

RMLA.

Planning Consultants

An Bord Pleanála
64 Marlborough Street
Dublin 1

AN BORD PLEANÁLA	
LDG-	<u>06711-23</u>
ABP-	_____
08 MAR 2023	
Fee: €	<u>1500</u> Type: <u>CHQ</u>
Time: <u>5:42pm</u>	By: <u>Hand</u>

RMLA Limited,
Unit 3B,
Santry Avenue Industrial Estate,
Santry Avenue,
Santry,
Dublin 9,
D09 PH04

Phone: 086 084 1974
Email: admin@rmla.ie
Date: 8th March 2023

Dear Sir/Madam,

Re: South Dublin County Council Planning Application Reg. Ref. No. SD22A/0455.

We, RMLA Limited, have been instructed by our Clients, Kristian Hogan, 9 Glenair Manor, Delgany, Co. Wicklow and Ciara Dolan & Jarlath and Kevin Dolan, Eaton Brae, Shankill, Co. Dublin, to make this First Party Appeal against the decision to refuse permission by South Dublin County Council under Planning Application Reg. Ref. No. SD22A/0455 for the development of 3 no. residential dwellings at a site in the Townland of Perrystown, (laneway of, Muckross Avenue), Perrystown, Dublin 12. This appeal is made under Section 37 of the Planning and Development Act, 2000 (as amended) and outlines our client's grounds of appeal in respect of the Local Authority's decision.

This Appeal is accompanied by the appropriate fee of €1,500 being a First Party Appeal under Section 37 of the Planning and Development Act, 2000 (as amended) comprising of an 'A3' First Party Appeal being an appeal that *does not* include retention, that *does* relate to commercial development (comprising of 2 no. or more residential dwellings) and *does not* include an EIAR or NIS.

This Appeal has been made within the statutory period, see Appendix I attached for a copy of the South Dublin County Council Notification of Decision to Refuse Permission.

Site Context

The subject site is a backland/brownfield site of approx. 0.08ha located in the established residential area of Perrystown, Dublin 12, which comprises primarily of two story terraced houses. Perrystown has excellent public transport facilities, with shopping and many other facilities within walking distance of the subject site.

The site is triangular in shape and sits to the rear of properties located on Muckross Avenue, Muckross Grove and Rockfield Avenue. The site is accessed via a laneway off Muckross Avenue which is approx.

4.8m wide and 57m long. The laneway serves the subject site and a number of garages and private rear gardens of the neighbouring properties.

The site comprises an entrance gate to the north, and boundary walls enclosing the site on three sides. There are a number of small sheds/buildings within the site and the current use of the site is for the parking/storage of 16 no. minibuses.



Figure 1: Site Context – subject site outlined in red.



Figure 2: Site Context – subject site outlined in red.

Proposed Development

The public notices under Reg. Ref. No. SD22A/0455 outlined the development description as follows:

“Demolish existing structures (total 98sq.m) and construct three detached, storey and a half dwelling house and connect to public sewer, widening of the existing vehicular entrance and new gate together with all ancillary site works and services”.

The proposed development seeks permission for the demolition of the existing structures and the construction of three no. 2-bedroom, storey-and-a-half residential dwellings, with a shared landscaped courtyard to the front and private gardens to the rear. The proposed dwellings comprise of the following gross floor space:

- **House Type 1:** approx. 125.35 sq.m
- **House Type 2:** approx. 126.56 sq.m
- **House Type 3:** approx. 125.32 sq.m

The subject proposal offers an addition to the housing stock of the area, with 3 no. starter A rated homes. The development will use air water heat pumps in the proposed dwellings, as well as solar panels, underground rainwater harvesting tanks, electric vehicle charging points and a fire hydrant at the entrance that will benefit all properties in the area.

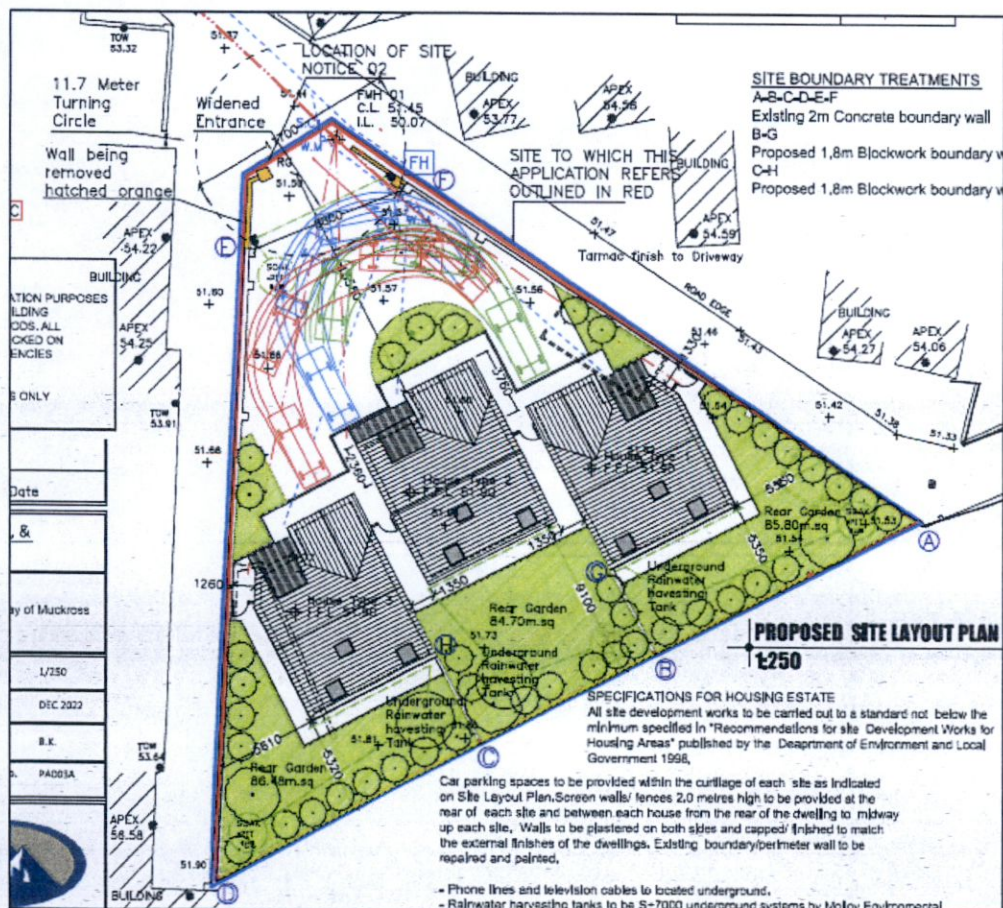


Figure 3: Extract of Updated Site Layout Plan Drawing No. PA003A (see Appendix II).

South Dublin County Council Decision

On 9th February 2022 South Dublin County Council made a Decision to Refuse Permission for the abovementioned subject development under Reg. Ref. No. SD22A/0455 for 2 no. reasons as outlined below:

1. *The generation of additional traffic both vehicular and pedestrian by the proposed development on the narrow unlit laneway, the lack of facilities or capacity to provide facilities for the cyclist/pedestrian traffic generated by the development and the lack of visibility due to high walls and the narrowness of the laneway combine to endanger public safety by reason of a traffic hazard.*
2. *Insufficient information has been submitted in relation to impact of the proposed development on existing residential amenity. The proposed two storey houses would be approx. 5.3m to 9.1m from the rear boundary of residential properties on Rockfield Avenue. Further information including contiguous and sectional drawings and a revised site layout plan is required to fully assess the potential impact of the proposed houses on the properties to the rear of the site. The proposed development is therefore considered to be contrary to the proper planning and sustainable development of the area.*

Planning History

Following a desk-based search on South Dublin County Council's online planning portal, the following planning history for the subject site was identified:

Planning Application Reg. Ref. No. SD19A/0403 (ABP Ref. 306964)

- Permission was granted by An Bord Pleanála for the construction of a single-story dwelling (270sq.m) with associated garage (20sq.m), as well as the connection to mains water and public sewer, widening of the existing vehicular entrance, new gate and all associated site works.
- In determining the application, the Board considered the existing use of the site which permitted 16 mini-vans to be stored on the site and considered that the proposed residential development "*would constitute a **more appropriate use of the site within a residential zoned area***".
- It was further outlined by the Board that the proposed development would utilise the "*existing access lane that is currently used by larger mini-bus vans and also by drivers either walking or driving along the lane*". In this regard, the Board concluded that the proposed development would "***significantly reduce pedestrian and vehicular activity along the lane and would, therefore, be acceptable in terms of traffic and pedestrian safety***". (RMLA emphasis added).

Planning Application Reg. Ref. No. SD16A/0415

- Retention permission was granted by South Dublin County Council for the material change of use of the existing yard from a builder's providers yard to a car park for storage of mini vans used as school buses. The use of the site for 16 no. minibuses was considered to be acceptable.
- In their review of this application, the South Dublin County Council Roads Department noted that the *"access to the site is via a narrow laneway which also provides access to domestic garages. This access is not ideal, however the number of vehicle movements is relatively small and the time of the vehicle movements is outside of peak periods. ... No roads objections"*.
- Furthermore, the Chief Executive's Order for this application outlined that the *"access way serves a number of garages to the rear of the residential properties in the area. It is considered that given that the applicant has **a fleet of 16 vehicles** and the hours of operation outlined the development **would not have a negative impact on the surrounding properties in the area"**. (RMLA emphasis added).*
- The grant of permission demonstrated that the existing use of the laneway to serve a large number of vehicular movements into and out of the site daily, and for larger vehicles such as minibuses, was appropriate and would not cause any hazard for other vehicular or pedestrian users of the laneway.

Planning Application Reg. Ref. No. SD14A/0126

- Permission was refused by South Dublin County Council for the construction of 4 no. residential units and all ancillary site works on the subject site in relation to traffic hazard and not meeting minimum residential design standards.
- While permission was ultimately refused for this specific development, the Planning Officer in their assessment outlined that the proposed development *"would enliven the area by the creation of a street frontage in an otherwise confined and poorly overlooked back lane environment"*.
- Furthermore, the Planning Officer considered that the principle of multiple residential dwellings at this location would be acceptable in principle stating that the *"proposed development would be acceptable in principle subject to compliance with the relevant policies of the County Development Plan... It is considered that the proposed development, in a single block, complies with the policy objective with regard to backland development"*.

Planning History Summary

The proposed development under Reg. Ref. No. SD22A/0455 has taken into consideration the full planning history for the site in the design of the proposed scheme. It is considered that the proposed development of 3 no. 2-bedroom dwellings on a residential zoned site, is more in keeping with the surrounding neighbourhood context primarily comprising of two storey houses, than the previously permitted single-storey large 5-bedroom family home as permitted under ABP Ref. No. 306964.

Furthermore, the retention permission for the use of the site for the storage of minibuses considered that the traffic generated by 16 no. minibuses into and out of the site was acceptable against the traffic standards within the County Development Plan. It was determined under this planning application that the traffic generated by 16 no. minibuses utilising this laneway would *not* result in a risk to public safety by reason of traffic hazard.

Therefore, it is submitted that the proposed development comprising of 3 no. parking spaces, which is 1 no. additional space than that permitted under Planning Application Reg. Ref. No. SD19A/0403 (ABP Ref. 306964), would offer a significant reduction in traffic generation on the laneway. It is further contended that the use of the residentially zoned site to provide much needed housing in the area would offer a significantly better use of this site than its current commercial use.

Planning Policy Context

The South Dublin County Development Plan 2022-2028 is the relevant planning policy document pertaining planning to the subject site. In this regard, the subject site is zoned under the 'Existing Residential (RES)' zoning objective which seeks to "*protect and/or improve residential amenity*". Under this zoning objective, '*residential*' land use is permitted in principle and as such it is considered that the proposed development is consistent with the zoning objectives for this site.



Figure 4: Extract of South Dublin County Development Plan 2022-2028 Land Use Zoning Map 6 – subject site outlined in red.

The Core Strategy of the Development Plan outlines that South Dublin County has a physical excess of zoned lands to meet the population and housing targets set out under national and regional policy, and that these lands located within existing built-up areas in Dublin City and Suburbs will support compact growth. The Development Plan includes a number of policies and objectives in relation to compact urban growth and the development of infill/backland sites for residential purposes. It is considered that the following policies and objectives are of particular relevance to the proposed development:

- **Policy CS4: Active Land Management** *Facilitate the re-use and regeneration of vacant sites and landbanks through various measures to promote compact urban growth in line with the Core Strategy.*
- **CS4 Objective 2:** *To promote the delivery of residential development through active land management measures and a co-ordinated planned approach to developing appropriately zoned lands at key locations, including regeneration areas, vacant sites and under-utilised areas.*
- **CS6 Objective 2:** *To promote compact growth and to support high quality infill development in existing urban built-up areas by achieving a target of at least 50% of all new homes to be located within or contiguous to the built-up area of Dublin City and Suburbs (consistent with NSO 1, RSO 2, NPO 3b and RPO 3.2).*
- **H2 Objective 3:** *To promote and facilitate the development of infill schemes throughout the County where it has been identified that such schemes will contribute towards the enhancement of communities within the County, working towards an even spread of such schemes across all LEAs, whilst ensuring that sufficient and appropriate public spaces and amenities are preserved in existing residential estates, subject to the protection of residential amenity.*
- **Policy H13: Residential Consolidation** *Promote and support residential consolidation and sustainable intensification at appropriate locations, to support ongoing viability of social and physical infrastructure and services and meet the future housing needs of the County.*

Furthermore, Section 6.8.1 'Infill, Backland, Subdivision and Corner Sites' of the Development Plan outlines that sustainable intensification can be achieved through infill development in established residential areas in order to meet the future housing needs of the County.

It is considered that the proposed development, comprising of 3 no. residential dwellings on a residentially zoned infill site, will support the policies in regard to compact urban growth and infill development and will support the established residential community of Perrystown. The proposed development comprises 3 no. high-quality residential dwellings, which will provide active surveillance over the laneway to the rear of the adjacent dwellings on Muckcross Avenue and Muckcross Grove. The proposed development is consistent with the policies and objectives of the Development Plan as outlined above.

In respect of car parking provision for the development, 3 no. spaces will be provided to serve the 3 no. 2-bedroom dwellings as proposed. Tables 12.26 in the Development Plan sets out the Maximum Parking rates for residential development as the proposed development is located within Parking Zone 1, a *maximum* of 1.5 spaces per dwelling is required. As such, it is considered that the provision of 3 no. spaces is acceptable for this development.

National Planning Framework (NPF)

The National Planning Framework (NPF) targets a significant proportion of future urban development on infill/brownfield development sites within the built footprint of existing urban areas. One of the NPF's strategic objectives is 'Compact Growth', which sets a clear development outcome to grow our existing urban areas by prioritising the building on brownfield/infill development sites first, before considering greenfield lands. The NPF seeks the consolidation of the existing urban footprint, focusing population and jobs primarily within our urban centres, towns and villages.

As highlighted above, it is considered that the proposed development of an infill, residential zoned site, will result in the use of an underutilised site for housing in an existing residential area. There are a number of National Policy Objectives which relate to supporting compact urban growth including the following:

- **National Policy Objective 3a** *Deliver at least 40% of all new homes nationally, within the built-up footprint of existing settlements.*
- **National Policy Objective 3b** *Deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints.*
- **National Policy Objective 33** *Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.*
- **National Policy Objective 35** *Increase residential density in settlements, through a range of measures including reductions in vacancy, reuse of existing buildings, infill development schemes, area or site-based regeneration and increased building heights.*

Grounds of Appeal

This section of the appeal addresses the reasons for refusal individually, as well as outlining other matters of consideration for An Bord Pleanála in relation to the proposed development. It is requested that the Board overturn the decision to refuse permission made by South Dublin County Council.

Reason for Refusal Item 1 - Vehicular/Pedestrian Safety

"The generation of additional traffic both vehicular and pedestrian by the proposed development on the narrow unlit laneway, the lack of facilities or capacity to provide facilities for the cyclist/pedestrian traffic generated by the development and the lack of visibility due to high walls and the narrowness of the laneway combine to endanger public safety by reason of a traffic hazard".

As the laneway is not in the ownership of the applicant, no works on the lane form part of this application. The existing laneway serves a number of houses and garages, demonstrating that a level of vehicular and pedestrian use of this laneway already exists. The proposed development will not result in a new vehicular access point but the access will be made substantially wider and will improve upon the current traffic flow associated with the commercial use on site that exists at present.



Figure 5: View of existing entrance to proposed development from Muckross Avenue. Site entrance outlined in red.



Figure 6: Proposed view of existing entrance to proposed development from Muckross Avenue. Site entrance outlined in red.

In relation to the subject site, the proposed development comprises 3 no. 2-bedroom properties. The current use of the subject site comprises the parking and storage of 16 no. minibuses. Under Planning Application Reg. Ref. No. SD16A/0415, the Local Authority considered that the use of this laneway by

up to 16 no. minibuses, and the traffic generated by same, was an acceptable use of this site. No concerns were raised by the Local Authority regarding sightlines or the safety of other road users on the laneway.

In this regard, the existing vehicular and pedestrian usage of this site comprises 16 no. buses entering/exiting the site at least twice per day, as well as the drivers of those buses entering/exiting the site twice per day. In addition, there is further use of the laneway by a number of vehicles accessing rear garages of the surrounding residential dwellings.

A traffic survey undertaken by Barrett Mahony Consulting Engineers in March 2020 demonstrated that a high volume of vehicles exited the laneway between 7am-9am (approx. 9 no. vehicles). In contrast, the traffic that will be generated on the laneway by the proposal for 3 no residential dwellings is considered minimal in terms of what is currently generated by the commercial activity on the site, as such, it is submitted that the proposed development will result in a reduction of use on this laneway.

Furthermore, in accordance with the Design Manual for Urban Roads and Streets (DMURS), the concept of shared surface streets is commonplace and comprises of integrated spaces where pedestrians, cyclists and vehicles share the main carriageway. DMURS outlines that a key condition for any shared surface is that drivers, upon entering, recognise that they are in a shared space and react by driving very slowly.

The laneway is 4.8m wide, 57m straight in length and provides access to the subject site and a number of garages. As indicated on the updated site layout plan (Drawing No. PA003A see Appendix II), the entrance to the proposed development has been enlarged to c. 8.8m in width. An 11.7 metre turning circle at the entrance to the subject site has been provided to ensure the safe manoeuvring of vehicles on the laneway.

The nature of the access to the subject site, being single-width carriageway, will ensure that users do not traverse at speed. Further, the length of the laneway and position of the entrance to the proposed development will enable sufficient visibility the entire length of the lane (see Figure 5 above).

Furthermore, the provision of 3 no. dwellings on the laneway will provide good levels of passive security as the laneway will be overlooked by the proposed buildings. This, and the proposed additional lighting, will enhance the security of the laneway for the overall area and other residents who use it, diminishing the occurrence of antisocial behaviour, graffiti, rubbish tipping and break in's.

To conclude, the laneway will be used for local access to the proposed development and to the rear garages of existing neighbouring dwellings. It is considered that the proposed development will result in the substantial reduction of traffic movements, and in particular large vehicles, on the laneway and will improve the safety for other road users such as pedestrians or cyclists. The proposed development will also act to improve the passive surveillance of the laneway, further improving the safety of users of the laneway.

Reason for Refusal Item 2 – Impact on Existing Residential Amenity

"Insufficient information has been submitted in relation to impact of the proposed development on existing residential amenity. The proposed two storey houses would be approx. 5.3m to 9.1m from the rear boundary of residential properties on Rockfield Avenue. Further information including contiguous and sectional drawings and a revised site layout plan is required to fully assess the potential impact of the proposed houses on the properties to the rear of the site. The proposed development is therefore considered to be contrary to the proper planning and sustainable development of the area".

Careful design considerations have been applied to the proposed development to ensure that there is no undue impact on neighbouring properties. There are adequate distances between the proposed dwellings and surrounding properties so as not to hinder existing residential amenity.

The proposed dwellings are approx. 5.3m to 9.1m from the rear boundary of residential properties on Rockfield Avenue. It is appreciated that some level of detail may have been omitted in error which may have assisted the Local Authority in assessing the potential impact on existing residential amenity. However, it is submitted that this should not warrant a reason for refusal.

The rear of the proposed dwellings is pitched and the first-floor level to the rear is not full-height. Velux-type windows are proposed to the rear first floor of the proposed residential dwellings, which serve a small study room and family bathroom, ensuring that there will be no overlooking to the rear of properties on Rockfield Avenue.

In this regard, please find attached revised drawing demonstrating the contiguous relationship of the proposed development to surrounding properties (see Appendix III).

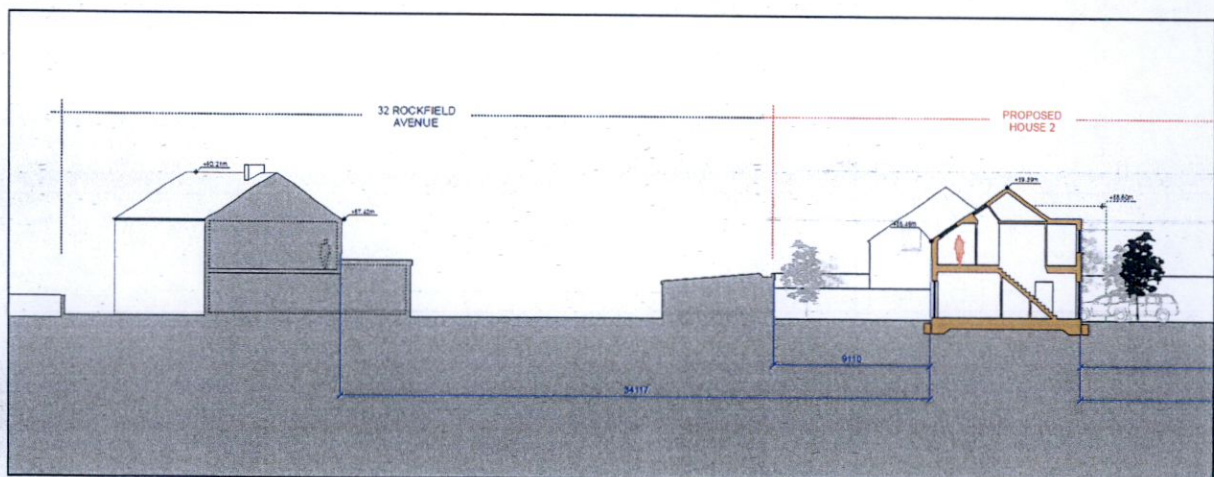


Figure 7: Extract of Updated Contiguous Site Section Drawing (see Appendix III).

It is also noted that the rear building line of dwellings on Rockfield Avenue (Nos. 30 to 36), immediately bounding the subject site, is sufficiently set back from the proposed developments as evidenced in Figure 7 above. These distances are also not dissimilar to the distances between the existing properties

on Muckcross Grove (Nos. 21 to 22) to Rockfield Avenue (Nos. 18 to 22) and ensure that there would be no impact on residential amenity.

Revised side elevations now include the addition of a window in the bathroom on the first floor as requested by the Council. The windows will be made opaque to ensure privacy is maintained to existing residential dwellings. A condition can be attached to a grant of permission specifying same to ensure no impact will be caused on residential amenity.

As such, it is submitted that the proposed development will not result in an undue impact on existing residential amenity of adjacent properties. The proposed development has been designed and scaled to avoid appearing visually obtrusive and ensuring no loss of amenity to existing neighbouring properties by way of overlooking or overshadowing. The proposed development will result in 3 no. residential dwellings that will provide a significant upgrading of the current site condition. With a sensitive architectural design and the inclusion of moderately sized dwellings, the proposed development will be visually appealing in the residential context and will provide passive surveillance to the existing laneway that serves a multitude of dwellings in the area. The proposed development is in full compliance with the various policies and objectives as set out in the County Development Plan, as well as the Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities DEHLG, 2009 and the companion Urban Design Manual.

Other Matters for Consideration

In relation to other matters for consideration for the Board, the Applicant has clarified the following details.

- The proposed development will only include air water heat pumps for the proposed residential dwellings, as well as solar panels on the south facing aspect of the roofs, underground rainwater harvesting tanks and electric vehicle charging points. There will be no oil-based central heating systems as part of the proposed scheme.
- Similar to the permitted 5 bedroomed dwelling, refuse collection will be undertaken from Muckcross Avenue. Residents of the proposed development will locate a communal bin on Muckcross Avenue in a safe location for pedestrians, road users and neighbouring properties. Bin collection takes place 1 day per week.
- A Fire Hydrant will be included in the proposed scheme as part of the mains water upgrade. This will benefit all properties in the area and limit the number of fire tenders required to go down the laneway in the event of a fire.
- The proposed lighting for the external walls will comprise low level lighting to ensure minimal impact on surrounding neighbours. The solar operated lighting features will enhance the streetscape and provide essential lighting and security for all properties and assist in reducing potential anti-social behaviour/graffiti in this back lane environment. The wiring will be maintained in the raised flowerbeds along the internal walls of the proposed scheme.

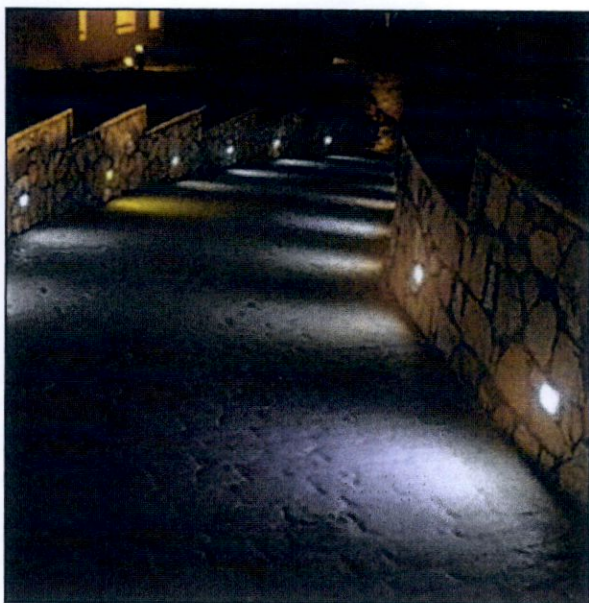


Figure 8: Example of proposed lighting for scheme.

- Internal lighting proposed will comprise of solar-powered lights in the courtyard and rear gardens shining on the wall climbers/flowers and trees to create soft ambiance which will also facilitate the mental wellbeing of the residents and enhance the streetscape for all residents.
- The proposed landscaping for the development will create an eco-friendly, bio-diversity enhancing urban space which will make a positive contribution to the local environment. Currently the whole site is surfaced with Tarmac with no vegetation. The proposed development has two distinct sections, a front shared courtyard and three private gardens to the rear. The relationship with neighbours and the streetscape requires a landscape design treatment to achieve a suitable and enhanced outcome. As such, the 3m high walls surrounding the site will be retained, except for the widening of the entrance. These walls provide privacy and security and will be used to support a variety of climbing plants (green walls) for both wildlife and aesthetic value. Planting design and proposed species will be prepared in consultation with the owners and relevant authorities and will ensure suitability for the respective landscape zone and site aspect. The landscape design has sought to meet the important functions of privacy screening, visual softening of views to building facades, amenity for residents including sun/shade provisions within a bio-diversity enhancing urban space. Please see updated Landscape Plan and proposed material brochure in Appendix IV. The landscape proposal meets Green Space Factor (GSF) scoring requirements as set out in the County Development plan (please refer to Appendix V).
- In relation to environmental services, we have read the report from the South Dublin County Council Infrastructure and Environmental Services Department and are happy to accept a condition for these details to be discussed and agreed with the Local Authority prior to the commencement of development.
- The Multi-Unit Developments Act 2011 Schedule 1 provisions in relation to the development of between 2 and 4 residential units will be implemented. To ensure that the development is properly managed into the future, an annual contribution and sinking fund will be agreed

between the owners. House rules in relation to landscaping, refuse, painting and lighting will be agreed for the effective operation and maintenance of the common areas. This should ensure that an attractive streetscape is maintained for both residents and neighbours.

- Please also find in Appendix VI, a letter from the Applicant's regarding the nature and purpose of the proposed development. The proposed development is not a speculative development and will enable the Applicant's to live in an area where they have strong family links.
- Please also find in Appendix VII, Section 97 Certificate of Exemption in respect of the provision of social and affordable housing.

Precedent Infill Example

There are a number of precedent examples of infill developments, with access of laneways, in the Dublin City Suburban area and one has been specifically highlighted below.

Dublin City Council Planning Application Reg. Ref. No. 3957/18 was granted permission in 2019 and comprised the provision of 3 no. residential dwellings located off laneway on Biggar Road, Crumlin, Dublin 12. No pedestrian facilities are provided for on the laneway and the laneway includes a sharp turn to access the permitted dwellings. The Roads Department noted that there was reference made to *"an existing garage use at the end of the laneway from Biggar Road and the associated pedestrian and vehicle movements. It is noted that the proposed development of 3 no. dwellings will result in a decrease in traffic and pedestrian movements"*. This was acceptable to Dublin City Council and demonstrates the acceptance of residential infill developments, which intensify existing underutilised sites within established residential areas, and which have low levels of vehicular movements.



Figure 9: Entrance to infill development off Biggar Road.

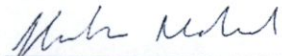
Conclusion

The proposed residential development would constitute a more appropriate use of the site within a residential zoned area. The proposed development will utilise the existing access lane that is currently used by larger mini-bus vans and also by van drivers either walking or driving along the lane, as well as other users of vehicular garages accessed by the laneway. It is considered that the proposed development of 3 no. residential dwellings would significantly reduce pedestrian and vehicular activity along the lane and would, therefore, be acceptable in terms of traffic and pedestrian safety.

It is further considered that the proposed development would not seriously injure the residential amenities of adjacent dwellings and would provide a satisfactory level of residential amenity for future occupants. In this respect, the proposed development would be in accordance with the proper planning and sustainable development of the area.

If you have any further queries, please do not hesitate to contact me at heather.mcmeel@rmla.ie or on my mobile 086 084 1979.

Yours sincerely,



Heather McMeel

Senior Planner

For and on Behalf of RMLA Limited

Appendix II – Updated Site Layout Plan Drawing No. PA003A and Drawing No. PA003B

Gravel Paving



Description

Our Gravel Paving system is a 500x500mm paver with a 40mm infill depth and 25mm spike zone giving an overall depth of 75mm. It has TUV Certification.



It is manufactured from high quality recycled HDPE and has been approved for use in many high profile applications such as on motorway medians shoulders for the NRA and overflow carparks for the OPW.

Recent applications are at Leinster House, Google in Dublin, the Dept of the Environment in Wexford, Young Offenders Detention Centre in Lusk, M50 Motorway, M7 Motorway, M11 Motorway, Malahide Castle, Grangegorman Hospital, Oakfield House, Howth Golf Club etc.

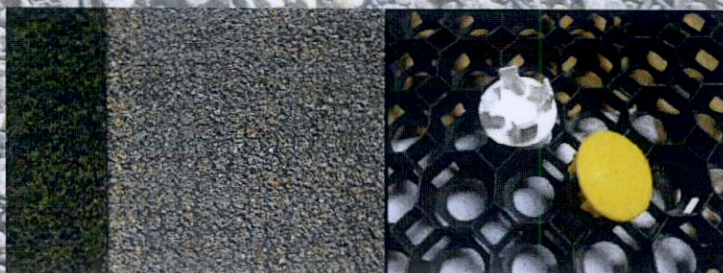
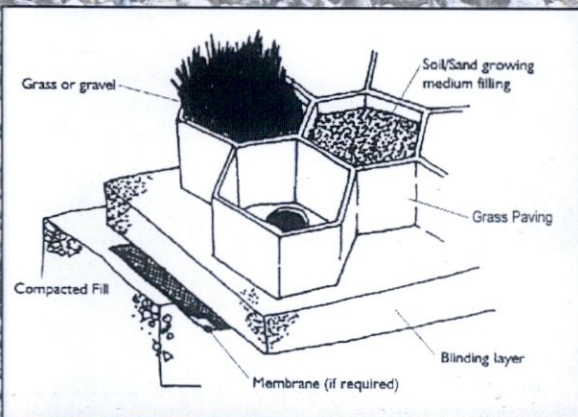
High quality recycled HDPE makes it both environmentally friendly and very durable, unlike cheaper alternatives which tend to go brittle and splinter rapidly when exposed to sunlight.

The fact that it has a base and integrated spikes makes it very stable when trafficked. The hook and loop connection provides tolerance and makes it easy and fast to install with a lot less cutting required compared to cheaper system which just slot together.

Gravel paved areas are fully permeable and will contribute towards flood prevention by allowing rain water to percolate naturally into the ground. It is one of the simplest and cheapest ways of reducing the SUDS requirements on projects.

Pavers are filled with gravel for paths and tracks to prevent the gravel migrating when trafficked.

Parking markers available if required.



Uses

- Fire access ways
- Car parking
- Caravan parking
- Footpaths
- Gravel Driveway
- Agricultural entrances
- Erosion control
- Gate and style entrances
- Helipad
- Golf & amenity tracks

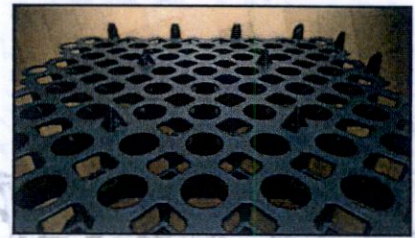
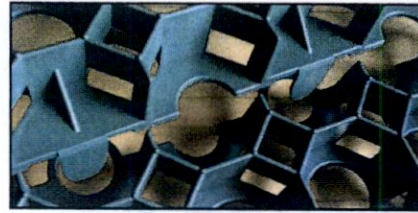
Benefits

- Blends harmoniously into the environment.
- Durable
- Up to 90% of the surface is gravel
- Can be filled with variety of gravel
- Reinforces soil to increase load capacity.
- No additional surface water drainage required.
- SUDS compliant
- Quick to install.
- Minimal cutting required.
- Cost effective.
- Can be lifted and reused.
- Parking markers



Unique System Benefits

- Hexagonal honeycombs with heavy tapered walls for additional strength
- Made from high quality recycled UV stabilised HDPE for durability
- Base Plate reinforcement for strength and load distribution
- Built-in pins/studs
- Connectors which hinge and has tolerance for ease and speed of installation

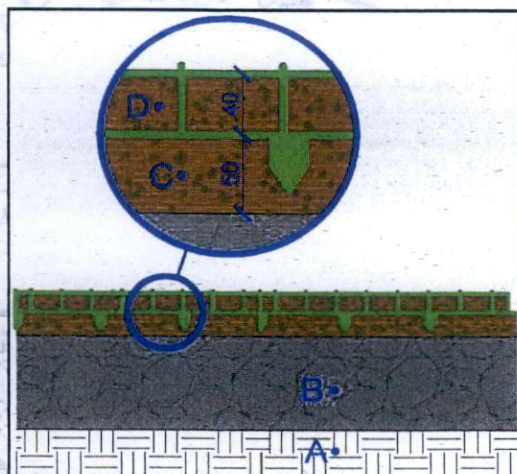


Paver Technical Data

Material:	Recycled UV-stabilised High Density Polyethylene (HDPE).
Dimensions:	Gross = 500mm x 500mm ± 4% and Net = 483mm x 483mm ± 4%.
Honeycomb Height:	40mm ± 4%.
Pin Height:	25mm ± 4%.
Total Height:	65mm ± 4%.
Weight:	Approx. 1.3kg per paver.
Chemical resistance:	Chemically resistant against ionised water, petrol, diesel, motor oil, sodium hydroxide, hydrochloric acid
Environment:	Neutral to the environment in accordance with ISO11885, ISO17294-2A, EN17933
Weather:	Weather-proof 1000h in accordance to DIN4892-3
Colours:	Green and Black
Ground Sealing:	Prevented due to the open design of the paver.
Surface Structure:	Honeycomb structure with anti-sliding studs
Bearing Capacity	Up to 2,500kN/m ² unfilled and in excess of 3,500kN/m ² filled with suitable material
Loading:	Traffic loads in accordance with DIN1072
Filling:	Sand or Gravel (<20mm).
Certification:	TUV



Typical Installation



- A) **Subsoil Layer**
The subsoil needs to be evaluated to determine its load bearing capacity.
- B) **Sub-base Layer**
The thickness of the sub-base depends on both the bearing capacity of the subsoil and the required bearing capacity of the paved surface.
- C) **Bedding Layer**
The bedding layer is a 50mm layer of consolidated suitable bedding material.
- D) **Paver Cells**
The paver cells can either be fill to just below the surface with gravel or overfilled to completely cover the honeycomb depending on your personal preference.

Appendix V – South Dublin County Council Green Space Factor Tool

Planning Application Reg. Ref. No SD22A/0455 for the development of 3 no 2 bedroom dwellings off Muckross Avenue, Perrystown, Dublin 12

Green Space Factor Tool
South Dublin County Council



User input indicated by **Orange fields**

User Input	
Zoning lookup	Minimum GI Score
Res	0.5

1. Enter Development Site Area m ² HERE ▶		805	
Surface Type (see tab for detailed descriptions)	Factor	Proposed Surface Area m ²	Factor Values
1. Short Lawn	0.3	214	64.2
2. Tall Lawn (wild, not mown)	0.5	0	0
Permeable Paving	0.3	430	129
Vegetation		0	0
4a. Vegetation-Shrub below 3m	0.4	116	46.4
4b. Vegetation-Shrub / Hedgerow above 3m	0.5	0	0
4c. Vegetation-Pollinator friendly perennial planting	0.5	116	58
4d. Vegetation-Preserved hedgerow	1.2	0	0
Trees		0	0
5a. New trees	0.6	2	1.2
5b. Preserved trees	1.2	0	0
7. SuDS intervention (rain garden, bioswale)	0.6	0	0
Green Roof		0	0
9a. Green Roofs - Intensive green roof (substrate is 200-1200mm in depth)	0.7	0	0
9b. Green Roofs - Extensive green roof (substrate is 80-200mm in depth)	0.6	0	0
10. Green wall	0.4	396	158.4
11. Retained Open Water	2	0	0
12. New open water	1.5	0	0
Total Equivalent Surface Area of Greening Factors		1,274.00	

Green Factor Numerator	457.20
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Minimum Required GI score	Final GI score	Result
0.5	0.57	Pass

Appendix VI – Letter of Purpose from the Applicant's

An Bord Pleanála
64 Marlborough Street
Dublin 1

28/2/2023

Re: First Party Appeal against the decision to refuse permission by South Dublin County Council under Planning Application Reg. Ref. No SD22A/0455 for the development of 3 no 2 bedroom dwellings off Muckcross Avenue, Perrystown, Dublin 12

Dear Sir/Madam

In relation to the above, we wish to submit that the proposed development is to satisfy the housing needs of the applicants/site owners and to give assurance that this is not a speculative development.

We are first cousins and have strong family links to the area, with relatives living in close proximity to the subject site. We are hoping that together, this development will provide us with an opportunity to own our own homes in this area.

We believe the current proposal of 3 x 2 bedroomed starter homes, with a communal courtyard to the front and private gardens to the rear, is more in keeping with this established residential area, comprising primarily of two storey terraced housing. In the current housing climate, it is also a more sustainable use of this under-utilised brownfield site than the existing commercial use for bus parking and satisfies our current and future housing needs far better than the previously granted large 5 bedroomed dwelling.

In relation to traffic, the proposed development includes the provision of 3 no. car parking spaces in total which is a significant reduction from the 16 bus parking spaces currently permitted and a minimal increase from the 2 parking spaces included in the granted residential development. The area has excellent public transport facilities, with shopping and many other facilities within walking distance. To this end, if it would assist the decision of the Planning Authority, a condition of the proposed development to reduce the car parking spaces to 2 cars can be applied, which would then keep it in line with the current permitted residential development. In fact, none of us own any form of vehicle and are very strong advocates of using public transport.

The proposed development will provide an attractive streetscape with landscaping and additional lighting, and importantly, offers superior passive security for area than the existing un-manned bus parking facility or indeed the permitted single dwelling.

Thanking you for your time and consideration.

Yours faithfully

Kristian Hogan | Ciara Dolan | Jarlath Dolan & Kevin Dolan

Appendix VII – Section 97 Certificate of Exemption

An Rannóg Talamhúsáide, Pleanála agus Iompair
Land Use, Planning & Transportation Department
Telephone: 01 4149000 Fax: 01 4149104 Email:
planning.dept@sdublincoco.ie

Brendan T. Kelly,
BK Engineering Design Ltd
Abbey Street
Ballyhaunis
Co. Mayo.

28-Feb-2023

**S.97 APPLICATION FOR CERTIFICATE OF EXEMPTION
PLANNING AND DEVELOPMENT ACT, 2000 (as amended)**

Register Reference: CE22/0052

Applicant: Kristian Hogan, Ciara Dolan & Jarlath & Kevin Dolan

Proposed Development: Demolish existing structures (total 98sq.m) and construct three detached, storey and a half dwelling houses and connect to public sewer, widening of the existing vehicular entrance and new gate together with all ancillary site works and services.

Location: Perrystown (Laneway of Muckross Ave), Perrystown, ,
Dublin 12.

Dear Sir/ Madam,

I refer to your application for a Certificate of Exemption on behalf of Kristian Hogan, Ciara Dolan & Jarlath & Kevin Dolan for the above development and I wish to inform you that, by Chief Executive's Order PR/0226 dated 27-Feb-2023, a decision has been made to **Grant Certificate of Exemption** under Section 97 of the Planning and Development Act, 2000 (as amended).

Yours faithfully,

Pamela Hughes
for Senior Planner

Note: This certificate cannot be interpreted as an endorsement of planning permission for residential development on this site.