.33	0.4
Creche Car Parking	0	4
Bicycle Parking Provision	288	448

Summary of the s.247 and Pre-Application Consultations

Pre-Planning with the Planning Authority (SDCC Ref. SHDSPP014/20)

The Planning Authority notes that the applicant has engaged in preplanning consultation in relation to the subject site as documented under Reg. Ref. SHD1SPP014/20, held on the 30th of April 2021.

This was a proposal for 236 no. units.

It was made clear at the meeting that SDCC could not support the development in the form proposed, due its contravention of the LAP standards.

The relevant notes are included in the Appendix of this report.

Stage 2 Pre-Planning Consultation with An Bord Pleanála and South Dublin County Council (ABP Ref: SHD2ABP-311753-21)

The applicant's agent and design team attended a preplanning consultation meeting with the Planning Authority and An Bord Pleanála on the 14th of January 2022, held remotely.

This meeting considered a proposal for 236 no. units.

The Board's Consultation Opinion was released in January 2022. The Board's opinion was that the documents submitted with the request to enter into consultations **require further consideration and amendment to constitute a reasonable basis for an application for strategic housing development.**

An Bord Pleanala stated that the following issues need to be addressed:

1. Further clarification of the documents as they relate to the nature of the development and the proposed tenure mix.

2. Further consideration / justification of the documents as they relate to the height, scale and density of development proposed. In this regard the application should be accompanied by a detailed Rationale / Justification for the proposed density and building heights, having particular regard to section 2.6 of the Tallaght Town Centre LAP 2020 in respect of Intensity of Development and section 3.6 in relation to the Greenhills neighbourhood, and the provisions of the County Development Plan in this regard, as well as the criteria set out in Section 3.2 of the Urban Development and Building Height, Guidelines for Planning Authorities' 2018.

This may require possible amendment to the documents and/or design proposals submitted.

3. Further consideration and elaboration of the documents as they relate to the design and capacity of the existing vehicular access from the north which is to serve the proposed development.

This access route should be described in detail in the application drawings and an assessment of its capacity in terms of width, alignment, pedestrian facilities and existing parking and access functions should be undertaken. The requirement for any improvement works along this route to safely and satisfactorily accommodate the traffic movements arising, and the ability of the applicant to undertake same, should be clearly described.

This may require possible amendment to the documents and/or design proposals submitted.

In addition, the following specific information should be submitted with any application for permission (in summary):

1. The Statement of Consistency and Housing Quality Assessment should clearly address the particular requirements of Build-To-Rent and Build-To-Sell accommodation proposed.
2. A management plan which addresses the varied requirements of the proposed tenure mix within the development, and associated amenities and facilities, as well as the relationship with other commercial uses within the development.
3. Daylight and sunlight assessment.
4. Analysis of wind microclimate and pedestrian comfort.
5. Noise impact assessment.
6. Aeronautical Assessment.
7. Drawings clearly showing the relationship between the proposed development and future public transport improvements along Greenhills Road as part of BusConnects.
8. Roads documents including TTIA, MMP, Parking Management Strategy, Quality Audit, details of bicycle parking, and Servicing and Operations Management Plan.
9. Landscape and Visual Impact Assessment.
10. Report on materials and finishes.
11. Building Lifecycle Report.
12. Site layout showing areas to be taken in charge.
13. Material contravention statement if required.

14. The information referred to in article 299B(1)(b)(ii)(II) and article 299B(1)(c) of the Planning and Development Regulations.

The Board otherwise specified those external consultees it would be necessary to notify about the application:

1. Irish Water
2. National Transport Authority
3. South Dublin Childcare Committee

DEVELOPMENT CONTEXT

Site Description

The site is on Greenhills Road, opposite the junction with Airton Road, and north of the ‘Astro Park’ astroturf pitches and Bancroft Park. The site is located south of a retail park and offices with ground floor shops, takeaways, other commercial and upper floor offices. The site itself is undeveloped, accommodating an overflow car park in the north and a vacant site in the south. There is an existing ESB substation on the site.

A HSE primary health centre and retail park are located to the west across Greenhills Road, as is a site with permission for an SHD development. The TUD Tallaght campus is located to the south-west. The site has considerable frontage to Greenhills Road, and is between 60 and 90 metres deep (measured on a west – east line).

The block to the north was permitted as 1 of three commercial office and retail blocks to be delivered on the combined lands comprising the subject site and the site to the immediate north (S01A/0086). In the intervening period, further permissions were obtained on the subject site only, to provide office/commercial accommodation. These have not been implemented, and the site is being used as a car park – this does not appear to be an authorised use.

Site Area

Stated as approx. 0.8 ha.

Zoning and Council Policy

The site is subject to Zoning Objective ‘REGEN’: ‘To facilitate enterprise and/or residential-led regeneration’ under the South Dublin County Development Plan 2016-2022.

It is also noted that under the forthcoming South Dublin County Development Plan 2022-2028 (which will be effective from early August 2022) the site would continue to be zoned ‘REGEN’ with the following amended zoning objective (emphasis added) ‘To facilitate enterprise and/or residential-led regeneration subject to a development framework or plan for the area incorporating phasing and infrastructure delivery’.

The site is subject to the Tallaght Local Area Plan 2020 and this is considered a plan to comply with the REGEN zoning objective. The site is located in ‘Greenhills’ neighbourhood area under the LAP. More detailed assessment of the proposed development in accordance with the LAP is undertaken below.

SEA Sensitivity Screening

Indicates no overlap with the relevant environmental layers.

(NB, this is an internal monitoring tool for South Dublin County Council).

CONSULTATIONS

Internal Consultees

Environmental Services	Provided observations
Housing	No objection subject to conditions.
Public Realm	Provided observations
Roads Department	Provided observations
H.S.E. Environmental Health Officer	No objection subject to conditions.

External Consultees

Irish Water	Provided comments.
National Transport Authority	Provided comments.
Inland Fisheries Ireland	Provided comments.
Transport Infrastructure Ireland	No observations to make.

Irish Water

- In relation to water supply this is feasible subject to the provision of c.100m of network extension to the existing 9” AC mains, as detailed in the Confirmation of Feasibility, issued by Irish Water dated 18th October 2021.
- In relation to wastewater drainage this is feasible subject to the following:
Irish Water can facilitate the connection subject to the development adhering to strict flow management. This is to ensure no further detriment in the downstream network resulting from the new connections to the existing sewer.
The flow control and storage measures will be installed, owned, operated and managed by the developer locally on the subject site. In addition, the applicant is required to incorporate bypass pipes to facilitate the future connection, when IW have completed works to increase the capacity in the local network.
These temporary measures are required until Irish Water have increased capacity in the downstream network. The network upgrade works to increase the capacity are included in IW’s Dodder Valley Drainage Area Plan. This project is at an advanced stage with modelling works now complete. The project is scheduled for Stage 4 Completion (Strategy, Optioneering & Future Solutions Design) in Q3 2024.
- They state in terms of design acceptance at the time of preparing this submission Irish Water could not confirm if a Statement of Design Acceptance had been issued for the subject application. On review of the documentation submitted in support of the proposed development, a Confirmation of Feasibility has been included in the Engineering Services Report, however, no Statement of Design Acceptance is present.
The applicant (including any designers/contractors or other related parties appointed by the applicant) is entirely responsible for the design and construction of all water and/or wastewater infrastructure within the Development redline boundary which is necessary to facilitate connection(s) from the boundary of the Development to Irish Water’s network(s) (the “Self-Lay Works”), as reflected in the applicants Design Submission.

- IW recommend conditions in relation to connection agreements, no building over of IW assets and separation distances as per IW Standards Codes and Practices and development shall be carried out in compliance with IW Standards Codes and Practices.

National Transport Authority

- Not opposed in principle to the application.
- Requests conditions to ensure that the drainage diversions do not clash with the resurfacing works required as part of CBC, no manhole covers in wheel track zones and continue to liaise with NTA on the design and access in order to support the implementation of the CBC.

Inland Fisheries

- Precautions to ensure no runoff of deleterious material that could impact water quality.
- Ensure adequate service infrastructure capacity.
- Measures in relation to service maintenance contract, CEMP and storage of excavated soil.
- In line with regulations, best practice and guidance.

Transport Infrastructure Ireland

- No observations to make.

Third Party Observations

The following third party observations were received:

Tallaght Community Council

- Building height excessive and not justified. Not proximate to public transport nor public space. Does not contribute to placemaking.
- Does not blend with surrounding in relation to height.
- Low number of three bed units.
- Tallaght LAP not consistent with the NPF.
- Fire safety in high rise buildings. Equipment available at local fire stations.

Owner of Greenhills Retail Park to the north of the site

- Use of the right of way/access road – increase in traffic and impact on traffic and pedestrian safety, inadequate and unsuitable for the scale of the proposed development (footpath, sightlines, dimensions etc.), TTA underestimates volume of traffic & no consent given to alter this access road.
- Would overshadow retail park and office building
- Demolition of ESB substation on the subject site that serves the retail park.

John Conway & Louth Environmental Group

- 2018 Height Guidelines and 2020 Apartment Guidelines cannot be considered
- Contravenes density, housing mix, public open space, building height and visual impact, car parking, provision of childcare, ACA, and LAP.
- Proposed development not of strategic or national importance

- Does not comply with P&D Regulations in relation to the application documentation
- Has not demonstrated that there is sufficient infrastructure capacity.
- Breach of requirements of the SEA Directive.
- A full EIAR should have been submitted due to location and proposal.
- Submitted EIA and AA Screening Reports are inadequate.
- Insufficient information on impacts on bird and bat flight lines/collision risks.

Elected Representatives

The proposed development was presented at the Tallaght Area Committee meeting on the 27th of June 2022. Councillors spoke in objection to the proposal and raised the following points (summarised):

Cllr Costello

- Objection
- Looks bizarre and doesn't fit in
- Traffic concerns
- Lack of car parking/ low ratio
- Proposal insulting to Tallaght area
- What % are Build to Sell?
- Doesn't respect LAP/ CDP

Cllr Holohan

- Knows area well as has a business adjacent
- Traffic problems in area – 197 units is too much
- Need for more car parking
- Will there be a social element?
- What will be done to Greenhills Road to increase capacity, already full to the brim

Cllr Dunne

- 78 car parking spaces – concerned regarding level in context of Public Transport services and rail
- Concerns with bicycle and pedestrian facilities and infrastructure
- Needs more parking in this context
- Public open space – ridiculous - very small
- Childcare provision very small
- Height is too high
- Not safe for pedestrians and cyclists
- Timing of SHDs

Cllr Sinclair

- Concerns re trust in An Bord Pleanala decision making
- Scheme too low in 3 bed provision
- Parking is low for level of infrastructure in area

Cllr O'Connor

- Concern with level of apartments and the impact on existing facilities in the area
- Tallaght not ready for the level of apartments proposed
- Objects

Cllr Whelan

- Traffic concerns and parking level concerns
- Tallaght too reliant on Luas, more public transport investment needed
- Questions SHD approach

Cllr Duff

- Catastrophic impact on visual amenity
- Height is out of character
- Greenhills Road needs realignment for safe cycling
- Concern over impact on facilities in the area
- Luas overwhelmed / at capacity already
- Proposal blocks views of Mountains

PLANNING HISTORY

Subject Site

S01A/0086 (Including lands to the north)

Permission granted by SDCC for demolition of existing Xtravision and Daewoo premises and the construction of three new 2 storey over ground floor blocks comprising, Block A Xtravision retail store, Xtravision offices and associated lobbies/toilets and Daewoo motor retail outlet; Block B new retail warehousing, technology offices and associated lobbies/toilets; Block C Leisure Centre with swimming pool; overall shared basement parking, plant rooms/basement stores and car storage space on the site presently occupied by Xtravision and Daewoo, at Greenhills Road Tallaght, Dublin 24-for E.P. Mooney & Co. Ltd.

Block A of the above permission was delivered on-site.

SD04A/0186 (Subject site only)

Permission granted by SDCC for amalgamation of previously approved Block C (Reg. Ref. S01A/0086) Leisure Centre into enlarged and modified Block B comprising two additional retail warehouse units and enlarged technology offices, change of use of previously approved Block C leisure use area (2080msq) to technology office use (412msq) and retail warehouse use (1668msq), additional new retail warehouse use to enlarged Block B (142msq), an additional 28 surface and 3 basement parking spaces, revisions to basement layout, elevations, signage and associated site works.

SD05A/0963

Permission granted by SDCC for alterations to previously granted Planning Permission Reference SD04A/0186: the alterations consist of - omission of the top floor of technology office space and associated lobbies, staircases and lifts (resulting in an overall reduction of the general

building parapet height of 790mm and reduction in gross office use area of 1761 sq.m) ; raising of the building basement, ground and first floor levels by 1150mm and associated staircase, ramp and lift works ; floor plan revisions to the retail warehouse units at ground level and first level (resulting in an increase of retail warehouse use of 473 sq.m) ; floor plans revisions to the basement parking level (resulting in a net decrease in area of 355 sq m and 5 parking bays) ; repositioning of the east facade of retail warehouse units 7700mm closer to the Greenhill Road ; alterations to and screening of loading bay facility with associated staircase and ramp ; general revisions to elevations and roof design ; general revisions to site parking and vehicle circulation (resulting in the reduction of 4 parking bays) ; as well as associated signage and general site works.

SD07A/0622 & PL06S.226188

Permission granted by SDCC, with amendments to conditions made by An Bord Pleanála, for 11,649sqm own-door office space including lobbies, circulation and service areas and a 52sqm retail cafe kiosk in a two block development, one block of 4 storeys plus setback two-storey penthouse and one block of 3 storeys plus setback single storey penthouse, both blocks incorporating rooftop plant rooms and enclosures, 215 basement car parking spaces in a shared two-storey naturally ventilated basement incorporating mechanical plant and storage rooms, covered bicycle storage enclosure incorporating shower and toilet facilities, site hard and soft landscape works, street furniture and lighting, new access junction off Greenhills Road and internal access roads, set-down and ramps, two ESB sub-stations and switch room, waste management rooms and service yard, signage and associated site works.

SD07A/0622/EP

The above permission extended for a period of 5 years on 10th September 2013.

SD08A/0851

Permission granted by SDCC for Amendments to previously granted planning permission Register Reference no. SD07A/0622, An Bord Pleanála Reference No. PL06S.226188 comprising of new access junction off Greenhills Road with left-turn and right-turn access in and left-turn only access out, extended cycle-lane associated new kerbing, tactile paving, road markings, cycle-lane markings, contrasted surfacing, pedestrian guard railing, road signage, relocation of one street lamp, access roadway and associated landscaping and site works.

Adjacent Site

ABP-306705-20

Permission granted by An Bord Pleanála for demolition of existing factory/warehouse buildings on site (total floor area c. 10,076.8sq.m), construction of 502 apartments (comprising 197 1-bed; 257 2-bed; and 48 3-bed units) within 6 blocks ranging in height from 4 to 8 storeys. All residential units provided with associated private balconies/terraces to the north/south/east/west elevations. Provision of residential amenity facilities, 3 retail units, creche and services/bin store areas (total non-residential floor area c.1,839sq.m). A total of 202 car parking spaces (at basement and undercroft levels) and 584 no. bicycle parking spaces. Vehicular/pedestrian/cyclist accesses from Greenhills Road and Airton Road. Provision of road improvements and pedestrian crossings. All associated site development works, open space, landscaping, boundary treatments, plant areas, pv panels (at roof level), waste management areas, and services provision (including

ESB substations).

Relevant Recent Enforcement History

None identified on APAS.

RELEVANT POLICY AND GUIDELINES

Relevant Government Policy

National Planning Framework

National Strategic Outcome 1 of the NPF refers to and, stresses the importance, of *'Compact Growth'*. The NPF states,

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

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

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

and National Policy Objective 3a, which states,

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

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

Objective 27 seeks to ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages.

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

Regional Spatial & Economic Strategy 2019-2031

Dublin City and suburbs is considered in the context of the MASP and is dealt with in greater detail in Chapter 5 Dublin Metropolitan Area Strategic Plan (MASP). A number of key Regional Policy Objectives are considered relevant:

RPO 5.3: Future development in the Dublin Metropolitan Area shall be planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes (walking and cycling) and public transport use and creating a safe attractive street environment for pedestrians and cyclists.

RPO 5.4: 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’.

RPO 5.5: Future residential development supporting the right housing and tenure mix within the Dublin Metropolitan Area shall follow a clear sequential approach, with a primary focus on the consolidation of Dublin and suburbs, and the development of Key Metropolitan Towns, as set out in the Metropolitan Area Strategic Plan (MASP) and in line with the overall Settlement Strategy for the RSES. Identification of suitable residential development sites shall be supported by a quality site selection process that addresses environmental concerns.

National Policy Documents of Relevance

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

Regional Spatial & Economic Strategy 2019-2031, Eastern & Midland Regional Assembly (2019)

Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities’ (2020).

Urban Development and Building Heights – Guidelines for Planning Authorities’ (2018),

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

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

Urban Design Manual; A Best Practice Guide, A Companion Document to the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, Department of the Environment, Heritage and Local Government, (2008).

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

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

OPR Practice Note PN01 Appropriate Assessment Screening for Development Management (March 2021).

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

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

NTA Greater Dublin Area Transport Strategy 2020

National Cycle Manual – National Transport Authority (June 2011)

Circular PL 3/2016 - Childcare facilities

South Dublin County Development Plan 2022-2028

The new South Dublin County Development Plan 2022-2028 was made on the 22nd of June 2022. The plan comes into effect 6 weeks from the date of adoption (3rd of August 2022). The subject application is due to be decided by ABP by the 5th of September 2022. Based on this decision date it is considered prudent to include a brief assessment, where appropriate, of where the forthcoming CDP differs from the current in relation to the subject site. It is noted that there are no significant differences between the CDPs in relation to the subject site. The site is still subject to the Tallaght LAP. The effect Development Plan at the time of writing this report remains the 2016- 2022 plan.

Relevant Policy in South Dublin County Development Plan 2016 – 2022

Chapter 1 Core Strategy

Policy CS1 Consolidation Areas within Dublin City and Suburbs including Key Metropolitan Consolidation Areas

Policy CS2 Metropolitan Consolidation Towns

Policy CS6 Local Area Plans

It is the policy of the Council to prepare Local Area Plans as appropriate, and to prioritise areas that are likely to experience large scale residential or commercial development or regeneration.

Policy CS6 Objective 1: To prepare Local Area Plans for areas that are likely to experience large scale residential or commercial development or regeneration.

Policy CS6 Objective 2: To support a plan led approach in Local Area Plan areas by ensuring that development complies with the specific local requirements of the Local Area Plan, in addition to the policies and objectives contained in this Development Plan.

Chapter 2 Housing

Chapter 5 Urban Centres and Retailing

Policy UC6 Building Heights

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.

Policy R1 Retailing Overarching

Policy R2 Sequential Approach

Chapter 6 Transport and Mobility

Section 6.3.0 Walking and Cycling

Policy TM3 Walking and Cycling

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

Section 6.4.3 Road and Street Design

Policy H12

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

Section 6.4.4 Car Parking

Policy TM7 Car Parking

Chapter 7 Infrastructure and Environmental Quality

Section 7.1.0 Water Supply & Wastewater

Policy IE1 Water & Wastewater

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

Section 7.2.0 Surface Water & Groundwater

Policy IE2 Surface Water & Groundwater

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

Section 7.3.0 Flood Risk Management

Policy IE3 Flood Risk

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

Section 8.0 Green Infrastructure

Policy G1 Overarching

Policy G1 Green Infrastructure Network

Policy G3 Watercourses Network

Policy G4 Public Open Space and Landscape Setting

Policy G5 Sustainable Urban Drainage Systems

Policy G6 New Development in Urban Areas

Chapter 9 Heritage and Conservation

Section 9.0: Heritage, Conservation and Landscapes

Section 9.3.1 Natura 2000 Sites

Policy HCL12 Natura 2000 Sites

Section 10 Energy

Policy E4 Energy Performance in New Buildings

Section 11.2.0 Place Making and Urban Design

Section 11.2.1 Design Statements

Section 11.2.2 Masterplans

Table 11.17: Masterplan Considerations Section

11.2.7 Building Height

Section 11.3.1 Residential

(i) Mix of Dwelling Types

(ii) Residential Density

(iii) Public Open Space/Children's Play

(iv) Dwelling Standards

(v) Privacy

(vi) Dual Aspect

(vii) Access Cores and Communal Areas

(viii) Clothes Drying Facilities

Chapter 11 Implementation

Table 11.20: Minimum Space Standards for Houses

Table 11.21: Minimum Space Standards for Apartments

Section 11.4.1 Bicycle Parking Standards

Table 11.22: Minimum Bicycle Parking Rates

Section 11.4.2 Car Parking Standards

Table 11.24: Maximum Parking Rates (Residential Development)

Section 11.4.3 Car Parking for Electric Vehicles

Section 11.4.4 Car Parking Design and Layout

Section 11.4.5 Traffic and Transport Assessments

Section 11.6.1 (i) Flood Risk Assessment

Section 11.6.1 (ii) Surface Water

Section 11.6.1 (iii) Sustainable Urban Drainage System (SUDS)

Section 11.6.1 (iv) Groundwater

Section 11.6.1 (v) Rainwater Harvesting

Section 11.6.1 (vi) Water Services

Section 11.7.2 Energy Performance in New Buildings

Section 11.8.1 Environmental Impact Assessment

Section 11.8.2 Appropriate Assessment

Tallaght Town Centre Local Area Plan, 2020 – 2026

Chapter 1

Policy Context

Chapter 2 Urban Framework
Section 2.6 Intensity of Development
Section 2.6.1 Plot Ratio
Section 2.6.2 Height and Built Form
Section 2.7 Public Realm and Open Space

Chapter 3 Neighbourhoods
Section 3.6 Greenhills Neighbourhood Area

Predominantly business, enterprise and employment area with higher value commercial, industry and distribution and potential for limited mixed uses along Greenhills Road, proximate to Airtown Road, where it can integrate effectively with existing and established uses.

Relevant Key Objectives in Greenhills Neighbourhood Area
GH1: Intensification of use to higher value commercial and employment uses.
GH2: New local routes and connections to Bancroft Park.
GH3: Improved interface with Bancroft Park and Greenhills Road.
GH4: Protect and enhance recreational amenities and green infrastructure value of Bancroft Park.
GH5: Protection of residential amenity of adjoining residential areas.

Chapter 5 Residential and Community
Section 5.2 Residential Development
Section 5.2.1 Housing Mix
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Chapter 8 Implementation and Sequencing

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Chapter 9 Tallaght Specific Development Standards
Table 9.1 Design Criteria for Urban Square, public realm and local parks

Appendix 4: Community and Social Infrastructure Audit

ASSESSMENT OF PROPOSED DEVELOPMENT

South Dublin County Development Plan 2022-2028

The new South Dublin County Development Plan 2022-2028 was made on the 22nd of June 2022. The plan comes into effect 6 weeks from the date of adoption (3rd of August 2022). The subject application is due to be decided by the 5th of September 2022. Based on this decision date it is considered prudent to include a brief assessment, where appropriate, of where the forthcoming CDP differs from the current in relation to the subject site. It is noted that there are no significant differences between the CDPs in relation to the subject site. The site is still subject to the Tallaght LAP.

Principle of Development

Zoning and Council Policy

The site is subject to Zoning Objective 'REGEN': 'To facilitate enterprise and/or residential-led regeneration' under the South Dublin County Development Plan 2016-2022.

It is also noted that under the forthcoming South Dublin County Development Plan 2022-2028 the site would continue to be zoned 'REGEN' with the following amended zoning objective (emphasis added) 'To facilitate enterprise and/or residential-led regeneration subject to a development framework or plan for the area incorporating phasing and infrastructure delivery'.

The Tallaght Town Centre Local Area Plan 2020 – 2026 is considered to be the above referenced 'development framework or plan' in relation to the subject site. The forthcoming 2022-2028 CDP makes specific reference to this LAP (given it was developed after the adoption of the 2016-2022 CDP). There are policies and objectives in the 2022-2028 CDP referring to Tallaght and the Tallaght LAP including in the Core Strategy in relation to Consolidation Areas within Dublin City and Suburbs Settlement and Regeneration Areas. The subject site is part of one of the two large scale regeneration areas referenced in the CDP. Ensuring that the development of such areas is planned and co-ordinated in a manner which is capable of delivering successful and sustainable new neighbourhoods is a key objective of this plan.

Additionally, of note is EDE4 Objective 11: To support the regeneration of the Tallaght LAP lands in a co-ordinated and sustainable manner in accordance with the Tallaght Town Centre LAP 2020 or any superseding plan whilst ensuring the lands particularly Cookstown, remain a sustainable employment area to ensure environmentally short journeys to places of employment and to ensure the residential impact of the REGEN zoning does not instigate the decline in the employment capacity and sustainability of the area.

The Board is also referred to Chapter 12 of the 2022-2028 CDP which collates a description of the key objectives specific to particular neighbourhood areas, including the Tallaght Neighbourhood.

The forthcoming 2022-2028 CDP confirms and supports the Tallaght LAP as the key planning framework for the subject site.

The proposed development is predominantly residential, with residential amenities and facilities, 4 no. commercial units and a creche also provided. 'Childcare Facilities' and 'Residential' are

Permitted in Principle under this zoning in the 2016-2022 CDP. It is not clear what the commercial units would comprise of at this stage. The applicant states in the Architectural Design Statement that these are intended as business spaces, as opposed to retail opportunities. Office space is Permitted in Principle under REGEN in the 2016-2022 CDP. The status of these uses does not change under the forthcoming 2022-2028 CDP.

Local Area Plan and Neighbourhood Function

The site is located within 'Greenhills' neighbourhood area under the Tallaght LAP. The LAP provides the following description/objective for Greenhills:

"An attractive consolidated, diversified and intensified place for business and employment that is better connected to surrounding areas including Greenhills Road and Bancroft Park."

There is no mention of residential development in this description for the Greenhills neighbourhood area.

The land use mix/urban function is described as (emphasis added) *"Predominantly business, enterprise and employment area with higher value commercial, industry and distribution and potential for limited mixed uses along Greenhills Road, proximate to Airton Road, where it can integrate effectively with existing and established uses."*

The proposed site is proximate to Airton Road and so is suitable for the 'limited mixed uses' described in the plan. The site is zoned 'REGEN' and so residential development is 'Permitted in Principle'.

Taking the above into consideration, it is considered that residential development at the site is acceptable in principle, subject to provision also of mixed-use frontage.

Infrastructure

The LAP does not provide site-specific infrastructure requirements for the Greenhills neighbourhood. Infrastructure in the area will generally be funded through development contributions. However, it is now understood from recent studies carried out by Irish Water that there is a surface water and foul drainage capacity issue in this area that needs to be addressed. IW have commented on the subject application stating that it is feasible subject to certain requirements. This is discussed further in this report.

Sequencing of Development

Chapter 8 of the Local Area Plan states that development should take place primarily in the town centre and in areas adjacent to public transport nodes in the first instance, and continue in sequence from those sites. The Plan does not support 'leapfrogging' of sites for new development. The Plan specifically identifies the Cookstown and Broomhill areas as areas in which the sequencing policy should apply, but does not specifically mention Greenhills (residential development is not envisaged for the remainder of the neighbourhood area).

Given the recent permission at the adjoining site to the west, the provision of some services nearby, and the proximity to a local park and Tallaght village, it is considered that development

of the subject site would not constitute ‘leapfrogging’, and development is acceptable in principle with regard to the sequencing policy.

Material Contraventions

A Statement of Material Contravention has been submitted. This states that the proposed development materially contravenes the Tallaght Local Area Plan 2020 in relation to building height, plot ratio, unit mix and the South Dublin County Development Plan 2016-2022 in relation to car parking provision.

It is the opinion of the Planning Authority that the proposed development represents a material contravention of the Local Area Plan with regard to:

- Building height
- Plot ratio (this being the key measures of density in the plan),
- Unit mix

The Planning Authority does not consider that any of the criteria under section 37(2)(b) of the Planning and Development Act 2000, as amended, apply in this instance.

The provision of car parking is not considered to be a material contravention of the Plan, though the Planning Authority does find the proposed low provision to be unacceptable, and a higher ratio of car parking to units is required.

It is considered that the development represents a material breach of the Local Area Plan standards for height, plot ratio, and unit mix. **The Planning Authority cannot support the development in its current form on this basis and permission is recommended to be refused.**

Intensity of Development

Section 2.8 ‘Development Capacity’ of the Local Area Plan provides for a long term indicative development potential of 11,100 units (high), and a non-residential capacity of 1.02m sqm (high) across the Local Area Plan lands.

The LAP provides general standards for height and plot ratio, and also provides criteria for building beyond those standards. Density is therefore formally managed with reference to height and plot ratio. This approach places increased emphasis on meeting the plot ratio and height parameters in the LAP.

The proposed density is 246 d/ha. This is still well exceeding the figure of 100 d/ha given in the 2020 Apartment Guidelines for ‘central and/or accessible urban areas’. It is not clear from the site’s position on the edge of Tallaght, proximate to bus transport, that such a density is justified. In any event, the urban design-led provisions on height and plot ratio far exceed the plan.

Building Height

Building heights of 7 to 8 storeys are proposed, with a walled roof garden at roof top (the 9th) level. Heights transition from a low of 7 storeys in Block D (to the rear and facing east) to 8 storeys in Blocks B and C (north-west and north-east of the site). Block A (west-facing to the

front of the site) would be 8 storeys, with a walled roof garden on the top of the corner of this block (9th level).

The **LAP provides for 4 to 6 storeys to Greenhills Road**. The site introduces blocks to the east and rear of the site (7 and 8 storeys) which are not shown on the urban design framework of the LAP. These can be accommodated as ‘other frontages’ with heights of 3 to 4 storeys as stated in the LAP. The proposed development would therefore exceed the LAP Heights Strategy by 2 storeys along Greenhills Road and 3 to 4 storeys for the remainder of the development.

As previously relayed to the Board, the Tallaght Town Centre Local Area Plan 2020 - 2026 was adopted after the introduction of the 2018 guidelines on building height, complies with its design- and environment-led approach, and has been approved by the OPR (Office of the Planning Regulator). The Plan is consistent with the s.28 guidelines.

The proposed development significantly breaches these height requirements of the Plan.

Plot Ratio

The **plot ratio** limits for the Greenhills area are 0.5 (min) – 1.0 (max). The proposal, at 2.4, **is 140% above the allowable standards**. This suggests that, in addition to the additional height, the proposal **represents overdevelopment of the site**. Considering that every site in the area is a potential regeneration site, the precedent set by permitting additional density in the form of plot ratio, could have serious consequences for the quality of the public realm, streetscapes, and amenity spaces on this and other sites in the area.

Justifications for Additional Density

Criteria for Additional Height

Section 2.6 of the LAP (page 25) states:

to reflect the importance of placemaking at key public transport stops and key public spaces, flexibility in relation to the plot ratio range (+20%) 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.

This would allow for a plot ratio 1.2 and building heights of 10 storeys in a tower feature fronting onto Greenhills Road.

These requirements are subject to criteria for taller buildings set out in Section 2.6.2. This provision may apply where the site is directly adjacent (100 m walking distance) to the following:

- High capacity public transport stops (i.e. a Luas stop or high frequency bus stop (i.e. 10-minute peak hour frequency) on a dedicated bus lane);
- The proposed ‘New Urban Square’ north of Belgard Square North in the Centre neighbourhood;
- The proposed ‘New Urban Square’ within the Cookstown neighbourhood; and

- The proposed Transport Interchange and adjacent proposed ‘Urban Space’ in the Centre neighbourhood.

The subject site is not identified as a landmark site suitable for higher development under the LAP.

There is an existing bus stop on Greenhills Road in front of the neighbouring retail park in close proximity to the subject site. Currently from this stop are Dublin Bus services including No. 27. This has a peak frequency of 10 minutes. However, there is no dedicated bus lane along Greenhills Road presently.

Under BusConnects this bus stop would be moved to directly in front of the site and a Core Bus Corridor would be along Greenhills Road. Two ‘spine’ routes would serve this stop (D2 and D4), D2 having a peak frequency of 15 minutes, and D4 having a peak frequency of 30 minutes. Taken together, these may be considered to have a frequency of ten minutes.

Given this it is considered additional height could be appropriate on the site, specifically along Greenhills Road and in the form of a taller corner element.

Design Criteria

Where additional height can be accommodated, it is to be subject to exceptional design which creates a feature of architectural interest, a significant contribution to the public realm, and mixed uses at ground floor level. (section 2.6). Under section 2.6.2, any development above 8 storeys

“must be designed as corner features or similar limited elements of urban blocks to define streetscape, respond to public spaces or close urban vistas. Where taller landmark buildings are proposed they should achieve the highest standards of design including high quality and robust materials, should contribute to an emerging skyline for Tallaght and should be slender buildings that successfully manage their environmental impacts on surrounding lands.”

The tallest element of the development is located at the corner of Block A, which is considered to be the correct location for the tallest building height on the site. However, the design and form of this element is not considered to be appropriate in order to be considered a feature of architectural interest. The overall building is bulky and means that this tower element is not slender.

In terms of public realm contribution, the design is not considered to make a significant contribution in its current form. The commercial units at ground floor facing Greenhills Road are welcomed.

Criteria for Additional Plot Ratio

Flexibility of up to 20% in the plot ratio may be applicable where there is a strong design rationale for an increase in density/height and the development will result in a significant public gain (criteria is included in section 2.6.1 of the LAP). The Planning Authority has concerns as to whether the proposal in its current form could be considered a significant public gain and

therefore avail of the up to 20% flexibility (allowing for up to 1.2 in plot ratio on the site). However, even if the proposal were to meet these criteria, it would still significantly exceed the 20% flexibility.

Conclusion: Intensity of Development

The development is excessive in terms of intensity. It exceeds the basic building height and plot ratio standards laid out in the plan.

It does not exceed the enhanced standard for building height; however, it is considered that the corner feature in its current form does not meet the design criteria of the LAP. There are also concerns that the proposed development in its current form does not meet the requirement for significant gain in relation to public realm. Importantly, the proposed development far exceeds the enhanced standards for plot ratio (2.4 proposed when the enhanced standard would be 1.2).

Thus, the proposed development materially contravenes the LAP in relation to building height and plot ratio and should be refused on this basis.

Should the Board choose to grant permission a condition should be attached to modify the development so that it better aligns with the LAP. 1 to 2 storeys should be omitted from the building frontage onto Greenhills Road, apart from the corner feature. The remainder of the building should be reduced to 3 to 4 storeys.

This would create more of an architectural feature of the corner building element on the corner of Block A. This would also result in a more appropriate plot ratio. The public realm should be enhanced with further planting and SUDS.

Development Mix

Unit Mix

The proposed development contains the following mix:

1-bed units:	79	(40%)
2-bed (3-person) units:	6	(3%)
2-bed (4-person) units:	99	(50%)
3-bed units:	13	(7%)

The Planning Authority notes the **very small allocation of 3 bed units**. The proposed development does not comply with Objective RE2 of the Tallaght Town Centre Local Area Plan 2020 – 2026, which requires 30% provision of 3-bed units in all developments. The under-provision of 3-bed units in this development would undermine the formation of a sustainable residential community in this area, while also failing to meet local housing demand. **It is the opinion of the Planning Authority that this is a material contravention of the LAP, and the proposed development should be refused on this basis.**

It is further noted that the LAP, as reviewed by the Office of the Planning Regulator, provides for a minimum of 3-bed units to serve local demand as assessed during the drafting of the Plan – i.e., the process sought within the ‘Sustainable Urban Housing: Design Standards for New

Apartments – Guidelines for Planning Authorities’ (2020) for Planning Authorities to determine appropriate housing mixes. The 2020 guidelines were adopted in 2018, prior to the adoption of the Tallaght Town Centre LAP. The 2020 changes to ‘shared accommodation’ are irrelevant to this scheme.

Tenure Mix

The Tallaght Town Centre Local Area Plan 2020 – 2026 supports a mix of tenures to provide for sustainable communities in the plan lands. The proposed development would be fully Build to Sell.

Mix of Uses

Figure 2.5 of the LAP does not show a mixed use frontage on this site. However, the land use mix/urban function for Greenhills Road describes the potential for limited mixed uses along Greenhills Road, proximate to Airton Road, where it can integrate effectively with existing and established uses. It is therefore considered a mix of uses can and should be accommodated on the site.

The applicant is proposing to provide at ground floor a creche facility (329.7sq.m) on the southern elevation, 3 no. commercial units (167, 254.9 and 232.3 sq.m each) on the western street frontage and 1 no. commercial unit (217.3sq.m) on the northern elevation. The Planning Authority has concerns with the design, layout and servicing arrangements for the proposed commercial units, which as currently set out would be unlikely to be attractive commercial uses for any occupier.

Commercial Unit No. 4, on the northern frontage, is not considered to be in an ideal location. It would not be highly visible from the streetscape and is fronting the side of the retail/commercial park building. It is quite detached from the frontage along Greenhills Road. It is therefore considered that this unit should be omitted and replaced with own door residential units and used as an entrance point to upper floors. The car parking spaces in front of this unit, in the northern part of the site, should also be omitted. These spaces hinder what would otherwise be an important pedestrian connection. Bollards or an otherwise appropriate intervention should be provided at the access road to the rear of the site to ensure that vehicles are not able to access this area to the north of the building. This is in order to strengthen this pedestrian connection. As part of these revisions the connections to the north of the site, the retail/commercial park, should be reconsidered.

It is also noted that Commercial Unit No. 3 is not considered to be an ideal shape or form for future commercial or retail use. The layout and shape of this unit should be amended and agreed by way of condition in the event of a grant of permission.

Childcare

In the context of this scale of residential development, the proposal to develop a creche is welcome. The applicant estimates that this facility would cater for in the order of 82 to 110 no. children. This aligns with the general requirement for 20 places for each 75 dwellings. A dedicated drop off, parking spaces and external play area for the creche are proposed, which is to be welcomed.

Part V / Social and Affordable Housing

The Housing Department has provided a report, the most notable comment of which is as follows:

The Part V submission lodged with this planning application is noted, the developer intends to fulfil their Part V obligation by providing 20 residential units on site namely: 8 No. 1 Bed Apartments and 12 No. 2 Bed Apartments. It is South Dublin County Councils preference to acquire units on site. It is requested that approximately 7% of the Part V units are suitable for persons with medical needs.

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

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

The full report is available in the appendices. A Part V condition should be attached in the event of a grant of permission.

Visual Impact, Design and Layout

The development is provided as 3 sides of a perimeter block, with the southern side left open.

Visual Impact

A Landscape and Visual Impact Assessment and Verified Views and CGIs of the proposed development have been submitted. These show that the proposed development would have a strong frontage onto Greenhills Road, which is to be welcomed. However, the buildings appear bulky and do not provide enough of a variance in height. This is the result of a high plot ratio. As discussed previously, the blocks should be reduced in height except where there is the corner feature on Block A.

Materials and Finishes

The materials and finishes of the proposed development include brick work, render and metal cladding. Standing seam metal cladding would be used where the building is partly setback on the western frontage facing Greenhills Road. The extensive use of metal cladding on this frontage should be reconsidered. It is considered more visually acceptable to use this across one upper floor. Materials and finishes should be agreed with the Planning Authority by way of condition in the event of a grant of permission.

A Building Lifecycle Report has been submitted for the proposed development. This provides details on the proposed materials and finishes and long-term maintenance and management strategy for the scheme. This is to be welcomed and is in compliance with the 2020 Apartment Guidelines.

Separation Distance from Site to North

There are some north-facing dual aspect units about which the Planning Authority would have some concerns due to separation distance with the building to the north. The separation distance is approx. 15.1m. This separation distance would not be an issue if the northern façade of the proposed development were treated as a secondary side elevation; however, it appears in the proposed layout to be the primary frontage for some units.

A Daylight, Sunlight and Overshadowing Analysis has been submitted. This shows that most of these units would be compliant in relation to ADF. It is noted that the kitchen/living/dining room of Apartment B0109 would not be compliance with EN17037. The Planning Authority would still have concerns in relation to the privacy of these units, given that there are two rows of windows on the neighbouring offices that face the site.

In considering the above, it is important to note that the building to the north was granted permission as part of a combined development with this site. As part of that development, commercial office spaces would overlook each other. The proposal for residential development at this site is a different prospect.

The development should either be located further away from the block to the north, or the treatment of this northern façade should be that of a secondary side elevation, with little fenestration.

Parking/Permeability

The Planning Authority supports the provision of enhanced permeability/connectivity through sites in regeneration areas, and this is a design criterion for regeneration sites under section 8.2 of the LAP.

A number of connections have been provided to the footpath and streetscape along Greenhills Road to the west. The western frontage would have commercial units and the southern the creche. This is to be welcomed. The perimeter street to the rear of the development provides a rather inactive frontage. However, this space is noted as being for the purposes of accessing the undercroft car park, parking, loading or servicing the site.

Communal Amenity Space

Communal amenity space for the residents is proposed in the central courtyard above podium level and at 9th floor roof level. The general layout of the communal amenity space is acceptable. The communal amenity space all at one level is to be welcomed. Given that it is restricted to podium level this might limit the uses of sustainable urban drainage systems in this space. This should therefore be provided for at ground level in the public realm.

Residential Amenity

Unit and Room Sizes

The standards of the ‘Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities’ (2020) should be applied, in particular, section 3.8 of the guidelines. A Housing Quality Assessment has been submitted demonstrating that the proposed apartments would comply with these standards and the 2016-2022 CDP. It is noted that on some

of the floor plans (e.g. sixth floor plan) it appears as though some of the balcony doors do not appear to align with and lead out onto the balconies. This should be corrected via condition.

Single and Dual Aspect

The development is stated to be provided with 46.7% (92 no. of 197 no.) dual aspect units. This is under the requirement of SPPR 4 of the 2020 Apartment Guidelines that requires *in suburban or intermediate locations, it is an objective that there shall generally be a minimum of 50% dual aspect apartments in a single scheme.*

No single aspect apartments would be facing north. It is noted that some apartments would only have a small window to count as dual aspect (e.g. Apartment No. B00110 and those above this apartment). In addition, the proposed development is under the 50% dual aspect requirement. **The application should be refused on this basis.** In the event of a grant of permission some of the already noted revisions might result in a reconfiguration of the apartments and should aim to result in a higher dual aspect ratio.

Amenities and Facilities

The proposed development is Build to Sell and would provide for resident amenities and facilities including 2 no. resident lounges (114.7sq.m), a gym (98sq.m) and external communal amenity space (1,490.8sq.m).

Public Realm

It is noted that the Landscape Masterplan for the scheme includes a play area and creche play space, as well as podium and ground level open space. Detailed specifications should be provided as to all equipment and surface materials to be used in the scheme. The car park / internal street should be provided with more greenery, and natural SUDs features should be integrated into the scheme. In particular, wetland features can form part of the public realm treatment to Greenhills Road. Underground attenuation tanks should be avoided, and this can be achieved by provision of surface level / roof level natural SUDs features.

As per Section 2.7 Public Realm and Open Space of the LAP, 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. Along mixed frontage streets commercial, communal and other appropriate active uses at ground floor level shall be required.

The proposed development would step back from Greenhills Road at the south-west of the site, providing a larger public space on the street referred to as a Public Plaza. This pedestrian area appears to be treated with a large amount of hard surfacing in the proposals. This could be greener and could also provide some natural SUDs features as part of 'significant gain' of the public realm. It is not considered realistic or possible to 'fit' a public pocket park in this location.

The applicant states that 1,667sq.m of public open space would be provided along the Greenhills Road frontage. It is noted that the Public Realm section raises concerns in relation to the design of the space. It is considered that the public plaza element is an acceptable design approach to the public open space and satisfies the qualitative 10% requirement. The public realm report references the option of contribution in lieu of public open space, the Planning Authority do not consider that option appropriate in this instance.

SDCC's Public Realm Section have raised concerns in regard to the following:

- *Greater level of detailed required regarding proposed play provision to be provided within the development.*
- *Greater level of detailed required regarding the tree pits and SUDS features to be provided within the development.*
- *All access points are required to have active frontage throughout and passive surveillance to provide welcoming functioning access routes.*
- *A Universal Accessibility Map shall be submitted to demonstrate that the development is inclusive to people of all abilities. This shall be accompanied with a movement strategy plan for cyclists and pedestrians.*
- *Lacks a comprehensive and detailed SUDS strategy for the entire development which details the implementation, maintenance and of future management of the proposed SUDS Strategy.*
- *Detailed Planting Plan required for the entire development which clearly details planting sizes and proposed numbers/densities.*

This report is noted and it is considered these points could be addressed via condition.

Trees and Ecology

An Ecological Impact Assessment and Bat Assessment have been submitted. The bat assessment states bat activity on the site is low based on the surveys taken. Potential impacts are loss of trees, disturbance from lighting and reduced feeding. The mitigation measures from these assessments include purpose-built bat boxes, planting for biodiversity, site clearance outside nesting season, loss of sediment avoided, and management of alien invasive species Three-cornered Leek.

An Arboricultural Report, Tree Survey & Constraints Plan and Tree Removal & Protection Plan have been submitted. There is an existing group of trees and vegetation along the southern and part-eastern boundaries of the site, which are proposed for removal. The Arboricultural Report describes these as Category C. The EcIA identifies this hedgerow as 'lower significance' due to its short length, relatively low species diversity and lack of connections with wider landscape features.

The mitigation measures from these assessments should be conditioned in the event of a grant of permission.

Access, Transport and Parking

The total number of residential car parking spaces has not been altered from Stage 2; however, the number of units has decreased. This provides a residential car parking ratio of 0.4. This is considered too low for this area. Such low ratios are judged to be acceptable in the middle of Tallaght Town Centre, but this site is too far removed. A ratio of 0.65 should be sought at this location. Bringing down the density of the scheme to meet LAP standards would improve this ratio.

Car parking would be largely located in the undercroft with some spaces to the rear and north of the building. Additional spaces have been provided for the creche.

The Roads Department have reviewed the development and have the following observations:

1. *Clear pedestrian and cycling routes need to be constructed at the North entrance as wayfinding for pedestrians and cyclists. Footpaths must be a minimum of 2m wide and cycle lanes must be a minimum of 1.5m wide.*

2. *The applicant must ensure that appropriate pedestrian and tactile paving is in place throughout the site and that all road users are provided with sufficient information at modal interface points.*

3. *It is recommended that in anticipation of future public transport improvements along Greenhills Road as part of Bus Connects the applicant should ensure that appropriate guidance is provided to cyclists and pedestrians to allow all required movements to be undertaken safely when exiting the development. If appropriate segregation cannot be provided for all movements, segregation should be terminated in a manner that allows all movements to safely merge.*

4. *The 2 direction access way for vehicles in the under-croft parking is not appropriate width for pedestrian access. The plans should clearly identify no person will need to enter or exit the carpark by foot using the vehicle entrance.*

5. *SDCC Roads Department recommends that an adequate turning circle is provided to facilitate safe turning manoeuvre at the creche drop-off points given the likely proximity of young children crossing this section of road.*

6. *A developed Mobility Management Plan is to be completed within six months of opening of the proposed development. The Mobility Management Plan shall be agreed with the roads department and the agreed plan, along with the written agreement of the roads department shall be lodged to the planning file. The written commitment of the developer to implement the agreed plan shall also be lodged to the file.*

7. *A Parking Management Strategy, including detail on the breakdown of parking provision by type and land use should be submitted. The applicant should refer to Tables 11.23 & 11.24: Maximum Parking Rates – from the SDCC County Development Plan 2016-2022.*

8. *SDCC road department is happy with the cycling parking provision. All external bicycle parking spaces shall be covered and designed to National Cycle Manual standards.*

9. *Relocation of existing post box at Greenhills Road / Hibernian Industrial Estate Road junction will be required.*

10. *The proposed development shall make provision for the charging of electric vehicles. In the case of surface car parking spaces and basement car parking spaces, 100% of spaces must be provided with electrical ducting and termination points to allow for the provision of future charging points, and 10% of car parking spaces must be provided with electric vehicle charging points initially. Details of how it is proposed to comply with these requirements including details of the design of, and signage for, the electric charging points shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. REASON: In the interest of sustainable transport.*

11. *The applicant should provide mobility impaired parking spaces to comply with the minimum rate of 5% of the overall vehicular parking spaces for mobility impaired users.*

12. *Prior to commencement of any works the relocation of the traffic signs outside of the property is to be agreed with the roads department. Cost of such relocation to be borne solely by the applicant.*

13. *Prior to commencement of development, the applicant shall submit a Construction & Demolition Waste Management Plan (C&DWMP) for the written agreement of the Planning Authority showing number of loads, haulage routes, times of works, etc.. The agreed plan, along with the written agreement of the roads department shall be lodged to the planning file. The written commitment of the developer to implement the agreed plan shall also be lodged to the file.*

14. *Prior to commencement of development, the applicant shall submit the Construction Traffic Management Plan for the written agreement of the Planning Authority.*

Their full report is attached to the appendices of this report. These comments are recommended to the Board.

Surface Water

The Environmental Services Department has provided a report with the following comments (also available in the appendices):

1.1 *There is no drawing submitted showing a cross sectional view with distance shown between foundation of proposed building and existing 1050mm surface water sewer.*

Without seeing such a drawing, water services cannot recommend the proposed development because it is not clear if same complies with the Greater Dublin Strategic Development Study (GSDS) -Volume 2 New Developments.

South Dublin County Council records show that there is an existing 1050mm public surface water sewer traversing the site to the west and south of proposed buildings. The applicant is required to submit a drawing in plan and cross-sectional views showing the distance between the closest point/s between the proposed building foundations/basement and the existing 1050mm

surface water sewer West and South of same. The drawings shall also show the invert levels of the existing surface water sewer and any adjacent proposed building foundations. The minimum clear setback distance must comply with the requirements of the Greater Dublin Strategic Development Study (GSDS) -Volume 2 New Developments.

1.2 The applicant has proposed to divert a section of an existing surface water sewer to the east of the site. The applicant is required to clarify where this existing surface water sewer originates from, what area it currently serves and whether it is a privately or publicly owned asset. The applicant is required to provide additional details for this proposed diversion such as a longitudinal section of proposed diversion showing cover, invert levels and gradients of the sewer and calculations which demonstrate capacity of existing surface water network has not been adversely affected by the proposed diversion. All proposed diversion works must comply with the requirements of the Greater Dublin Regional Code of Practice for Drainage Works.

1.3 Water services do not have a record of being contacted by applicant to arrange to meet a (South Dublin County Council) Drainage Inspector on site to verify the location of public surface water and foul water sewers on the site. As such water services cannot assess fully this application without having the services on site verified.

1.4 The applicant is requested to submit additional cross section details of all proposed SuDS features for the proposed development such as Tree pits, green roofs etc.

Their full report is attached to the appendices of this report. The above comments are recommended to the Board.

Water and foul drainage (Irish Water)

The Planning Authority raises the servicing issues highlighted by Irish Water in recent SHD proposal in the Cookstown area. Irish Water have provided comments on the subject development stating that:

- *In relation to water supply this is feasible subject to the provision of c.100m of network extension to the existing 9" AC mains, as detailed in the Confirmation of Feasibility, issued by Irish Water dated 18th October 2021.*
- *In relation to wastewater drainage this is feasible subject to the following:
Irish Water can facilitate the connection subject to the development adhering to strict flow management. This is to ensure no further detriment in the downstream network resulting from the new connections to the existing sewer.
The flow control and storage measures will be installed, owned, operated and managed by the developer locally on the subject site. In addition, the applicant is required to incorporate bypass pipes to facilitate the future connection, when IW have completed works to increase the capacity in the local network.
These temporary measures are required until Irish Water have increased capacity in the downstream network. The network upgrade works to increase the capacity are included in IW's Dodder Valley Drainage Area Plan. This project is at an advanced stage with modelling works now complete. The project is scheduled for Stage 4 Completion (Strategy, Optioneering & Future Solutions Design) in Q3 2024.*

The Board should satisfy themselves that the proposed development is feasible in relation to water supply and wastewater drainage.

Environmental and Safety Considerations

Environmental Health

The H.S.E. Environmental Health Officer has reviewed the proposed development and have no objection subject to conditions relating to noise, air quality, bin storage, fumes and noise from the commercial units, and implementing the recommendations from the submitted noise assessment. These conditions should be included in the event of a grant of permission.

Aviation Safety

An Aeronautical Assessment Report has been submitted. This finds that the proposed development complies with all aviation and aeronautical requirements affecting the site. It states that it is unlikely that the small number of proposed solar/pv panels will give rise to glint or glare problems which might affect aviation. No observations from the Irish Aviation Authority nor the Department of Defence have been received on the application. It is considered that standard conditions in relation to aviation should be included in the event of a grant of permission.

Energy

An Energy Statement has been submitted. This makes no mention of the development integrating with HeatNet district heating system in Tallaght, which is supported by South Dublin County Council. If granted, a condition to this effect should be attached.

Waste Management

A Construction Site Environmental/Waste Management Plan and an Operational Waste Management Plan have been submitted. There would be dedicated waste storage areas for both the residents and for the creche and commercial units at ground floor. The plan states that as required, the residents will bring the segregated waste materials from their apartments/unit via the lifts to the dedicated waste storage area located on ground level. This management plan should be implemented in the event of a grant of permission.

Screening for Appropriate Assessment

The Board is the competent authority and will screen the development for appropriate assessment. The applicant has provided a Screening Report for Appropriate Assessment.

Screening for Environmental Impact Assessment

The Board is the competent authority and will screen the development for EIA. The applicant has provided an EIA Screening Report.

Conclusion

While this mixed use land use is acceptable in principle and the Planning Authority welcomes the development of the site, significant concerns remain in relation to building height, density, plot ratio, visual impact, viability of commercial units, unit mix, quality of public realm, standard of accommodation (dual aspect and privacy) and roads items.

The development would constitute a material contravention of the Tallaght Town Centre Local Area Plan, 2020 – 2026. The Planning Authority consider that a development proposal for the site should be in compliance with the adopted LAP.

The Planning Authority therefore recommend a **refusal of permission**.


Recommendation

Refuse permission, for the reasons set out below.

The proposed development would materially contravene objectives of the Tallaght Town Centre Local Area Plan, 2020 – 2026 in relation to the following matters:

- Building height
- Plot ratio (this being the key measure of density in the plan)
- Unit mix


The proposed dual aspect ratio does not comply with the 2020 Apartment Guidelines. In suburban or intermediate locations, it is an objective that there shall generally be a minimum of 50% dual aspect apartments in a single scheme.



Jim Johnston,
Senior Executive Planner

Date:

11/7/22



Eoin Burke, Senior Planner

Appendix 1: Conditions of Permission

No	Condition	Reason
1	<p>Effective control on development as approved Development in accordance with submitted plans and details. The development shall be carried out and completed in its entirety fully in accordance with the plans, particulars and specifications lodged with the application, save as may be required by the other conditions attached hereto.</p>	<p>To ensure that the development shall be in accordance with the permission and that effective control be maintained.</p>
2	<p>Amendments Prior to commencement of development, the applicant developer or land owners shall obtain the written agreement of the Planning Authority to various amendments to the scheme and the final arrangements and layouts associated with those amendments, which shall include the following: (a) 1 to 2 storeys shall be omitted from the building frontage onto Greenhills Road, apart from the corner feature. The remainder of the buildings shall be reduced to 3 or 4 storeys. (b) Commercial Unit No. 4 omitted and replaced with own door apartments and/or residential access to upper floors. (c) Car parking spaces Nos. 72 to 78 relocated from the north of the building. Bollards or a boundary treatment installed to stop vehicles turning right and driving along the north of the building. (d) Commercial Unit No. 3 - The layout and shape of this unit should be amended to provide a more regular shaped unit (e) The public realm and plaza revised to be greener and provide some natural SUDs features (f). Revised floor plans to clearly show that the balcony doors align with and lead out onto the balconies</p> <p>Note: Compliance with this condition will require a reduction in units.</p>	<p>In the interest of a high quality sustainable residential development, comfort and safety of pedestrians, traffic safety, and communal residential amenity.</p>
3	<p>Materials and Finishes Prior to the commencement of development the applicant shall submit materials and finishes of the development for the written agreement of the Planning Authority. The revised materials shall omit the metal cladding.</p>	
4	<p>Commercial Units Prior to the occupation of the commercial units the opening hours (if appropriate) and associated signage shall submitted for the written agreement of the Planning Authority.</p>	

5	<p>National Transport Authority</p> <p>(a) The drainage diversions which are proposed to be relocated into the carriageway on the Greenhills Road may be of concern -the developer shall ensure they are sufficiently deep to ensure they do not clash with any resurfacing works required as part of the Core Bus Corridor (CBC).</p> <p>(b) Any manhole covers should not be placed in the wheel track zones.</p> <p>(c) The applicant shall continue to liaise with the NTA with regard to the design of the road layouts and access arrangements on both the Greenhills Road and Airton Road and detailed design considerations at the interface between the development and the CBC in order to support the implementation of the CBC.</p>	<p>To ensure that the development does not prejudice the delivery of the Core Bus Corridor and national transport infrastructure.</p>
6	<p>Taking in Charge</p> <p>Prior to commencement of development, the applicant shall submit and obtain agreement of the Planning Authority (following consultation as necessary with the SDCC Public Realm Department and the SDCC Roads Department) to the taking-in-charge plan. All areas to be taken in charge shall be completed as per the council's standard details, which can be found at: https://www.sdcc.ie/en/services/planning/commencement-and-completion/completion/taking-in-charge-policy-standards/</p>	<p>To comply with the Councils taking in charge standards.</p>
7	<p>Roads</p> <p>The following details shall be agreed with the Planning Authority in writing prior to commencement of development:</p> <p>(a) Clear pedestrian and cycling routes need to be constructed at the North entrance as wayfinding for pedestrians and cyclists. Footpaths must be a minimum of 2m wide and cycle lanes must be a minimum of 1.5m wide.</p> <p>(b) The applicant must ensure that appropriate pedestrian and tactile paving is in place throughout the site and that all road users are provided with sufficient information at modal interface points.</p> <p>(c) in anticipation of future public transport improvements along Greenhills Road as part of Bus Connects the applicant should ensure that appropriate guidance is provided to cyclists and pedestrians to allow all required movements to be undertaken safely when exiting the development. If appropriate segregation cannot be provided for all movements, segregation should be terminated in a manner that allows all movements to safely merge.</p> <p>(d) The 2 direction access way for vehicles in the under-croft parking is not an appropriate width for pedestrian access. The plans should clearly identify that no person will need to enter or exit the carpark by foot using the vehicle entrance.</p> <p>(e) An adequate turning circle is provided to facilitate safe turning manoeuvre at the creche drop-off points given the likely proximity of young children crossing this section of road.</p> <p>(f) A Parking Management Strategy, including detail on the breakdown of parking provision by type and land use. should be submitted.</p>	<p>To ensure effective control of development, and to ensure safe and adequate provision of transport infrastructure in line with national guidelines and local needs.</p>

	<p>(g) All external bicycle parking spaces shall be covered and designed to National Cycle Manual standards.</p> <p>(h) Relocation of existing post box at Greenhills Road / Hibernian Industrial Estate Road junction will be required.</p> <p>(i) The proposed development shall make provision for the charging of electric vehicles. In the case of surface car parking spaces and basement car parking spaces, 100% of spaces must be provided with electrical ducting and termination points to allow for the provision of future charging points, and 10% of car parking spaces must be provided with electric vehicle charging points initially. Details of how it is proposed to comply with these requirements including details of the design of, and signage for, the electric charging points shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.</p> <p>(j) The applicant should provide mobility impaired parking spaces to comply with the minimum rate of 5% of the overall vehicular parking spaces for mobility impaired users.</p> <p>(k) Prior to commencement of any works the relocation of the traffic signs outside of the property is to be agreed with the roads department. Cost of such relocation to be borne solely by the applicant.</p> <p>(l) Prior to commencement of development, the applicant shall submit the Construction Traffic Management Plan for the written agreement of the Planning Authority.</p>	
8	<p>Mobility Management Plan. A Mobility Management Plan is to be completed within six months of opening of the proposed development. The Mobility Management Plan shall be agreed in writing with the roads department and the agreed plan, along with the written agreement of the roads department shall be lodged to the planning file. The written commitment of the developer to implement the agreed plan shall also be lodged to the file.</p>	In the interest of sustainable transport.
9	<p>Energy Statement The applicant has provided an Energy Statement with the application. The Statement specifies measures in line with council policy and Part F and Part L of the Building Regulations. The Energy Statement shall be implemented in full.</p>	To ensure energy efficiency in the development.
10	<p>Aviation Safety The applicant shall liaise with the Department of Defence and Air Corps prior to commencement of development, and provide the Planning Authority with any written notice by the Department and Air Corps that alterations to the development are sought.</p>	To ensure the Department of Defence and Air Corps is informed prior to commencement of works.
11	<p>Council Housing Strategy. The applicant, owner or developer, or any other person with an interest in the</p>	To promote social integration

	<p>land to which the development as approved relates shall, prior to the lodgement of a commencement notice within the meaning of Part II of the Building Control Regulations 1997:</p> <p>(i) enter into an agreement with the Housing Authority for compliance with the Part V of the Planning and Development Act 2000 (as amended) as referred to in the South Dublin County Council Development Plan 2016-2022, providing, in accordance with that section, for the matters referred to in paragraph (a) or (b) of subsection (3) of section 96, and</p> <p>(ii) when the agreement with the Housing Authority for compliance with the Part V of the Planning and Development Act 2000 is finalised to the satisfaction of the Housing Authority, a certified copy of the agreement shall be lodged with the Planning Authority.</p>	<p>consistent with policies/objectives of the Councils Housing Strategy as contained in the South Dublin County Council Development Plan 2016-2022.</p>
12	<p>Owner's Management Company Prior to the commencement of development details of an Owner's Management Company/Companies, or other such legally acceptable management entity, shall be submitted to the Planning Authority for written agreement.</p>	<p>In the interests of proper planning and sustainable development.</p>
13	<p>Revised Landscape Design Proposals Prior to the commencement of Development, a revised landscaping strategy, which meets the requirements of the Public Realm Section in terms of meaningful public open space provision as required under the CDP 2016-2022 and effectively contributes to the accessibility and permeability of the site has first been submitted and agreed in writing with the Planning Authority. The revised landscape strategy shall include a revised landscaping layout, details of planting, hard surfacing materials, site levels, external lighting, a space-sharing strategy, external cycle parking, public seating and details of all gradients, ramps and steps within publicly accessible areas of the development. Soft landscaping works shall include: planting plans (at a scale not less than 1:100), written specification of planting and cultivation works to be undertaken and schedules of plants, noting species, plant sizes and proposed numbers / densities and an implementation programme. The hard surfacing details shall include details of planters and samples showing the texture and colour of the materials to be used and information about their sourcing/manufacture. The lighting details shall include detailed drawings of the proposed lighting columns and fittings, information about the levels of luminance and any measures for mitigating the effects of light pollution. The landscaping scheme shall also include details of defensible space in front of ground floor units, proposed finished site levels, boundary treatment and gates (including gates to the basement), vehicle and pedestrian access and</p>	<p>To ensure that the development achieves a high standard of design, layout and amenity and makes provision for hard and soft landscaping which contributes to the creation of a high quality, accessible, safe and attractive public realm in accordance with relevant policies in the CPD 2016-2022.</p>

	<p>circulation areas and structures (such as play equipment, furniture, refuse storage, signs and lighting). In addition, proposals shall include the following:</p> <ul style="list-style-type: none"> - The applicant shall submit cross section details of the tree pits and growing mediums; the applicant shall clearly outline how SuDS features within the tree pits will function. Street trees should be a minimum 18-20cm girth - Additional play equipment shall be included in the proposed playground; this should be multifunctional for all age groups. Proposals shall be submitted in the form of a Proposed Play Rationale and Layout Plan (separate to but related to the Landscape Masterplan). - Levels should be provided on all proposed landscape plans - Details of soft landscape design; Detailed planting plans (s) and planting schedule (s); species/varieties, quantities, sizes, rootball, presentation, spacings. All planting on site should be pollinator friendly. Further details of this can be found on the Biodiversity Ireland, All Ireland Pollinator Website. - A landscape Specification for all materials, workmanship and landscape maintenance (18 months minimum period post practical completion) - A timescale for implementation of all proposals, including specified landscape operations; Landscape Contractors to include and 18 months Defects Liability Clause, after certified Completion by the Landscape Consultant - Trees shall be a mixture of 18-20cm, 20-25cm and 30-35cm girth to create a mature setting for the development. - Planting material where possible should be Irish Grown Nursey Stock and the importation of foreign planting material should be avoided within the proposed planting schemes. 	
14	<p>Implementation of Revised Landscape Plans</p> <p>a) The revised Landscape Strategy/Plans once agreed with the Public Realm Section shall be implemented in full, within the first planting season following completion of the development (completion of works on site) or following completion of each phase of the development if the development is phased.</p> <p>b) All hard and soft landscape works shall be completed in full accordance with the approved Landscape Plan.</p> <p>c) All trees, shrubs and hedge plants supplied shall comply with the requirements of BS: 3936, Specification for Nursery Stock. All pre-planting site preparation, planting and post-planting maintenance works shall be carried out in accordance with the requirements of BS : 4428 (1989) Code of Practice for General Landscape Operations (excluding hard surfaces).</p>	<p>To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs.</p>

	<p>d) All new tree plantings shall be positioned in accordance with the requirements of Table 3 of BS 5837: 2012 “Trees in Relation to Design, Demolition and Construction - Recommendations”.</p> <p>e) Any trees, shrubs or hedges planted in accordance with this condition which are removed, die, become severely damaged or become seriously diseased within three years of planting shall be replaced within the next planting season by trees, shrubs or hedging plants of similar size and species to those originally required to be planted</p>	
15	<p>Rooftop Gardens Prior to the commencement of Development, details regarding the provision of roof top gardens/terraces to be submitted and agreed in writing with the Planning Authority. The details shall include:</p> <p>(i) A revised layout for each of the roof terraces which contributes to privacy for neighbouring occupiers and comfort for users of the roof terraces. (ii) Hard and soft landscaping details. (iii) Details of measures to address noise levels and wind microclimate. (iv)Details of how inclusive access to and within communal rooftop gardens is achieved. (v) Details of proposed safety railings</p>	To ensure that the development achieves safe, comfortable and attractive amenity spaces in accordance with relevant policies in the CDP 2016-2022
16	<p>Biodiversity Enhancement Prior to the commencement of Development detailed proposals for biodiversity enhancement across the site to be submitted and agreed with the Planning Authority.</p>	To ensure that the development makes appropriate provision for the protection, enhancement, creation and management of biodiversity in accordance with relevant policies in the CDP 2016-2022
17	<p>Landscape Management and Maintenance A Landscape Management and Maintenance Plan of both communal residential and publicly accessible areas shall be submitted to, and agreed in writing with, the planning authority prior to occupation of the development. This Landscape Management and Maintenance Plan shall cover a period of at least three years and shall include details of the arrangements for its implementation. Details of a to be implemented during operation of the development. All planting shall be adequately protected from damage until established and maintained thereafter. Any plants which die, are removed or</p>	To provide for the satisfactory future maintenance of this development in the interest of visual amenity.

	become seriously damaged or diseased in the first 5 years of planting, shall be replaced within the next planting season with others of similar size and species, unless otherwise agreed in writing with the planning authority.	
18	<p>Play Provision</p> <p>Clarification shall be provided as to the total number and location of play opportunities; the age range they are appropriate for and whether they are universally accessible. An emphasis shall be on active, accessible play throughout the development. The applicant shall provide fully detailed play proposals as part of the landscape scheme for the proposed development. The applicant shall consider the provision of additional universally accessible equipment within the play proposals for the development. Additional details, specifications and images need to be provided in relation to the proposed playgrounds and play spaces for the development. All play equipment shall be of predominantly natural materials with unstructured play included in the proposed design. The applicant shall consider the use of engineered woodchip as playground surfacing material. Proposals shall be submitted in the form of a Proposed Play Rationale and Layout Plan (separate to but related to the Landscape Masterplan).</p>	To uphold the policies of the South Dublin County Council Development Plan 2016-2022 relating to Children’s play, and to provide for the proper planning and sustainable development of the area.
19	<p>SUDS</p> <p>A comprehensive SUDS Management Plan shall be submitted to demonstrate that the proposed SUDS features have reduced the rate of run off into the existing surface water drainage network. A maintenance plan shall also be included as a demonstration of how the system will function following implementation. Additional natural SUDS features shall be incorporated into the proposed drainage system for the development such as, detention basins, filter drains, swales etc. In addition, the applicant shall provide the following:</p> <ul style="list-style-type: none"> • Demonstrate the treatment train, biodiversity value and amenity value of the SUDS proposals for the catchment in the residential areas. • Demonstrate how the proposed natural SUDS features will be incorporated and work within the drainage design for the proposed development including drainage / attenuation calculations for same. • The applicant shall show further proposed SuDS features for the development and show what attenuation capacity is provided by such SuDS. Bio retention tree pits should be designed so that they enable tree pits to both support healthy tree growth while at the same time to help treat and attenuate water coming from hard landscaping areas. • Natural SUDS measures should be detailed to remove/ reduce the requirement for underground attenuation tanks in line with the development plan objectives. • Tree Pits to incorporate SuDS bioretention features and sufficient growing medium. SuDS details need to show how the water drains from the road/pavement hard surface into the SUDS tree pit, clearly outlining how 	To prevent the increased risk of flooding and to improve and protect water quality, in accordance with policies under Section 8.4.0 Sustainable Urban Drainage Systems of the CDP 2016-22 in particular G5 Objective 1 and G5 Objective 2.

	<p>SuDS features within the tree pits will function. The applicant is requested to refer to the recently published ‘SDCC Sustainable Drainage Explanatory, Design and Evaluation Guide 2022’ for acceptable SuDS tree pit details.</p>	
20	<p>Ecological Impact Assessment Report The recommendations and mitigation measures contained within the Ecological Impact Assessment Report shall be implemented in full by the applicant.</p>	<p>In the interest of amenity, ecology and sustainable development.</p>
21	<p>Bat Survey The proposed migration measures contained within the submitted Bat Survey prepared by Bryan Deegan (MCIEEM) shall be implemented in full by the applicant.</p>	<p>To conserve bat species afforded a regime of strict protection under the Habitats (92/43/EEC).</p>
22	<p>Car Park Facilities for Charging Electric Vehicles. The proposed development shall make provision for the charging of electric vehicles.</p> <p>(a) In the case of on-curtilage/driveway or surface parking, 100% of spaces must be provided with electrical connections and/or ducting as appropriate, to allow for the provision of future charging points.</p> <p>(b) In the case of surface car parking spaces and basement car parking spaces, 100% of spaces must be provided with electrical ducting and termination points to allow for the provision of future charging points.</p> <p>(c) 10% of basement car parking spaces must be provided with electric vehicle charging points as part of initial development, and these must be operational at initial occupation.</p> <p>(d) 10% of surface car parking spaces must be provided with electric vehicle charging points as part of initial development, and these must be operational at initial occupation.</p> <p>Details of how it is proposed to comply with these requirements including details of the design of, and signage for, the electric charging points (where they are not in areas to be taken in charge) shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.</p>	<p>In the interests of the proper planning and sustainable development of the area, to provide for improved urban air quality, reduced noise pollution and to support the transition to a low carbon future.</p>
23	<p>Construction Traffic Management Plan Prior to commencement of development a Construction Traffic Management Plan shall be agreed with the Planning Authority.</p>	<p>In the interests of traffic safety and residential amenity.</p>
24	<p>Biodiversity and Public Lighting</p>	<p>In the interests of</p>

	<p>(A) Prior to the commencement of development, the applicant shall agree in writing an integrated public lighting scheme and Landscape Plan with the Planning Authority, after consultation with the SDCC Public Realm Department, the SDCC Heritage Officer, and the SDCC Public Lighting Department. Once agreed, the scheme shall be constructed/installed to taking in charge standards at the expense of the developer and to the satisfaction of South Dublin County Council Lighting Department.</p> <p>(B) The Public Lighting Scheme shall be signed off by a qualified bat specialist.</p> <p>(C) The Public Lighting scheme and Landscaping Plan shall be integrated and agreed with the Planning Authority prior to commencement of development.</p> <p>(D) The mitigation measures proposed in the Environmental Impact Assessment Report shall be implemented in full as they pertain to bats and public lighting.</p>	<p>protection of bats, public safety and amenity, to prevent light pollution and in the interests of the proper planning and sustainable development of the area.</p>
25	<p>Services to be Underground.</p> <p>(a) All public services to the proposed development, including electrical, information and communications technology (ICT) telephone and street lighting cables and equipment shall be located underground throughout the entire site.</p> <p>(b) There shall also be provision for broadband throughout the site in accordance with the Planning Authority's policy and requirements.</p> <p>(c) Existing overground cables traversing the site shall be diverted underground as per the Utility Report.</p>	<p>In the interests of the visual amenities of the area, the proper planning and sustainable development of the area and compliance with the Council's Development Plan.</p>
26	<p>Irish Water</p> <p>(a) The applicant shall sign a connection agreement with Irish Water prior to any works commencing and connecting to the Irish Water network.</p> <p>(b) Irish Water does not permit any build over of its assets and separation distances as per Irish Waters Standards Codes and Practices shall be achieved.</p> <p>Any proposals by the applicant to build over/near or divert existing water or wastewater services subsequently occurs, the applicant shall submit details to Irish Water for assessment of feasibility and have written confirmation of feasibility of diversion(s) from Irish Water prior to connection agreement.</p> <p>(c) All development shall be carried out in compliance with Irish Water Standards codes and practices.</p>	<p>To ensure that the development does not endanger public health.</p>
27	<p>Surface Water (SUDS)</p> <p>Prior to commencement of development, the applicant, developer or land owners shall obtain the written agreement of the Planning Authority – following consultation with the SDCC Public Realm Department and the</p>	<p>To prevent the increased risk of flooding and to improve and</p>

	<p>SDCC Environmental Services Department – to the following:</p> <p>(A) A comprehensive SUDs Management Plan to demonstrate that the proposed SUDs features have reduced the rate of run off into the existing surface water drainage network.</p> <p>(B) A maintenance plan shall also be included as a demonstration of how the system will function following implementation.</p> <p>(C) Additional natural SUDs features shall be incorporated into the proposed drainage system for the development such as, detention basins, filter drains, swales etc.</p> <p>(D) In addition, the applicant shall provide the following:</p> <ul style="list-style-type: none"> • Demonstrate the treatment train, biodiversity value and amenity value of the SUDs proposals for the catchment in the residential areas. • Demonstrate how the proposed natural SUDs features will be incorporated and work within the drainage design for the proposed development including drainage / attenuation calculations for same. • The applicant shall show further proposed SuDS features for the development such as green roofs, grass areas, channel rills, swales, permeable paving and other such SuDS and show what attenuation capacity is provided by such SuDS. Bio retention tree pits should be designed so that they enable tree pits to both support healthy tree growth while at the same time to help treat and attenuate water coming from hard landscaping areas. • Natural SUDs measures should be detailed to remove/ reduce the requirement for underground attenuation tanks in line with the development plan objectives. • Tree Pits to incorporate SuDS bioretention features and sufficient growing medium. SuDS details need to show how the water drains from the road/pavement hard surface into the SUDs tree pit, clearly outlining how SuDS features within the tree pits will function. The applicant is requested to refer to the recently published ‘SDCC Sustainable Drainage Explanatory, Design and Evaluation Guide 2022’ for acceptable SUDs tree pit details. 	<p>protect water quality, in accordance with policies under Section 8.4.0 Sustainable Urban Drainage Systems of the CDP 2016-22 in particular G5 Objective 1 and G5 Objective 2.</p>
28	<p>Construction Environmental Management Plan</p> <p>Prior to commencement of development, the applicant shall submit and obtain written agreement of the Planning Authority for a site specific Construction Environmental Management Plan. The CEMP shall identify potential impacts and mitigating measures, and a mechanism for ensuring compliance with environmental legislation, and ensure best construction practices including measures to prevent and control the introduction of pollutants and deleterious matter to surface water and measures to minimise the generation of sediment and silt.</p>	<p>To ensure compliance with relevant environmental legislation and standards during construction, and to prevent the entry of pollutants into watercourses.</p>

29	<p>Street Naming and Dwelling Numbering.</p> <p>Prior to the commencement of any works on site the applicant, owner or developer shall submit the following for the written agreement of the Planning Authority:</p> <p>(i) A street naming and dwelling/unit numbering scheme, for the development as approved that is in accordance with the Planning Authority’s policy and requirements for such schemes, along with associated proposed signage for the scheme.</p> <p>The agreed number shall be placed on each house upon completion so as to be clearly legible from the proposed access road or the public realm, and the agreed street name in both Irish and English, or Irish only shall be erected at the beginning of each street in a manner to be clearly legible, and in accordance with Planning Authority’s requirements.</p> <p>The development name should:</p> <ol style="list-style-type: none"> 1. Avoid any duplication within the county of existing names, and 2. Reflect the local and historical context of the approved development, and 3. Comply with; <ol style="list-style-type: none"> (a) Development Plan policy, and (b) The guidelines on naming and numbering of the Department of the Environment, Heritage and Local Government, and (c) Have regard to the Guidelines issued by the Place Names Commission (An Coimisiún Logainmneacha) and (d) Preferably make exclusive use of the Irish language. <p>Proposals for an apartment name and numbering scheme and associated signage shall be lodged with the Planning Authority prior to the date of any Commencement Notice within the meaning of Part II of the Building Control Regulations 1997 and prior to the commencement of any works on site. The applicant, developer, or owner is advised to consult with Naming and Numbering section of the Planning Authority in advance of lodging the required scheme.</p>	<p>In the interest of the proper planning and sustainable development of the area and compliance with the South Dublin County Council's Development Plan.</p>
30	<p>Construction and Demolition Waste Management Plan</p> <p>(a) Prior to commencement of development a developed Construction Demolition and Waste Management Plan shall be agreed with the roads department. The agreed plan, along with the written agreement of the roads department shall be lodged to the planning file. The written commitment of the developer to implement the agreed plan shall also be lodged to the file.</p> <p>(b) The plan shall detail that construction waste shall not be left in close proximity to neighbouring residential gardens.</p>	<p>In the interests of public safety, compliance with Development Plan Policy and sustainable waste management.</p>
31	<p>Construction Noise and Hours.</p> <p>To control, limit and prevent the generation of unacceptable levels of Environmental Noise Pollution from occurring during construction activity, no Equipment or Machinery (to include pneumatic drills, on-site construction vehicles, generators, etc.) that could give rise to unacceptable levels of noise</p>	<p>In the interest of public health by the prevention of unacceptable levels of noise pollution</p>

	<p>pollution as set out generally for evening and night-time in S.I. No. 140/2006 - Environmental Noise Regulations 2006 shall be operated on the site before 7.00 hours on weekdays and 9.00 hours on Saturdays nor after 19.00 hours on weekdays and 13.00 hours on Saturdays, nor at any time on Sundays, Bank Holidays or Public Holidays.</p> <p>Any construction work outside these hours that could give rise to unacceptable levels of noise pollution shall only be permitted following a written request to the Planning Authority and the subsequent receipt of the written consent of the Planning Authority, having regard to the reasonable justification and circumstances and a commitment to minimise as far as practicable any unacceptable noise outside the hours stated above. In this respect, the applicant or developer shall also comply with BS 5228:2009 Noise and Vibration Control on Construction and Open Sites, and have regard to the World Health Organisation (WHO) – Guidelines for Community Noise (1999).</p> <p>The applicant or developer shall also endeavour to engage in local consultation in respect of any noise sensitive location within 30 metres of the development as approved prior to construction activity commencing on site. Such noise sensitive locations should be provided with the following:</p> <ul style="list-style-type: none"> - Schedule of works to include approximate timeframes - Name and contact details of contractor responsible for managing noise complaints - Hours of operation- including any scheduled times for the use of equipment likely to be the source of significant noise. 	<p>which could interfere with normal sleep and rest patterns and/or when people could reasonably expect a level of quietness, the proper planning and sustainable development of the area and to uphold the Council’s amenity policies set out in the South Dublin County Council Development Plan.</p>
32	<p>Minimise Air Blown Dust.</p> <p>During the construction and or demolition phase of the development, Best Practicable Means shall be employed to minimise air blown dust being emitted from the site. This shall include covering skips and slack-heaps, netting of scaffolding, daily washing down of pavements or other public areas, and any other precautions necessary to prevent dust nuisances. The applicant/developer shall comply with British Standard B.S. 5228 Noise Control on Construction and Open sites and British Standard B.S. 6187 Code of Practice for demolition.</p>	<p>In the interest of public health and to uphold the Council’s policies set out in the South Dublin County Council Development Plan.</p>
33	<p>Operational Noise</p> <p>(a) Noise levels from the development shall not be so loud, so continuous, so repeated, of such duration or pitch or occurring at such times as to give reasonable cause for annoyance to a person in any residence, adjoining premises or public place in the vicinity.</p> <p>(b) Noise due to the normal operation of the development, expressed as Laeq over 15 minutes at the façade of a noise sensitive location, shall not exceed the daytime background level by more than 10 dB(A) . Clearly audible and impulsive tones at noise sensitive locations during evening and night shall be avoided irrespective of the noise level.</p>	<p>In the interest of public health.</p>

	(c) All recommendations outlined in the Planning Stage Acoustic Noise Assessment prepared by Amplitude Acoustics must be implemented.	
34	Bin Storage Bin storage facilities should be adequately serviced with a water supply, drainage and ventilation.	In the interest of public health and sustainable development.
35	Fumes & Noise (a) Any ventilation system shall be adequately filtered and externally vented so as not to cause a nuisance to neighbouring properties. (b) Any fumes emitted from the premises shall be minimised and if necessary treated using the Best Available Technology and emitted to the outer air. (c) The noise from the operation of the ventilation system shall be attenuated so as not to cause a noise nuisance to nearby residential properties. (d) Details to demonstrate compliance with above shall be submitted for the written agreement of the Planning Authority prior to the commencement of any development.	In the interests of public health and in the interest of protecting the established residential amenity of the surrounding area.
36	Emissions The development shall be so operated that there will be no emissions of malodours, gas, dust, fumes or other deleterious materials, no noise or noise vibration on site as would give reasonable cause for annoyance to any person in any residence, adjoining premises or public place in the vicinity.	In the interests of public health and to contain dust arising from construction and to prevent nuisance being caused to occupiers of buildings in the vicinity.
38	Section 48 Financial Contribution The developer shall pay to the planning authority a financial contribution in a sum to be agreed with the Planning Authority, in respect of public infrastructure and facilities benefiting development within the area of the planning authority, that is provided, or intended to be provided by or on behalf of the authority, in accordance with the terms of the Development Contribution Scheme 2021 - 2025, made under Section 48 of the Planning and Development Act 2000 (as amended). The contribution shall be paid prior to commencement of development, or in such phased payments as the planning authority may facilitate. Contributions shall be payable at the rate pertaining to the year in which implementation of the planning permission is commenced as outlined in the South Dublin County Council Development Contribution Scheme 2021 - 2025.	The provision of such facilities will facilitate the proposed development. It is considered reasonable that the payment of a contribution be required, in respect of public infrastructure and facilities benefiting development in the area of the Planning Authority

		and that is provided, or that is intended will be provided, by or on behalf of the Local Authority.
39	Heat Net Prior to the commencement of development the applicant /developer shall submit to the Planning Authority for written agreement details of proposals to connect in to the Heat Net project in the Tallaght Area to supply a heat and energy source to the proposed development. Such details shall future proof the proposed development in the event that Heat Net is not longer available at some point in the future.	To comply with the Heat Net policy for the Tallaght Area in order to provide a sustainable heat source to the proposed development.

Appendix 2: s.247 Minutes

Appendix 3: Roads Report

An application for Strategic Housing Development was received by An Bord Pleanála on the 17/05/2022.

Site: Lands at Greenhills Road, Tallaght, Dublin 24

Applicant: Greenhills Living Limited

Development: (i) demolition of existing substation and removal of existing advertisement structure on site; (ii) construction of a residential development of 197 apartments (79 one-bedroom, 105 two-bedroom and 13 three-bedroom) in 4 blocks (ranging in height from seven to eight storeys with eighth floor level roof garden) as follows: - Block A containing 41 apartments (6 one bedroom, 34 two bedroom and 1 three-bedroom) and measuring eight storeys in height (with eighth floor roof garden); - Block B containing 79 apartments (33 one bedroom, 34 two bedroom and 12 three bedroom) and measuring eight storeys in height; - Block C containing 42 apartments (24 one bedroom and 18 two bedroom) and measuring seven storeys in height; and, - Block D containing 35 apartments (16 one bedroom and 19 two bedroom) and measuring seven storeys in height; (iii) all apartments will have direct access to an area of private amenity space, in the form of a balcony, and will have shared access to internal communal amenities including 2 resident lounges (114.7sq.m), gym (98sq.m) external communal amenity space (1,490.8sq.m) and public open space (1,667sq.m); (iv) provision of 78 vehicular parking spaces (including 3 car-share parking spaces, 4 mobility parking spaces, and 8 electric vehicle parking spaces), 4 set-down vehicular parking spaces (including 1 mobility parking space) and 448 bicycle parking spaces (including 100 visitor parking spaces) at ground floor/ground level accessible via new vehicular entrance gate off access road off Greenhills Road; (v) provision of 4 commercial units (871.5sq.m total) and 1 childcare facility (329.7sq.m) with associated external amenity space (168.8sq.m) located at ground floor level; and, (vi) all ancillary works including public realm/footpath improvements, landscaping, boundary treatments, internal footpaths/access roadways, bin storage, foul and surface water drainage, green roofs, removable solar panels, ESB substation and all site services, site infrastructure and associated site development works necessary to facilitate the development.

This is **Stage 3** of the SHD process, Application to An Bord Pleanála.

The applicant set up a dedicated website <http://www.bancroftviewshd.ie/> on which the application details have been uploaded.

Stage 3 reference number: **SHD3ABP-313590-22**

Stage 2 with ABP in APAS under reference: SHD2ABP-311753-21

Stage 1 with SDCC in APAS under reference: SHD1SPP014/20

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

Description:

The proposed development will consist of the demolition of existing substation and removal of existing advertisement structure on site and the construction of a residential development of 197 no. apartments (79 no. one-bedroom, 105 no. two-bedroom and 13 no. three-bedroom) in 4 no. blocks (ranging in height from seven to eight storeys with eighth floor level roof garden) as follows:

- **Block A** containing a total of 41 no. apartments
- **Block B** containing a total of 79 no. apartments
- **Block C** containing a total of 42 no. apartments
- **Block D** containing a total of 35 no. apartments

- Provision of 78 no. **vehicular parking spaces** including;
 - 3 no. car-share parking spaces
 - 4 no. mobility parking spaces
 - 8 no. electric vehicle parking spaces
- Provision of 4 no. **set-down vehicular parking spaces** including;
 - 1 no. mobility parking space
- Provision of 448 no. **bicycle parking spaces** including;
 - 100 no. visitor parking spaces

- Provision of 4 no. commercial units
 - 871.5sq.m total
- Provision of 1 no. childcare facility
 - 329.7sq.m

- Provision of all ancillary works including public realm/footpath improvements, landscaping, boundary treatments, internal footpaths/ access roadways, bin storage, foul and surface water drainage, green roofs, removable solar panels, ESB substation and all site services, site infrastructure and associated site development works necessary to facilitate the development.

Summary of Key Roads Related Issues Arising from SHD2ABP-311753-21

1. Item No. 3 – Design Strategy – Vehicular Access

The Board required the following:

Further consideration and elaboration of the documents as they relate to the design and capacity of the existing vehicular access from the north which is to serve the proposed development.

This access route should be described in detail in the application drawings and an assessment of its capacity in terms of width, alignment, pedestrian facilities and existing parking and access functions should be undertaken. The requirement for any improvement works along this route to safely and satisfactorily accommodate the traffic movements arising, and the ability of the applicant to undertake same, should be clearly described. This may require possible amendment to the documents and/or design proposals submitted.

Applicants Response to Item No. 3

In response to Item No. 3, we would herein confirm that the applicant does not retain the right to carry out improvement works on the access route into the site via Greenhills Road. Notwithstanding this, and as detailed in the enclosed Traffic & Transport Assessment report prepared by Jennings O'Donovan, it is considered that the access route is of sufficient design and capacity to accommodate the subject proposal and the extent of pedestrian, cyclist and vehicular traffic arising from same.

Section 3.2 'Existing Hibernian Industrial Estate Road / Development Access Road Junction' of the aforementioned report provides details on the existing access road whilst the wider report provides detailed information with regards to the capacity of this route, it is noted that the Greenhills Road / Hibernian Industrial Estate Road junction will continue to operate within capacity in 2038, fifteen years after the development has opened, and will cater for traffic growth beyond 2038.

SDCC Roads Department Assessment:

SDCC Roads Department is satisfied that, with reference to the submitted Traffic & Transport Assessment (TTA) report, the Development Access Road junction can operate within capacity beyond 2038.

The Roads Department is concerned with the lack of pedestrian and cyclist facilities along this access route. The submitted TTA states that;

"The pedestrian access to the development from the Hibernian Industrial Estate road is to be via a shared surface treatment within the development grounds and the existing section of footpath at the rear of the adjacent development leading to the cul de sac"

The existing footpath is narrow and contains several tree pits which obstruct access for people with mobility issues.

The submitted Quality Audit also notes that;

"Cyclist and pedestrians can also enter from the sole vehicle route to the north via a shared surface. The drawings provided for audit indicate a shared pedestrian and cycle pathways through the site via the main vehicle entrance. The drawings provided for audit do not show details of tactile paving provision throughout the whole site. It is unclear in places where pedestrians will be directed to and what will happen at the interface of pedestrian and cycle areas as well as traffic and cycle areas. The design team must ensure that appropriate pedestrian and tactile paving is in place throughout the site and that all road users are provided with sufficient information at modal interface points."

Clear pedestrian and cycling routes need to be constructed at the development entrance as wayfinding for pedestrians and cyclists. Footpaths must be a minimum of 2m wide and cycle lanes must be a minimum of 1.5m wide.

2. Bus Connects:

The Board required the following:

Drawings clearly showing the relationship between the proposed development and future public transport improvements along Greenhills Road as part of Bus Connects, including modifications and upgrades to footpaths, bus stops and junctions. The application should clearly describe works in the public realm, including responsibility for completion, and how the development will connect to the existing and future public footpath network on Greenhills Road.

Applicants Response to Bus Connects requirement:

Details on the relationship between the proposed development and future public transport improvements along Greenhills Road as part of Bus Connects, including modifications and upgrades to footpaths, bus stops and junctions, have been provided in Drawing Nos. 20467-2-104 'Landscape Masterplan Ground Level Showing Bus Connects Route' prepared by C+W O'Brien. With regards to the responsibility for completing the necessary works to facilitate the Bus Connects Route, we would assume this responsibility falls upon the tendered contractor. The applicant will provide the extent of works as detailed on our site layout plan until such time as the Bus Connects proposal is implemented.

SDCC Roads Department Assessment:

The Architectural Design Statement shows that three pedestrian and cycle access points exist on the main Greenhills Road. Each access point discharges directly onto a dedicated footpath and cycleway. This may bring them into inappropriate conflict with other pedestrians and cyclists.

It is recommended that in anticipation of future public transport improvements along Greenhills Road as part of Bus Connects the applicant should ensure that appropriate guidance is provided to cyclists and pedestrians to allow all required movements to be undertaken safely when exiting the development. If appropriate segregation cannot be provided for all movements, segregation should be terminated in a manner that allows all movements to safely merge.

3. Traffic and Transport Impact Assessment:

The Board required the following:

A Traffic and Transport Impact Assessment (TTIA), which includes consideration inter alia of proposed modifications to traffic flow on Greenhills Road and roads within the Hibernia Industrial Estate as part of Bus Connects.

Applicants Response to TTIA requirement:

In response to Item No. 8 (a), A Traffic and Transport Assessment has been prepared by Jennings O'Donovan Consulting Engineers. The TTA has been written having regard to the proposed entrance into the site from the Hibernian Industrial Estate, and Bus Connects plans for the area.

SDCC Roads Department Assessment:

The following conclusions were made in the TTA:

- The proposed development will generate low volumes of traffic and will not impact adversely on the public road network.
- The Greenhills Road / Hibernian Industrial Estate Road junction will continue to operate within capacity when the development is opened in 2023, fifteen years after opening in 2038 and will cater for traffic growth beyond 2038.
- The development is located close to high quality public transport services and is well served by existing footpaths and cycleways.
- The development is located close to shops, schools / colleges, medical facilities, childcare facilities and employment centres which can be accessed from the development using sustainable transport.

SDCC Roads Department has concerns that the TTA did not take into account the fact that the future Bus Connects upgrades will not allow a right turn into Hibernian Industrial Estate. Cars wishing to enter the proposed development will have to turn right at the next junction to the north and drive around the industrial estate in order access the proposed development.

4. Mobility Management Plan:

The Board required the following:

A Mobility Management Plan.

Applicants Response to Mobility Management Plan requirement:

In response to Item No. 8(b), a Mobility Management Plan has been prepared by Jennings O'Donovan Consulting Engineers.

SDCC Roads Department Assessment:

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

5. Parking Management Strategy:

The Board required the following:

A Parking Management Strategy, including detail on the breakdown of parking provision by type and land use.

Applicants Response to Parking Management Strategy requirement:

In response to Item No. 8(c), a Parking Management Strategy has been prepared by Jennings O'Donovan Consulting Engineers.

SDCC Roads Department Assessment:

A Parking Management Strategy has not been submitted.

The Architectural Design Statement notes that there is a total of 78 no. car parking spaces proposed along with 4 drop-off spaces, however SDCC Roads Department requires a breakdown of the quantum of spaces attributed to the residential apartments, the creche and the commercial units. The applicant should refer to *Tables 11.23 & 11.24: Maximum Parking Rates – from the SDCC County Development Plan 2016-2022*.

6. Quality Audit:

The Board required the following:

A Quality Audit demonstrating compliance with the principles and specifications set out in DMURS and the National Cycle Manual. This should include a Road Safety Audit which considers inter alia the design and layout of the proposed car park and the vehicular access route from the north.

Applicants Response to Quality Audit requirement:

In response to Item No. 8(d), a DMURS Statement has been prepared by Jennings O'Donovan Consulting Engineers whilst Road Safety and Quality Audits have been provided by Tent Engineering.

SDCC Roads Department Assessment:

The Quality Audit returned the following observations;

- The drawings provided for audit do not show details of tactile paving provision throughout the whole site. It is unclear in places where pedestrians will be directed to and what will happen at the interface of pedestrian and cycle areas as well as traffic and cycle areas.
- Pick up and drop off for the proposed creche is to the south east of the development. It is unclear if there is adequate safe mean to turn around if all parking spaces are full on arrival.
- The site has been designed in a manner to allow servicing vehicles to access the development without compromising access for other road users. The turning movement has been tracked and appears adequate.
- Details of lighting have been provided to the auditors to confirm that sufficient light levels will be present to allow pedestrians, cyclists, and other non-motorised users to progress through the site along the designated routes.
- The site is well serviced by local bus facilities with stops in both directions immediately to the site access locations on Greenhills Road.

The Road Safety Audit returned the following recommendations;

- It is recommended that the design team ensure that signs and markings are designed and detailed appropriately to inform all road users of controls and hazards within the site, where cyclist should dismount.
- It is recommended that the design team ensures that cycle facilities provide appropriate guidance to cyclists and allow all required movements to undertaken safely when existing the development. If appropriate segregation cannot be provided for all

movements, segregation should be terminated in a manner that allows all movements to safely merge.

- The 2 direction access way for vehicles in the under-croft parking is not appropriate width for pedestrian access. The plans should clearly identify no person will need to enter or exit the carpark by foot using the vehicle entrance.
- It is recommended that the design team ensures that appropriate tactile paving, signs and markings are used throughout the site to guide pedestrians to suitable crossing locations, and to avoid conflict with cyclists and motorists.
- It is recommended that the design team ensures that an adequate turning circle is provided to facilitate safe turning manoeuvre at the creche drop-off points given the likely proximity of young children crossing this section of road.

7. Bicycle Parking:

The Board required the following:

Details of the quantum and design of bicycle parking / storage, which should accord with the provisions of the guidelines on Sustainable Urban Housing: Design Standards for New Apartments. Regard should be had to the access and operational requirements of such parking / storage provision.

Applicants Response to Bicycle Parking requirement:

In response to Item No. 8(e), Details of the quantum and design of bicycle parking / storage, which accord with the provisions of the guidelines on Sustainable Urban Housing: Design Standards for New Apartments, can be found in the Architectural Design Statement and Drawings prepared by C+W O'Brien Architects as well as the Traffic and Transport Assessment prepared by Jennings O'Donovan Consulting Engineers.

SDCC Roads Department Assessment:

The proposed development contains 348 no. secure bicycle parking spaces for the residents and a total of 100 no. bicycle places at ground level for visitor parking, providing a total of 448 no. spaces. This is well within the minimum bicycle parking rates set out in *Table 11.22: Minimum Bicycle Parking Rates– SDCC County Development Plan 2016-2022.*

The location of the residents' bike stores and covered bike shelters are indicated on the submitted drawings. All external bicycle parking spaces shall be designed to National Cycle Manual standards.

8. Site Layout Plan Identifying Areas to be taken in charge:

The Board required the following:

A site layout plan, which clearly identifies areas to be taken in charge, if any.

Applicants Response to Taking In Charge requirement:

It is herein confirmed that no areas of the subject site are to be taken in charge by South Dublin County Council and, as such, no site layout plan has been prepared to illustrate lands taken in charge.

SDCC Roads Department Assessment:

Response is noted.

Roads department have the following observations:

1. Clear pedestrian and cycling routes need to be constructed at the North entrance as wayfinding for pedestrians and cyclists. Footpaths must be a minimum of 2m wide and cycle lanes must be a minimum of 1.5m wide.
2. The applicant must ensure that appropriate pedestrian and tactile paving is in place throughout the site and that all road users are provided with sufficient information at modal interface points.
3. It is recommended that in anticipation of future public transport improvements along Greenhills Road as part of Bus Connects the applicant should ensure that appropriate guidance is provided to cyclists and pedestrians to allow all required movements to be undertaken safely when exiting the development. If appropriate segregation cannot be provided for all movements, segregation should be terminated in a manner that allows all movements to safely merge.
4. The 2 direction access way for vehicles in the under-croft parking is not appropriate width for pedestrian access. The plans should clearly identify no person will need to enter or exit the carpark by foot using the vehicle entrance.
5. SDCC Roads Department recommends that an adequate turning circle is provided to facilitate safe turning manoeuvre at the creche drop-off points given the likely proximity of young children crossing this section of road.
6. A developed Mobility Management Plan is to be completed within six months of opening of the proposed development. The Mobility Management Plan shall be agreed with the roads department and the agreed plan, along with the written agreement of the roads department shall be lodged to the planning file. The written commitment of the developer to implement the agreed plan shall also be lodged to the file.
7. A Parking Management Strategy, including detail on the breakdown of parking provision by type and land use should be submitted. The applicant should refer to *Tables 11.23 & 11.24: Maximum Parking Rates – from the SDCC County Development Plan 2016-2022*.
8. SDCC road department is happy with the cycling parking provision. All external bicycle parking spaces shall be covered and designed to National Cycle Manual standards.
9. Relocation of existing post box at Greenhills Road / Hibernian Industrial Estate Road junction will be required.
10. The proposed development shall make provision for the charging of electric vehicles. In the case of surface car parking spaces and basement car parking spaces, 100% of

spaces must be provided with electrical ducting and termination points to allow for the provision of future charging points, and 10% of car parking spaces must be provided with electric vehicle charging points initially. Details of how it is proposed to comply with these requirements including details of the design of, and signage for, the electric charging points shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. REASON: In the interest of sustainable transport.

11. The applicant should provide mobility impaired parking spaces to comply with the minimum rate of 5% of the overall vehicular parking spaces for mobility impaired users.
12. Prior to commencement of any works the relocation of the traffic signs outside of the property is to be agreed with the roads department. Cost of such relocation to be borne solely by the applicant.
13. Prior to commencement of development, the applicant shall submit a Construction & Demolition Waste Management Plan (C&DWMP) for the written agreement of the Planning Authority showing number of loads, haulage routes, times of works, etc.. The agreed plan, along with the written agreement of the roads department shall be lodged to the planning file. The written commitment of the developer to implement the agreed plan shall also be lodged to the file.
14. Prior to commencement of development, the applicant shall submit the Construction Traffic Management Plan for the written agreement of the Planning Authority.

Appendix 4: Public Realm Report

SOUTH DUBLIN COUNTY COUNCIL



INTERNAL MEMORANDUM

PUBLIC REALM PLANNING REPORT

Development: (i) demolition of existing substation and removal of existing advertisement structure on site; (ii) construction of a residential development of 197 apartments (79 one-bedroom, 105 two-bedroom and 13 three-bedroom) in 4 blocks (ranging in height from seven to eight storeys with eighth floor level roof garden) as follows: - Block A containing 41 apartments (6 one bedroom, 34 two bedroom and 1 three-bedroom) and measuring eight storeys in height (with eighth floor roof garden); - Block B containing 79 apartments (33 one bedroom, 34 two bedroom and 12 three bedroom) and measuring eight storeys in height; - Block C containing 42 apartments (24 one bedroom and 18 two bedroom) and measuring seven storeys in height; and, - Block D containing 35 apartments (16 one bedroom and 19 two bedroom) and measuring seven storeys in height; (iii) all apartments will have direct access to an area of private amenity space, in the form of a balcony, and will have shared access to internal communal amenities including 2 resident lounges (114.7sq.m), gym (98sq.m) external communal amenity space (1,490.8sq.m) and public open space (1,667sq.m); (iv) provision of 78 vehicular parking spaces (including 3 car-share parking spaces, 4 mobility parking spaces, and 8 electric vehicle parking spaces), 4 set-down vehicular parking spaces (including 1 mobility parking space) and 448 bicycle parking spaces (including 100 visitor parking spaces) at ground floor/ground level accessible via new vehicular entrance gate off

access road off Greenhills Road; (v) provision of 4 commercial units (871.5sq.m total) and 1 childcare facility (329.7sq.m) with associated external amenity space (168.8sq.m) located at ground floor level; and, (vi) all ancillary works including public realm/footpath improvements, landscaping, boundary treatments, internal footpaths/access roadways, bin storage, foul and surface water drainage, green roofs, removable solar panels, ESB substation and all site services, site infrastructure and associated site development works necessary to facilitate the development

Location: Lands at Greenhills Road, Tallaght, Dublin 24

Applicant: Greenhills Living Limited

Reg. Ref: SHD3ABP-313590-22

Report Date: 20/06/2022

Main Concerns:

- Greater level of detail required regarding proposed play provision to be provided within the development.
- Greater level of detail required regarding the tree pits and SUDS features to be provided within the development.
- All access points are required to have active frontage throughout and passive surveillance to provide welcoming functioning access routes.
- A Universal Accessibility Map shall be submitted to demonstrate that the development is inclusive to people of all abilities. This shall be accompanied with a movement strategy plan for cyclists and pedestrians.
- Lacks a comprehensive and detailed SUDS strategy for the entire development which details the implementation, maintenance and of future management of the proposed SUDS Strategy.
- Detailed Planting Plan required for the entire development which clearly details planting sizes and proposed numbers/densities.

Site Area

0.8 Ha

Land Use Zoning

Under the South Dublin County Development Plan 2016-2022, the subject site is zoned 'REGEN', the objective of which is '*To facilitate enterprise and/or residential-led regeneration*'

Public Open Space

The South Dublin County Development Plan 2016-2022 requires all new residential development to incorporate a minimum of 10% of the total site area as public open space.

The subject proposal provides for 1,667sq.m of public open space, or 20%, however it is not clear if the applicant has met this requirement in terms of meaningful and functional public open space being provided.

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

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

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

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

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

CDP 2016-22 Section 8.1.0 Green Infrastructure Network

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

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

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

G2 Objective 9: To preserve, protect and augment trees, groups of trees, woodlands and hedgerows within the County by increasing tree canopy coverage using locally native species and by incorporating them within the design proposals and supporting their integration into the Green Infrastructure Network.

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

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

CDP 2016-22 Section 8.5.0 Green Infrastructure within Urban Areas

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

CDP 2016-22 Section 9 Heritage Conservation and Landscapes

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

CDP 2016-22 Section 8.4.0 Sustainable Urban Drainage Systems

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

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

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

Tallaght Town Centre Local Area Plan

The subject site falls within the Tallaght Town Centre Local Area Plan(LAP) under the 'Greenhills' Neighbourhood.

Key Objectives for Greenhills (GH) include:

- GH1: Intensification of use to higher value commercial and employment uses.
- GH2: New local routes and connections to Bancroft Park.
- GH3: Improved interface with Bancroft Park and Greenhills Road.
- GH4: Protect and enhance recreational amenities and green infrastructure value of Bancroft Park.

- GH5: Protection of residential amenity of adjoining residential areas

In addition, some of the key principles for open space and green and blue infrastructure for the Plan are as follows:

- To protect, enhance and develop an interconnected Green and Blue Infrastructure network of parks, open spaces, hedgerows, grasslands, protected areas, rivers and streams for amenity and recreation, biodiversity protection, flood management and adaptation to climate change (Objective OS2).
- 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).
- To reduce fragmentation and strengthen ecological links, including the uplifting of the River Poodle (Objective OS4).
- To connect parks and areas of open space with ecological and recreational corridors to aid the movement of biodiversity and people and to strengthen the overall Green Infrastructure network (Objective OS5).
- To support native plant and animal species and encourage corridors for their movement (Objective OS6).
- To incorporate existing features such as Cookstown Reservoir into the Green Infrastructure elements of the Plan (Objective OS7).

Comments:

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

1. Landscape Proposals

Public Open Space provided within a residential development should contribute towards the County's green network, provide a local park, provide play space or playgrounds, create new civic space/plaza, or improve the amenity of a streetscape. Green spaces can also help with surface water management through integration with sustainable urban drainage systems. Public open space provided within new residential developments should be genuinely accessible to the general public. Public open space is open space which contributes to the public domain and is accessible to the public for the purposes of active and passive recreation, including relaxation and children's play. Public open space also provides for visual breaks between and within residential areas and facilitates biodiversity and the maintenance of wildlife habitats. All public open spaces shall be of a high quality in terms of design

and layout, be located in such a manner as to ensure informal supervision by residents and be visually and functionally accessible to the maximum number of residential units. The proposed development should create positive additions to the open spaces of the area in the form of planting, permeability, and usable open space. Proposals shall demonstrate that the communal open space with the proposed development:

- will be soft and/or hard landscaped with appropriate plant species and landscaping materials such as those with good resistance to accidental damage and low maintenance characteristics
- is secure for residents and benefits from passive surveillance
- considers the needs of children in particular in terms of safety and supervision. For larger schemes play areas for older children and young teenagers should be provided.
- is wheelchair accessible
- achieves good sunlight penetration has appropriate arrangements for maintenance and management such as a conveniently accessed garden maintenance and storage area with water and drainage connections

Open space design within the development shall:

- include well-located public spaces that support a wide variety of activities and encourage social interaction, to promote health, well-being, social and civic inclusion;
- have a hierarchy of spaces that range from large and strategic to small and local spaces, including parks, squares, greens and pocket parks;
- have public spaces that feel safe, secure and attractive for all to use; and have trees and other planting within public spaces for people to enjoy, whilst also providing shading, and air quality and climate change mitigation

Such proposals shall include the following:

- All planting on site should be pollinator friendly. Further details of this can be found on the Biodiversity Ireland, All Ireland Pollinator Website.
- All proposed trees to be planted in close proximity to a hard surface shall be planted into a constructed tree pit with structural root soil and provide a SUDS function
- Street trees should be a minimum 18-20cm girth
- All hard and soft landscape works shall be completed in full before occupation of any residential unit.
- Additional play equipment shall be included in the proposed playground, this should be multifunctional for all age groups.

- Levels should be provided on all proposed landscape plans
- Details of hard landscape design (where applicable) for boundaries, (walls, fences, screens), lighting, seating, kerbing, edging surfacing and water features.
- Details of soft landscape design; Detailed planting plans (s) and planting schedule (s); species/varieties, quantities, sizes, rootball, presentation, spacings
- A landscape Specification for all materials, workmanship and landscape maintenance (18 months minimum period post practical completion)
- A timescale for implementation of all proposals, including specified landscape operations; Landscape Contractors to include and 18 months Defects Liability Clause, after certified Completion by the Landscape Consultant

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

- i. Additional street planting is required along the Greenhills Road in order to adequately address this important street frontage and to provide better integration with the proposed Bus Connects Route along the Greenhills Road. Street trees should be the primary organizing element of the streetscape. The Benefits of street trees include:
 - a. Provide habitat for urban wildlife
 - b. Reduce stormwater runoff
 - c. Improve air quality
 - d. Add beauty and visual interest
 - e. Improve the legibility of the city pattern
 - f. Provide a sense of scale
 - g. Soften the urban landscape.
- ii. As required under the LAP, the applicant should provide detailed proposals as to how the proposed development will provide connections to Bancroft Park through the landscape proposals. Any proposed pedestrian connections to adjoining lands should be clearly indicated on submitted plans. The applicant should show how public open spaces in the wider area will link in and integrate with the proposed development. The public realm should be integrated into the adjacent development areas, creating continuous green infrastructure connections that form both physical and biodiversity links.

2. Open Space Provision

It is still not clear from the information submitted if the landscape proposals meet the relevant open space requirements as required under the current CDP. The applicant is requested to submit in table form the percentage (%) and area in sq.m the of the proposed private, semi-private and public open space provision within the site. The applicant should demonstrate compliance with the South Dublin County Development Plan 2016-2022 in relation to open space. If sufficient quality public open space cannot be provided onsite the applicant should submit information to justify this.

The Public Realm is concerned that the public open space provision within the development is primarily provided through linear space along the perimeter of the development. The open space provided at ground level is dominated by hard landscaping and lacks functionality and usability. In the main public open space is provided through hard landscaping provision with incidental soft elements such as raised and ground level planters planted with ornamental grasses, shrubs and some tree planting; this is not acceptable to the Public Realm Section as it does not constitute meaningful public open space provision in terms of quantity, usability and quality of the proposed public amenity space and is not sufficient to meet the Planning Authorities requirements.

To justify the nature of the development proposed, the Planning Authority would expect to see the provision of high quality open spaces that significantly exceeds both the 10% minimum quantitative requirement, and which also provides significant quality, functional and useable public open space. Exceeding the 10% requirement is not in itself a justification for additional density.

3. CONTRIBUTION IN LIEU OF PUBLIC OPEN SPACE – Tallaght Local Area Plan Lands

The Tallaght Local Area Plan provides for a minimum of 10% of the gross site area to 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. Where public open space requirements cannot be met on site in full, or partially, because the site is considered by the planning authority to be too small or inappropriate (because of site shape, context or general layout) to fulfil a useful open space/amenity purpose, the Tallaght Local Area Plan provides discretion to the Council to determine a financial contribution in lieu of all, or part of, the public open space requirement for a particular development. This contribution in lieu shall be levied at the rate of €7,500,000 per hectare of open space required, or on a pro rata basis of the public open space not provided on site. This contribution in lieu will be used towards the provision of public open space, and/or to South Dublin

County Council improvements to an existing park and/or enhancement of amenities in the area unless as otherwise agreed with the planning authority.

4. DMURS and Street Trees

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

- Highly connected street which allow people to walk and cycle to key destinations in a direct and easy-to find manner.
- A safe and comfortable street environment for pedestrians and cyclists of all ages.
- Streets that contribute to the creation of attractive and lively communities.
- Streets that calm traffic via a range of design measures that make drivers more aware of their environment.

Section 4.2.2 Street Trees from the **Design Manual for Urban Roads and Streets 2019 (DMURS)** states that “Street trees are an integral part of street design as they contribute to the sense of enclosure, act as a buffer to traffic noise/ pollution and enhance place. A traffic calming effect can also be achieved, where trees are planted in continuous rows and their canopies overhang, at least in part, the vehicular carriageway. Street trees can also be used to enhance legibility by highlighting the importance of connecting routes and distinguishing one area from another through variations in size and species selection. The planting of trees should be considered as an integral part of street design. In general, the size of the species selected should be proportionate to the width of the street reserve”

The applicant is requested to provide additional street planting along both the eastern and western boundaries of the subject side in order to:

- improve the legibility of the proposed developed,
- improve the how the development addresses the street scape and,
- provide opportunities for water management and to improve the urban ecosystem and GI.

Street Tree Planting where possible should be located within the Public Realm and include SUDS features.

2. Replacing Habitat Loss and Enhancement of Green Infrastructure

Additional tree and hedgerow planting shall be provided around the perimeter of the site, with native species. This will increase the quantity of ecological corridors throughout the site, provide connections to Bancroft Park and provide screening once the planting matures.

3. Ecological Impact Assessment

The proposed recommendations and mitigation measures contained with the submitted Ecological Impact Assessment prepared by OPENFIELD Ecological Services shall be implanted in full by the applicant. Proposed Mitigation to be implemented include:

- i. Habitat loss - new planting in areas to be landscaped should be focussed on native or other species which are of greater wildlife value.
- ii. Disturbance of birds' nests - Deliberate disturbance of a bird's nest is prohibited unless under licence from the National Parks and Wildlife Service. If possible, site clearance works should proceed outside the nesting season, i.e. from September to February inclusive. If this is not possible, vegetation must first be inspected by a suitably qualified ecologist. If a nest is encountered then works must stop, until such time as nesting has ceased. Otherwise, a derogation licence must be sought from the NPWS to allow the destruction of the nest. With this mitigation in place no negative effects to water quality downstream are likely to occur.
- iii. Alien Invasive Species - There is no standard methodology for the treatment of Three-cornered Leek. This should be treated with standard herbicide during the growing season. If soil is to be moved off site, the waste contractor must be informed of the potential for contamination. Once operational, the site should be surveyed during the appropriate season for the presence of Three-cornered Leek and further remedial action (i.e. additional herbicide treatment) taken as required.
- iv. Artificial lighting. The following mitigation is taken from the bat survey report:
 - a. Incorporation of bat boxes into the buildings. 4 x 2FR Schwegler bat tubes or 4 x Ans-6-bat boxes (as shown above shall be incorporated into the buildings to provide bat roost sites. These should be away from windows or balconies and the majority should face southerly to increase the likelihood of usage in summer. Boxes must be above 2.5 metres but may be placed at any point above this.

- b. Native shrubs and trees shall be used within the new development. Where other climbers and shrubs are required, they should be taken from the approved list from the All-Ireland Pollinator Plan.
- c. Light spillage and light pollution shall be kept to a minimum with the use of cowls, caps, and low-level bollard lighting where possible.

Lighting design will be in accordance with:

Bats and Lighting – Guidance Notes for Planners, Engineers, Architects and Developers (Bat Conservation Ireland, 2010); Bats and Lighting in the UK – Bats and the Built Environment Series (Institute of Lighting Professionals, September 2018). Guidance Notes for the Reduction of Obtrusive Light GN01 (Institute of Lighting Professionals, 2011);

4. Bat Survey

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

- i. Incorporation of bat boxes into the buildings. 4 x 2FR Schwegler bat tubes or 4 x Ans-6-bat boxes (as shown above shall be incorporated into the buildings to provide bat roost sites. These should be away from windows or balconies and the majority should face southerly to increase the likelihood of usage in summer. Boxes must be above 2.5 metres but may be placed at any point above this.
- ii. Native shrubs and trees shall be used within the new development. Where other climbers and shrubs are required, they should be taken from the approved list from the All-Ireland Pollinator Plan.
- iii. Light spillage and light pollution shall be kept to a minimum with the use of cowls, caps, and low-level bollard lighting where possible.

Lighting design will be in accordance with:

[Bats and Lighting](#) – Guidance Notes for Planners, Engineers, Architects and Developers (Bat Conservation Ireland, 2010);

[Bats and Lighting in the UK](#) – Bats and the Built Environment Series (Institute of Lighting Professionals, September 2018).

[Guidance Notes](#) for the Reduction of Obtrusive Light GN01 (Institute of Lighting Professionals, 2011);

6. SuDS and Green Infrastructure

The Landscape proposals shall include site-specific enhancements to achieve biodiversity net gains. Green corridors can be used to extend and enhance existing ecosystems. Biodiversity net gain delivers measurable improvements for biodiversity by creating or enhancing habitats in association with development. The development proposals shall include a network of multifunctional green space, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. There are concerns with the lack of connections and permeability proposed between the application and neighbouring sites. The applicant is requested to explore opportunities to create connections between the sites and with Bancroft Park and to use green infrastructure to achieve this where possible.

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

There are concerns with how surface water is to be managed within the subject site and the applicant is requested to provide a response to the following matters:

- It is unclear how much attenuation in total is provided for the development. Submit a report and drawing showing how much surface water attenuation in m³ is provided for the development. Also submit a drawing showing where the surface water attenuation will be provided for the development.
- Include additional SuDS (Sustainable Drainage System Features) and submit details of same.

7. SUDS TREE PITS

SuDS bioretention Tree pits to be used within and adjacent to areas of hard standing. Tree Pits to incorporate SuDS bioretention features and sufficient growing medium. SuDS details need to show how the water drains from the road/pavement hard surface into the SUDS tree pit, clearly outlining how SuDS features within the tree pits will function. Bio retention tree pits should be designed so that they enable tree pits to both support healthy tree growth while at the same time to help treat and attenuate water coming from hard landscaping areas The applicant is requested to refer to the recently published 'SDCC Sustainable Drainage Explanatory, Design and Evaluation Guide 2022' for acceptable SUDS tree pit details.

9. Play Provision

Additional details, specifications and images need to be provided in relation to the proposed playgrounds and play spaces for the development. All play equipment should be of predominantly natural materials with unstructured play included in the proposed design. Detailed information on the number and types of play items being delivered to be provided by the applicant in this regard. The applicant shall provide play and recreation opportunities for children and teenagers, as appropriate to the scale and character of proposed development.

Proposals shall be submitted in the form of a Proposed Play Rationale and Layout Plan (separate to, but related to the Landscape Masterplan), using Nature-based Solutions to provide informal, impromptu and spontaneous play opportunities, along with structure, equipped play. The Layout Plan shall comprise the following:-

showing types of play and play area(s), target age groups, landform (included levels and contours) and boundaries, gates and planting, design and construction details of play opportunities and facilities in respect of landform, planting, boundaries, equipment and safety surface.

All play equipment and ancillaries shall conform to European Standards EN 1176-1-11 and EN 1177 Playground equipment and surfacing, and to BS/EN standards 2017/18 for Playground Installations for HIC (Head Injury Criterion) and CFH (Critical Fall Height).

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

1. Revised Landscape Design Proposals

Prior to the commencement of Development, a revised landscaping strategy, which meets the requirements of the Public Realm Section in terms of meaningful public open space provision as required under the CDP 2016-20022 and effectively contributes to the accessibility and permeability of the site has first been submitted and agreed in writing with the Planning Authority. The revised landscape strategy shall include a revised landscaping layout, details of planting, hard surfacing materials, site levels, external lighting, a space-sharing strategy, external cycle parking, public seating and details of all gradients, ramps and steps within publicly accessible areas of the development. Soft landscaping works shall include: planting plans (at a scale not less than 1:100), written specification of planting and cultivation works to be undertaken and schedules of plants, noting species, plant sizes and proposed numbers / densities and an implementation programme. The hard surfacing details shall include details of planters and samples showing the texture and colour of the materials to be used and information about their sourcing/manufacturer. The lighting details shall include detailed drawings of the proposed lighting columns and fittings, information about the levels of luminance and any measures for mitigating the effects of light pollution. The landscaping scheme shall also include details of defensible space in front of ground floor units, proposed finished site levels, boundary treatment and gates (including gates to the basement), vehicle and pedestrian access and circulation areas and structures (such as play equipment, furniture, refuse storage, signs and lighting). In addition, proposals shall include the following:

- The applicant shall submit cross section details of the tree pits and growing mediums, the applicant shall clearly outline how SuDS features within the tree pits will function. Street trees should be a minimum 18-20cm girth
- Additional play equipment shall be included in the proposed playground, this should be multifunctional for all age groups. Proposals shall be submitted in the form of a Proposed Play Rationale and Layout Plan (separate to but related to the Landscape Masterplan).
- Levels should be provided on all proposed landscape plans
- Details of soft landscape design; Detailed planting plans (s) and planting schedule (s); species/varieties, quantities, sizes, rootball, presentation, spacings. All planting on site should be pollinator friendly. Further details of this can be found on the Biodiversity Ireland, All Ireland Pollinator Website.

- A landscape Specification for all materials, workmanship and landscape maintenance (18 months minimum period post practical completion)
- A timescale for implementation of all proposals, including specified landscape operations; Landscape Contractors to include and 18 months Defects Liability Clause, after certified Completion by the Landscape Consultant
- Trees shall be a mixture of 18-20cm, 20-25cm and 30-35cm girth to create a mature setting for the development.
- Planting material where possible should be Irish Grown Nursery Stock and the importation of foreign planting material should be avoided within the proposed planting schemes.

REASON: To ensure that the development achieves a high standard of design, layout and amenity and makes provision for hard and soft landscaping which contributes to the creation of a high quality, accessible, safe and attractive public realm in accordance with relevant policies in the CPD 2016-2022.

2. Implementation of Revised Landscape Plans

- a) The revised Landscape Strategy/Plans once agreed with the Public Realm Section shall be implemented in full, within the first planting season following completion of the development (completion of works on site) or following completion of each phase of the development if the development is phased.
- b) All hard and soft landscape works shall be completed in full accordance with the approved Landscape Plan.
- c) All trees, shrubs and hedge plants supplied shall comply with the requirements of BS: 3936, Specification for Nursery Stock. All pre-planting site preparation, planting and post-planting maintenance works shall be carried out in accordance with the requirements of BS : 4428 (1989) Code of Practice for General Landscape Operations (excluding hard surfaces).
- d) All new tree plantings shall be positioned in accordance with the requirements of Table 3 of BS 5837: 2012 "Trees in Relation to Design, Demolition and Construction - Recommendations".
- e) Any trees, shrubs or hedges planted in accordance with this condition which are removed, die, become severely damaged or become seriously diseased within three years of planting shall be replaced within the next planting season by trees, shrubs or hedging plants of similar size and species to those originally required to be planted

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs.

3. Rooftop gardens

Prior to the commencement of Development, details regarding the provision of roof top gardens/terraces to be submitted and agreed in writing with the Planning Authority. The details shall include:

- (i) A revised layout for each of the roof terraces which contributes to privacy for neighbouring occupiers and comfort for users of the roof terraces.
- (ii) Hard and soft landscaping details.
- (iii) Details of measures to address noise levels and wind microclimate.
- (iv) Details of how inclusive access to and within communal rooftop gardens is achieved.
- (v) Details of proposed safety railings

REASON: To ensure that the development achieves safe, comfortable and attractive amenity spaces in accordance with relevant policies in the CDP 2016-2022

4. Biodiversity Enhancement

Prior to the commencement of Development detailed proposals for biodiversity enhancement across the site to be submitted and agreed with the Local Planning Authority.

REASON: To ensure that the development makes appropriate provision for the protection, enhancement, creation and management of biodiversity in accordance with relevant policies in the CPD 2016-2022

5. Landscape Management and Maintenance

A Landscape Management and Maintenance Plan of both communal residential and publicly accessible areas shall be submitted to, and agreed in writing with, the planning authority prior to occupation of the development. This Landscape Management and Maintenance Plan shall cover a period of at least three years and shall include details of the arrangements for its implementation. Details of a to be implemented during operation of the development. All planting shall be adequately protected from damage until established and maintained thereafter. Any plants which die, are removed or become seriously damaged or diseased in the first 5 years of planting, shall be replaced within the next planting

season with others of similar size and species, unless otherwise agreed in writing with the planning authority.

REASON: To provide for the satisfactory future maintenance of this development in the interest of visual amenity.

4. Play Provision

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

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

5. SUDS

A comprehensive SUDS Management Plan shall be submitted to demonstrate that the proposed SUDS features have reduced the rate of run off into the existing surface water drainage network. A maintenance plan shall also be included as a demonstration of how the system will function following implementation. Additional natural SUDS features shall be incorporated into the proposed drainage system for the development such as, detention basins, filter drains, swales etc. In addition, the applicant shall provide the following:

- Demonstrate the treatment train, biodiversity value and amenity value of the SUDS proposals for the catchment in the residential areas.
- Demonstrate how the proposed natural SUDS features will be incorporated and work within the drainage design for the proposed development including drainage / attenuation calculations for same.

- The applicant shall show further proposed SuDS features for the development and show what attenuation capacity is provided by such SuDS. Bio retention tree pits should be designed so that they enable tree pits to both support healthy tree growth while at the same time to help treat and attenuate water coming from hard landscaping areas.
- Natural SUDS measures should be detailed to remove/ reduce the requirement for underground attenuation tanks in line with the development plan objectives.
- Tree Pits to incorporate SuDS bioretention features and sufficient growing medium. SuDS details need to show how the water drains from the road/pavement hard surface into the SUDS tree pit, clearly outlining how SuDS features within the tree pits will function. The applicant is requested to refer to the recently published 'SDCC Sustainable Drainage Explanatory, Design and Evaluation Guide 2022' for acceptable SUDS tree pit details.

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

6. Environmental Impact Assessment Report

The recommendations and mitigation measures contained within the Environmental Impact Assessment Report shall be implemented in full by the applicant.

Reason: In the interest of amenity, ecology and sustainable development.

7. Bat Survey

The proposed migration measures contained within the submitted Bat Survey prepared by by Bryan Deegan (MCIEEM) shall be implemented in full by the applicant.

Reason: To conserve bat species afforded a regime of strict protection under the Habitats (92/43/EEC).

Oisín Egan

Executive Parks Superintendent

Laurence Colleran

Senior Executive Parks Superintendent

Appendix 5: Water Services Report

Register Reference No.: *SHD2ABP-313590-22*

Development: Construction of a mixed-use development within 4 blocks (i.e. Blocks A, B, C & D) ranging in height from 7 to 14 storeys around a central communal amenity courtyard comprising of 236 apartment units (94 one beds, 122 two beds, and 20 three beds) of which 110 units are residential and 126 units are build to rent residential units all provided with private balconies and terraces with ancillary residential amenity facilities (BTR Management Offices & Amenity Space); 1 crèche with associated outdoor play area, and 3 commercial units; the proposed development will be served by communal residential amenities facilities at ground floor level, with communal open space and outdoor areas at podium level, first floor level and roof terrace, play equipment and play areas at podium and first floor level (with a separate play area proposed for the Creche) and 1 plaza onto Greenhills Road; 288 bicycle parking spaces in 2 bikes stores at ground/undercroft level, 78 car-parking spaces (including 4 disability access spaces and 5 car club spaces) at ground/undercroft level), bin storage and plant room; the development is accessed via an existing Right of Way access from Greenhills Road to the northeast of the site with emergency access only proposed from Greenhills Road to the south of the site; Permission is also sought for associated site and infrastructural works are also proposed which include; foul and surface water drainage; plant areas; ESB substation; and all associated site development works necessary to facilitate the proposed development.

Location: Lands at Greenhills Road, Tallaght, Dublin 24

Report Date : 20th June 2022

Surface Water Report:

Comments and Clarification of Further Information

There is no drawing submitted showing a cross sectional view with distance shown between foundation of proposed building and existing 1050mm surface water sewer. Without seeing such a drawing, water services cannot recommend the proposed development because it is not clear if same complies with the Greater Dublin Strategic Development Study (GSDSDS) -Volume 2 New Developments.

South Dublin County Council records show that there is an existing 1050mm public surface water sewer traversing the site to the west and south of proposed buildings. The applicant is required to submit a drawing in plan and cross-sectional views showing the distance between the closest point/s between the proposed building foundations/basement and the existing 1050mm surface water sewer West and South of same. The drawings shall also show the invert levels of the existing surface water sewer and any adjacent proposed building foundations. The minimum clear setback distance must comply with the requirements of the Greater Dublin Strategic Development Study (GSDSDS) -Volume 2 New Developments.

1.1 The applicant has proposed to divert a section of an existing surface water sewer to the east of the site. The applicant is required to clarify where this existing surface water sewer originates from, what area it currently serves and whether it is a privately or publicly owned asset. The applicant is required to provide additional details for this proposed diversion such as a longitudinal section of proposed diversion showing cover, invert levels and gradients of the sewer and calculations which demonstrate capacity of existing surface water network has not been adversely effected by the proposed diversion. All proposed diversion works must comply with the requirements of the Greater Dublin Regional Code of Practice for Drainage Works.

1.2 Water services do not have a record of being contacted by applicant to arrange to meet a (South Dublin County Council) Drainage Inspector on site to verify the location of public surface water and foul water sewers on the site. As such water services cannot assess fully this application without having the services on site verified.

1.3 The applicant is requested to submit additional cross section details of all proposed SuDS features for the proposed development such as Tree pits, green roofs etc.

Flood Risk Report:

Comments:

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

Dublin Regional Code of Practice for Drainage Works.

Signed:

Adam Adderley-McCabe GE

Date:

Endorsed:

Brian Harkin SEE

Date:

SOUTH DUBLIN COUNTY COUNCIL



INTERNAL MEMORANDUM

HOUSING DEPARTMENT

DATE 27th June 2022

Michael Mulhern

Director of Land Use, Planning and Transportation

Dept. of Development, Economic & Transport Planning

FAO: Caitlin O'Shea

Re: Reg Ref: SHD3ABP-313590-22

Location: Lands at Greenhills Road, Tallaght, Dublin 24

Applicant: Greenhills Living Limited

Subject to Contract/Contract Denied

Proposal: *(i) demolition of existing substation and removal of existing advertisement structure on site; (ii) construction of a residential development of 197 apartments (79 one-bedroom, 105 two-bedroom and 13 three-bedroom) in 4 blocks (ranging in height from seven to eight storeys with eighth floor level roof garden) as follows: - Block A containing 41 apartments (6 one bedroom, 34 two bedroom and 1 three-bedroom) and measuring eight storeys in height (with eighth floor roof garden); - Block B containing 79 apartments (33 one bedroom, 34 two bedroom and 12 three bedroom) and measuring eight storeys in height; - Block C containing 42 apartments (24 one bedroom and 18 two bedroom) and measuring seven storeys in height; and, - Block D containing 35 apartments (16 one bedroom and 19 two bedroom) and measuring seven storeys in height; (iii) all apartments will have direct access to an area of private amenity space, in the form of a balcony, and will have shared access to internal communal amenities including 2 resident lounges (114.7sq.m), gym (98sq.m) external communal amenity space (1,490.8sq.m) and public open space (1,667sq.m); (iv) provision of 78 vehicular parking spaces (including 3 car-share parking spaces, 4 mobility parking spaces, and 8 electric vehicle parking spaces), 4 set-down vehicular parking spaces (including 1 mobility parking space) and 448 bicycle parking spaces (including 100 visitor parking spaces) at ground floor/ground level accessible via new vehicular entrance gate off access road off Greenhills Road; (v) provision of 4 commercial units (871.5sq.m total) and 1 childcare facility (329.7sq.m) with associated external amenity space (168.8sq.m) located at ground floor level; and, (vi) all ancillary works including public realm/footpath improvements, landscaping, boundary treatments, internal footpaths/access roadways, bin storage, foul and surface water drainage, green roofs, removable solar panels, ESB substation and all site services, site infrastructure and associated site development works necessary to facilitate the development.*

I refer to the above application for planning permission; Planning Reg Ref SHD3ABP-313590-22

and I wish to advise that a Part V condition should be attached to any grant of permission for this application.

The Part V submission lodged with this planning application is noted, the developer intends to fulfil their Part V obligation by providing 20 residential units on site namely: 8 No. 1 Bed Apartments and 12 No. 2 Bed Apartments. It is South Dublin County Councils preference to acquire units on site. It is requested that approximately 7% of the Part V units are suitable for persons with medical needs.

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

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

Yours Sincerely,

Rachel Jackson
Administrative Officer
Housing Procurement Section