

# STATEMENT OF RESPONSE TO AN BORD PLEANÁLA'S CONSULTATION OPINION



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**IN RESPECT OF A  
PROPOSED MIXED-USE DEVELOPMENT AT THE  
FORMER BLAKES, ESMONDE MOTORS SITE  
April 2022**

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## DOCUMENT CONTROL SHEET

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## 1.0 INTRODUCTION

1.1 The pre-application consultation opinion from An Bord Pleanála was received in relation to the proposed strategic housing development at the former Blakes and Esmonde Motors site, Stillorgan, Co. Dublin in respect of ABP Ref. 307439-20.

1.2 The opinion states that An Bord Pleanála “is of the opinion 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.”

1.3 Section 2 of this report sets out how the applicant has responded to each of the issues raised by the Board in their Consultation Opinion, with particular reference to the Design Statement, and accompanying reports and drawings prepared by the design team and which accompany this application. This Statement of Response, and the associated amendments to the scheme, in turn responds to the key issues raised by the Planning Authority's opinion as set out in their Report on the pre-application proposals and the Board's Opinion.

1.4 Article 285(5)(b) of the Planning and Development (Strategic Housing Development) Regulations 2017 states:

*'(5) At the conclusion of a pre-application consultation, the Board may do either or both of the following: (b) notify the prospective applicant that specified information should be submitted with any application for permission for the proposed development, including photographs, plans, maps, drawings or other material or particulars and, where the Board considers it appropriate, either or both—'*

1.5 The pre-application consultation opinion from An Bord Pleanála states pursuant to Article 285(5)(b) that the following specific information should be submitted with any application for permission:

*1. A report that specifically addresses the proposed materials and finishes of the proposed structures including specific detailing of finishes, openings, the treatment of balconies, landscaped areas and boundary treatments. Particular regard should be had to the requirement to provide high quality and sustainable finishes and details which seek to create a distinctive character for the development. Particular regard should also be had to details showing proposals for the treatment of the interface between the proposed buildings, private/communal open spaces and public realm. Pedestrian permeability through the site should be outlined. The applicant should note the provisions of the Stillorgan Village Area Movement Framework Plan (SVAMFP) (2017) in this regard. The documents should also have regard to the long-term management and maintenance of the proposed development. Additional cross sections, CGIs and visualisations should be included in this regard.*

*2. Additional transportation details for the site having regard to the requirements of the Transportation Planning Division as indicated in their report, dated 04th August 2020, contained in Appendix B of the Planning Authority's Opinion.*

*3. Additional drainage details for the site having regard to the requirements of the Drainage Division as indicated in their report contained in Appendix B of the Planning Authority's Opinion, dated 7th July 2020. Any surface water management proposals should be considered in tandem with any Flood Risk Assessment, which should in turn accord with the requirements of 'The Planning System and Flood Risk Management' (including associated 'Technical Appendices').*

*4. A site layout plan showing which, if any, areas are to be taken in charge by the planning authority.*

*5. A report that addresses issues of residential amenity (for existing residents of adjoining development, future occupants of proposed scheme and future residents of permitted but not yet constructed development in vicinity), specifically with regards to overlooking, overshadowing, overbearing and noise. The report shall include full and complete drawings including levels and cross-sections showing the relationship between the proposed development and adjoining residential development. Furthermore, landscape and architectural drawings that clearly detail the relationship between wind impact mitigation measures and the design of the proposed development shall be included.*

*6. A housing quality assessment which provides specific information regarding the proposed apartments and which demonstrates compliance with the various requirements of the 2018 Guidelines on Design Standards for New Apartments, including its specific planning policy requirements. This should also include a schedule of floor areas for all proposed units, clearly setting out the aspect (single, dual, triple) of each unit.*

1.6 A detailed response to each of the points raised above has been provided within this response report and has been included as part of the planning application documentation.



Figure 1.1 – Overall Site Plan



Source: Site Layout Plan

Figure 1.2 – Kilmacud Road Lower



Figure 1.3 – Internal CGI





**2.0 STATEMENT OF RESPONSE TO ISSUES RAISED**

2.1 The following sets out how the applicant has addressed the 3 no. issues raised in the Board's Notice of Pre-Application Consultation Opinion, with reference to the accompanying documentation submitted.

**2.1 Summary of the alterations to the layout**

2.2 In response to the Board's opinion the design of the overall scheme has undergone a number of alterations which has further enhanced the design:

- Reduction in Landmark building from 15 no. to 9 no. storeys;
- Reduction in no. of units from 464 no. to 377 no. units;
- Reduction in density from 345 no. units per hectare to 281 no. units per hectare;
- The quantum of non-residential floorspace has increased from 1,662 sq. m to 2,184 sq. m compared to the pre-application submission. The retail/café units are now indicated as comprising café/restaurant uses and the size of the Community Sports Hall has increased from 658 sq. m to 933 sq. m. In addition, office floorspace of c. 195 sq. m is provided, along with a creche of c. 215 sq. m.

**2.2 Response to Item no. 1 – Height and Design Strategy**

2.3 Item no. 1 of the opinion of An Bord Pleanála states the following:

*1. Further consideration and/or justification of the documents as they relate to the height and design strategy for the site, having regard to the policies and objectives of the recently adopted Stillorgan LAP 2018; the permitted heights on this site and other sites in the general vicinity; together with the capacity of the site to accommodate a development of the height, scale and massing proposed. The applicant is referred to the recently adopted Stillorgan LAP 2018, (adopted subsequent to the granting of permission for ABP-300520-17, which permitted a maximum height of 9 storeys), in particular the 'Site Development Framework' prepared for the site (Table 4.5.3.2), contained therein. This Site Development Framework sets a benchmark height of five storeys across the site, with a landmark building of up to nine storeys at the corner of the N11/Lower Kilmacud Road junction. This landmark height reflects the height of the previously permitted development on the site (ABP-300520-17). In this regard, the prospective applicant should satisfy themselves that the design strategy for the site as it relates to height provides the optimal architectural solution for this site, in line with both local and national policy, and should submit rationale/justification for the heights/setbacks proposed. CGIs, visualisations and cross sections, as necessary, should be submitted which clearly show the relationship between the proposed development and existing/permitted development in the immediate and wider area and which illustrates the topography of the area. The further consideration of these issues may require an amendment to the documents and/or design proposals submitted at application stage.*

*Furthermore, the applicant is advised that an appropriate statement in relation to section 8(1)(iv) of the Planning and Development (Housing) and Residential Tenancies Act 2016, that outlines consistency with the relevant development plan and that specifically addresses any matter that maybe considered to materially contravene the said plan, if applicable, should be submitted.*

**2.2.1 Response – Height and Design Strategy**

2.4 In response to Item no. 1, the proposed height and design strategy of the site has been reviewed and it is now proposed to provide a landmark building of 9 no. storeys in place of the previously proposed 15 no. storeys. The overall number of apartments has been significantly reduced by 87 no. from 464 no. to 377 no. units

2.5 We refer the Board to the OMP Architectural Response Document which details the Design Rationale for the proposed development. As set out in the OMP Response document, detailed consideration has been given to formulating the height & massing and has been informed by:

- inter-relationship of proposed development buildings;
- relationship to established houses bounding the site;
- relationship to Kilmacud Road Lower and permitted Leisureplex and Library Part 8 developments;
- relationship to Stillorgan crossroads and the creation of a human-scaled streetscape to Kilmacud Road Lower.

**2.2.1.1 Response to Stillorgan LAP**

2.6 The Stillorgan Local Area Plan (LAP) suggests a 5-storey shoulder height leading to a 9-storey landmark / gateway at the N11 junction. It is noted recently permitted developments such as the former Leisureplex Site (an SHD) and the Library Site (a Part 8 process) have established a six-storey shoulder with some individual buildings rising to 8 storeys.

2.7 In generating the form for the proposal, it was considered that a 6-storey shoulder was more appropriate both in terms of creating a suitable proportion of street enclosure and relative to the immediate built / permitted context and form. This 6-storey shoulder is established by Building 06 at the Stillorgan crossroads and carried along both the Kilmacud Road Lower and The Hill street frontages.

**Figure 2.1 – Previously Proposed Heights and Context**

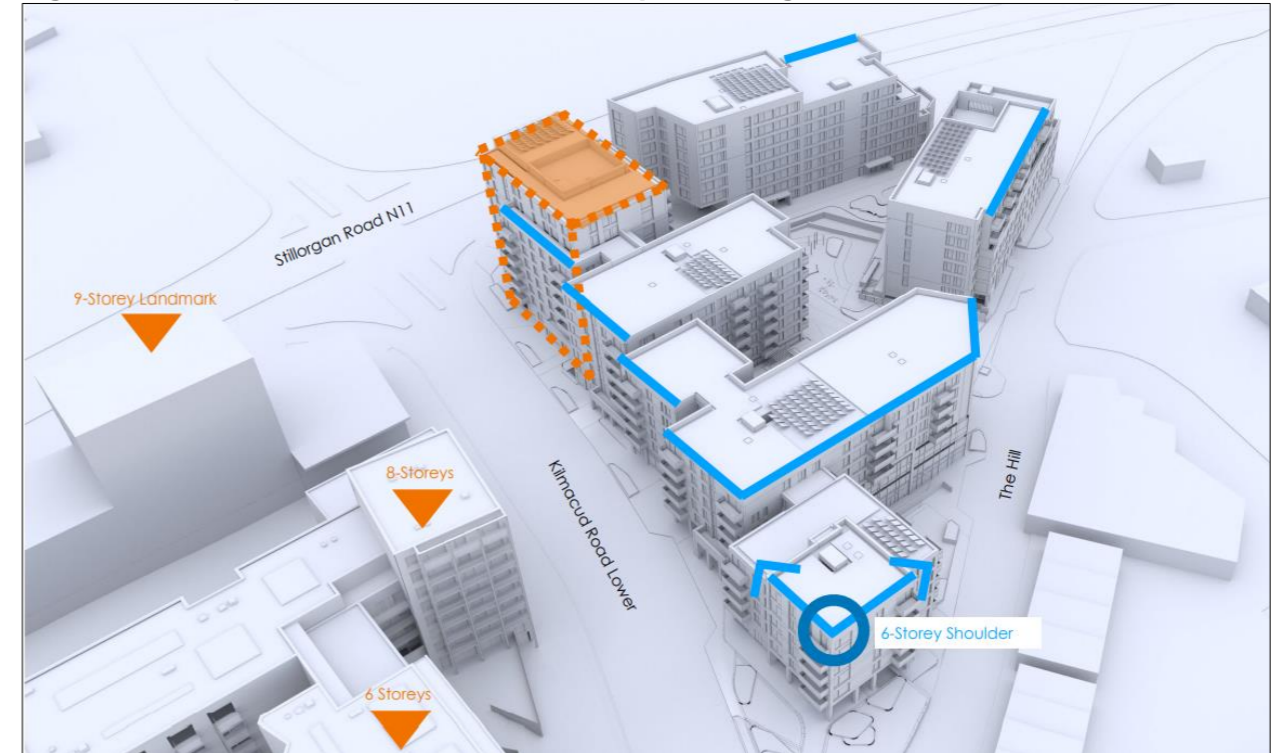


Source: OMP ABP Response Document

**Figure 2.2 – Amended Proposed Heights and Context**



**Figure 2.4 –Proposed Axonometric View Proposed Heights and Context**



Source: OMP ABP Response Document

**2.2.1.2 Height and Massing Strategy**

2.8 The OMP ABP Response Document notes that the development consists of 6no. buildings ranging in height from 3-9 storeys. The proposed heights are informed by the Stillorgan LAP rising toward a 9-storey landmark building at the N11 junction / Northeast corner of the site. Buildings to Kilmacud Road Lower range in height from 5/6-7 storeys. A shoulder height is established by these buildings resulting in an additional floor to Building 03 as the ground plane falls away toward to the N11.

**Figure 2.3 – Previously Proposed Axonometric View Proposed Heights and Context**



- 2.9 Building 02 fronts the N11 and presents a 7/8 storey elevation, similarly rising towards the 9-storey landmark building. This building protects the inner courtyard gardens from traffic noise. The southern gable is modelled to reduce down to 3-storeys in deference to the established 2-storey houses at that boundary. Building 01 is 7-storeys high, again reducing to 3 storeys to the southern gable. Along with Building 02 it defines and demarcates the triangular communal courtyard garden at the centre of the scheme.
- 2.10 A 6-storey shoulder height is established with Building 06 at the Stillorgan Village crossroads. This shoulder height carries down The Hill. As the ground level falls away, an additional storey is achieved to Building 01 without any increase in the shoulder height. Building 01 is set-back to the upper floors and presents a four-storey brick elevation to The Hill.



## 2.2.2 Response – Material Contravention Statement

2.11 We refer the Board to the Material Contravention Statement prepared by JSA. The proposed development may be considered to materially contravene the Dun Laoghaire Rathdown Development Plan 2022-2028, the Stillorgan LAP 2018 and the Dun Laoghaire Rathdown Development Plan 2016 in respect of:

- Height (2022 Plan, Policy Objective PHP39 and Stillorgan LAP - Policy RS3);
- Height (2022 Plan, Policy Objective PHP39 and Stillorgan LAP - Policy RS3);
- Plot Ratio (Stillorgan LAP - Policy RS3);
- SLO 15 (2022 Plan);
- Section 12.3.5.2 Separation Between Blocks (2022 Plan);
- Section 12.3.3 – That certain percentage of 3-bed units in apartments shall apply to Build to Rent developments; (2022 Plan);
- Section 12.3.5.3 External Storage (2022 Plan);
- Section 12.3.6 Build to Rent Accommodation (BTR to comply with Section 12.3.5) (2022 Plan);
- Section 12.3.6 Build to Rent Accommodation (BTR car parking to comply with Section 12.4.5) (2022 Plan);
- Open Space 15% provision/Private Open Space provision (2022 Plan);

2.12 The proposed development may materially contravene the Dun Laoghaire Rathdown Development Plan 2016-2022 in respect of:

- Policy UD6 of Development Plan (Building Height Strategy)
- Car Parking Provision;
- Quantitative Apartment Standards Separation between blocks & Communal Open Space).

2.13 The LAP sets out a landmark building height of 9 no. storeys and a benchmark of 5 no. storeys for the subject site.

2.14 While the proposed development is in compliance with the landmark building height of 9 storeys, the proposal includes a range of heights with a benchmark height of 6/7/8 storeys which is above the benchmark height of 5 no. storeys indicated in the Stillorgan LAP. Notwithstanding this, An Bord Pleanála may still grant planning permission for the proposed development pursuant to section 9(6)(c) of the Planning and Development (Housing) and Residential Tenancies Act 2016

2.15 It is submitted that the justification set out in the Material Contravention Statement clearly demonstrates that the proposed development should be considered for increased building heights due to the location of the subject site adjacent to quality public transport corridors and the policies and objectives set out within the Section 28 Guidelines in particular the Urban Development and Building Height Guidelines, and the National Planning Framework. In particular, SPPR 3(A) of the Urban Development and Building Height Guidelines provides a justification for a material contravention of the Development Plan in relation to building height having regard to the compliance of the proposed development with the criteria under Section 3.2 of the Guidelines.

2.16 In addition, the proposed level of car parking proposed is consistent with the policies and objectives set out within the Section 28 Guidelines, in particular the Sustainable Urban Housing: Design standards for New Apartments 2020.

2.17 Having regard to:

- The location of the site within the District Centre of Stillorgan, adjacent to high quality, high frequency/capacity public transport on the N11 Quality Bus Corridor, and to established social, retail and employment in the area,
- The provisions of the National Planning Framework, in particular compliance of the proposed development with National Policy Objectives (NPO) NP02a, NP03a, NP03b, NP04, NP011, NP013, NP027, NP033 and NP035,
- Compliance with Regional Policy Objectives (RPO) RPO 3.2, RPO 5.3, RPO 5.4 and RPO 5.5.
- Compliance with Section 3.2 of the Urban Development and Building Height Guidelines 2018.
- The provisions of the 2020 Apartment Guidelines.

2.18 It is respectfully requested that An Bord Pleanála have regard to the justification set out within the Material Contravention Statement and grant permission for the development in accordance with national policy and guidelines.

## 2.3 Response to Item no. 2 - Design and Layout

2.19 Item no. 2 of the opinion of An Bord Pleanála states the following:

*“If the applicant continues with the height and design strategy as proposed in the documentation submitted, further consideration and/or justification of the documents as they relate to the proposed strategy for the development of the site in respect of the design and layout of the proposal, particularly with regards to the location of the landmark element of the proposal on the site is required. The applicant should also ensure that the transition between the landmark element and the lower elements of the proposal are designed to ensure that excessive massing or bulk in the overall design does not detract from the proposed landmark element. Particular regard should also be had to creating suitable visual relief in the treatment of elevations. An architectural report and urban design statement should be submitted with the application. The further consideration of these issues may require an amendment to the documents and/or design proposals submitted at application stage.”*

2.20 In response to the above item, we note that the design and layout strategy has been revised and is outlined in the OMP Design Statement and the OMP Statement of Response to ABP Opinion, which are included in the SHD application.

2.21 The landmark element has been carefully considered and has a differing expression to the remainder of the elevations. It is clad in a dark bronze metal which will contrast with the light-hued material selection elsewhere in the development. The elevation is expressed as a series of strong visual horizontals and verticals. These ‘ribs’ are used to organise the massing of the element into three vertical units: base, intermediate and crown.



Figure 2.5 – Landmark Building looking west



Figure 2.6 – Land Use Zoning Map



Objective DC To protect, provide for and/or improve mixed-use district centre facilities. ■

Source: Dun Laoghaire Development Plan Map no. 2

**2.4 Response to Item no. 3 – Proposed Uses**

2.22 Item no. 3 of the opinion of An Bord Pleanála states the following:

*“Further consideration and/or justification of the documents as they relate to the quantum of mixed use district centre facilities being proposed, having regard to the ‘District Centre’ zoning of the lands, as set out in the Dun Laoghaire Rathdown County Development Plan 2016, the objective of which is ‘to protect, provide for and or improve mixed use district centre facilities’. The further consideration of these issues may require an amendment to the documents and/or design proposals submitted at application stage.”*

**2.4.1 Zoning and Site-Specific Objectives**

2.23 The subject lands are zoned ‘DC’ – ‘To protect, provide for and or improve mixed use district centre facilities.’

- 2.24 It is noted Childcare service, Community Facility, Leisure Facility, Open Space, Tea Room/café, and offices are permitted in principle uses. The uses proposed are consistent with the land uses under the DC zoning objective.
- 2.25 It is noted the quantum of non-residential floorspace has increased from 1,662 sq. m to 2,184 sq. m compared to the pre-application submission. The retail/café units are now indicated as comprising café/restaurant uses (of c. 841 sq. m) and the size of the Community Sports Hall has increased from 658 sq. m to 933 sq. m. In addition, it is proposed to provide office floorspace of some 195 sq. m and a creche of 215 sq. m.
- 2.26 The proposed development includes 5.7% of the overall floor area (c. 2,184 sq. m) dedicated to commercial uses including café, restaurant, Community Sports Hall and the creche. This element of the development comprises of the majority of the floor space accessible off-street level. The frontages along the Lower Kilmacud Road and The Hill in the north and north west of the site all comprise of commercial uses, therefore animating and activating the street level.
- 2.27 The quantum of commercial uses provided at ground floor level are considered appropriate having regard to the recently granted permissions in the area, particularly the Leisureplex site, and the existing quantum of commercial premises including smaller establishments along the Hill, the retail centre at Lidl, the restaurant and café uses along the Lower Kilmacud Road and the well-established shopping centre all surrounding the site.
- 2.28 The proposed 5 no. café/restaurant units and creche facility provide for ancillary and complementary uses to the main retail core of the area, the Stillorgan Shopping Centre. The proposed development seeks to provide ancillary services while at the same time adding focus



and purpose to this location in line with the LAP objectives attracting further movements through the village and forming an extension of the retail core.

2.29 With regard to the above, the proposed development is compliant with the land use zoning objective of the area to provide for mixed use district centre facilities. The size of the Community Sports Hall has also significantly increased from c. 297 sq.m. permitted in the previous SHD application to 933 sq.m. proposed as part of this SHD application.

USE	AREA m2
Cafe / Restaurant	841 m2
Childcare Facility	215 m2
Office	195 m2
Sports Hall Floor	933 m2
<b>Total Non-Resi Uses</b>	<b>2,184 m2</b>

Figure 2.7 – Extent of Non-Residential Uses



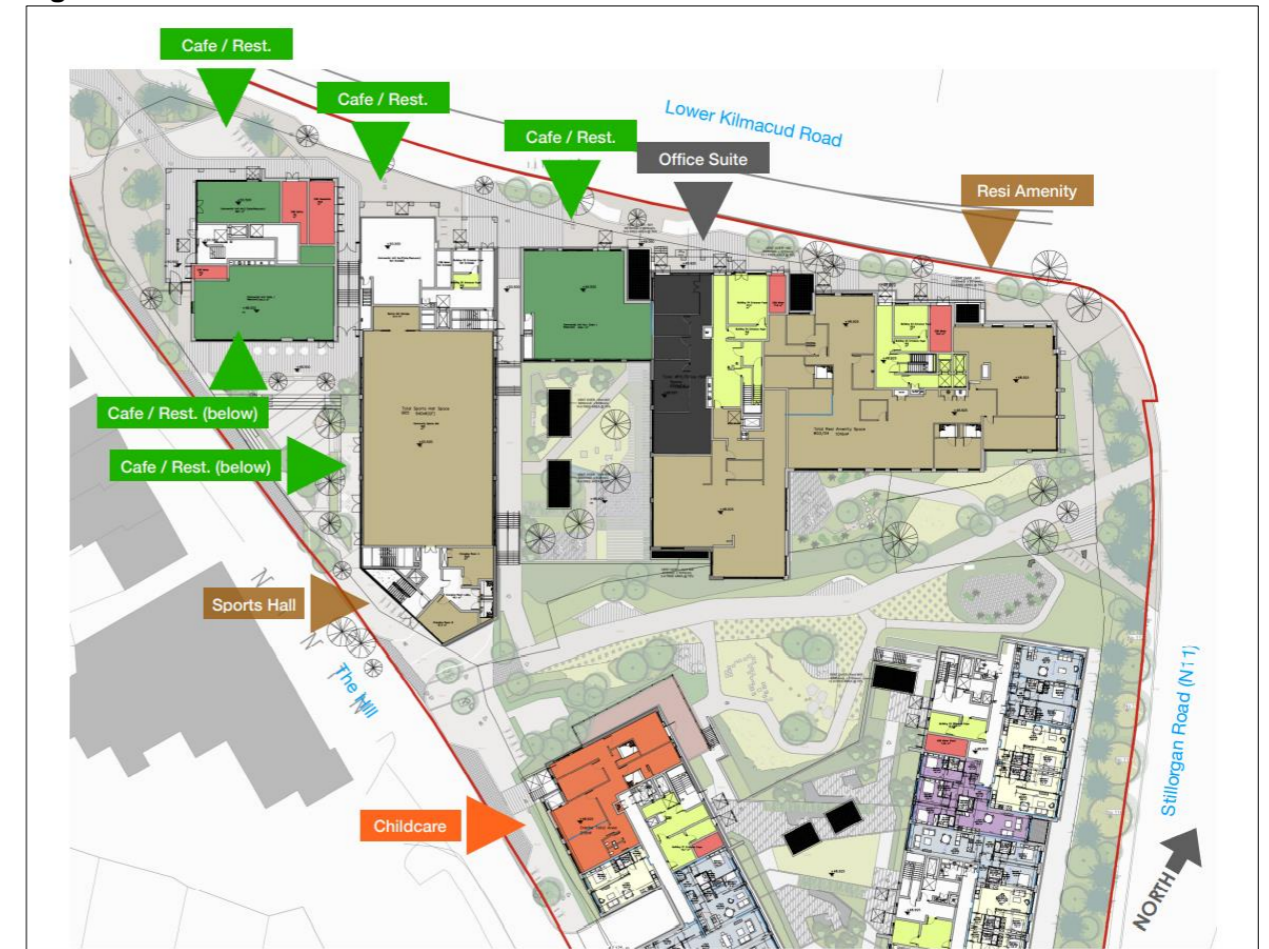
Source: OMP

2.4.2 District Centres

2.30 With reference to the Stillorgan District Centre, Table 3.2.1 of the Development Plan states that the overall strategy for Stillorgan is to:

*“Encourage potential redevelopment as higher density, urban mixed-use centre in accordance with general provisions of the adopted Local Area Plan. Limited expansion of convenience and comparison retail floorspace.”*

Figure 2.8 – Mix of Uses at Ground Floor



2.31 Policy RET9: Seeks to:

*“It is Council policy to control the provision of non-retail uses at ground floor level in the principal shopping streets of Major Town Centres and District Centres and also within the shopping parades of Mixed-Use Neighbourhood Centres.”*

2.32 With reference to the above the majority of the subject lands are located outside the retail core area of Stillorgan (as set out in the **Strategy map for Stillorgan** contained in the Stillorgan LAP, reproduced below in Figure 8.4), which confirms that the subject lands are predominantly residential. So as to compliment the remainder of the retail core located to the north, the proposed development includes active (café/restaurant) uses along the Lower Kilmacud Road in conjunction with the residential amenity areas. In addition along the “Hill”, it is proposed to provide activity in the form of the creche, entrance to the Community Sports Hall and a further 2 no. café/restaurant units fronting onto the open space and public realm.

2.33 The proposed development provides a higher density development contributing to the range of uses in the District Centre (café/restaurant/creche c. 1,343 sq. m) along with a Community Sports Hall of c. 933 sq. m. It is further noted that Table 3.2.1 envisages only a limited expansion of convenience and comparison retail floorspace. In this regard, c. 1,049 sq. m of retail floorspace was permitted under the Leisureplex SHD (305176-19). Having regard to the location of the site (predominantly outside the core retail area), it is considered that the range of uses is appropriate to the District Centre.

2.34 With reference to the above the majority of the subject lands are located outside the retail core area of Stillorgan (as set out in the LAP), which indicates that the subject lands are predominantly residential. So as to compliment the remainder of the retail core located to the north, the proposed development includes active (café/restaurant) uses along the Lower Kilmacud Road in conjunction with the residential amenity areas. In addition along the "Hill", it is proposed to provide activity in the form of the creche, entrance to the Community Sports Hall and a further 2 no. café/restaurant units fronting onto the open space and public realm.

2.35 The proposed development provides a higher density development contributing to the range of uses in the District Centre (café/restaurant/creche c. 1,056 sq. m) along with a Community Sports Hall of c. 906 sq. m. It is further noted that Table 3.2.1 envisages only a limited expansion of convenience and comparison retail floorspace. In this regard, c. 1,049 sq. m of retail floorspace was permitted under the Leisureplex SHD (305176-19). Having regard to the location of the site (predominantly outside the core retail area), it is considered that the range of uses is appropriate to the District Centre.

**2.4.3 Stillorgan LAP 2018 - Retail/Commercial**

2.36 Section 4.3 of the LAP contains objectives on Retail/ Commercial use which primarily aim to maintain and enhance the presence of these uses within the Stillorgan area.

2.37 In relation to retail/ commercial, the County Development Plan's objectives which relate to the proposed development are as follows:

*"R1 It is an objective of the Council to strengthen the role of Stillorgan as a District Centre as identified in the Retail Strategy for the GDA 2008-2016 and the County Development Plan 2010-2016, at a scale appropriate to this designation and to promote it as the primary retail location in the wider Stillorgan area."*

*"R2 It is an objective of the Council to limit the net retail sales area within Stillorgan District Centre to 25,000 square metres in accordance with the Dún Laoghaire-Rathdown County Development Plan."*

*R3 It is an objective of the Council to encourage a broad mix of uses within Stillorgan that contribute to the creation of a sustainable and vibrant District Centre that is the focus for social and business interaction. New development shall be required to demonstrate how it complements or enhances the existing mix of uses"*

*"R5 It is an objective of the Council to require a high quality of design and finish for new shopfronts and signage in Stillorgan that enhances the local streetscape and public realm"*

2.38 The proposed development seeks to provide 5 no. café/ restaurant units. The proposed development seeks to complement the existing uses within the shopping centre and provide for supplementary services.

2.39 The mix of uses (including a creche) create a sustainable and vibrant village core with emphasis both on the shopping centre and the surrounding sites within the overall district centre. The proposed development seeks to attract more local businesses within the smaller units, extending the attraction for such uses down the Hill thus complementing the existing well-established businesses at this location.

**2.4.4 Stillorgan LAP - Site Development Framework- Blakes and Esmonde Motors Site**

2.40 Dun Laoghaire-Rathdown County Council have identified the subject site as having future redevelopment potential for a mixed-use development within the Stillorgan Local Area Plan.

2.41 The following sections outline compliance with the Site Development Framework for the Blakes and Esmonde Motors site as set out in the Stillorgan LAP.

**2.4.5 Zoning**

*Zoning Objective 'DC' 'To protect, provide for and/or improve mixed-use district centre facilities.*

2.42 The proposal provides for a mixed use BTR residential and café/restaurant/creche/ community sports hall/ and office floorspace development.

**Figure 2.9 – Extract from LAP for subject site**



**2.4.6 Redevelopment Objectives**

*Redevelopment should include a mix of uses – commercial, retail and community at the 'Retail core' and predominantly residential on the balance of the site.*



- 2.43 The proposed development provides for a cluster of café/ restaurant spaces at the junction of the Hill and the Lower Kilmacud Road as well as community floorspace. The concentration of the commercial uses and community floorspace at this location provides for a complementary role to the remainder of the retail core and encourage movement and expansion of the existing village core. The remainder of the site is utilised for residential purposes in accordance with the LAP.
- 2.44 Stillorgan is designated as a Level 3 District Centre in both the Greater Dublin Area and Dun Laoghaire Rathdown County retail hierarchies. The core retail area for Stillorgan District Centre focuses on Stillorgan Village Shopping Centre. According to the Stillorgan LAP there are 150 no. retail units in Stillorgan, comprises a cumulative 20,000sq.m of gross floor area.
- 2.45 The majority of the SHD application site is located outside the core retail area of Stillorgan as identified within the Stillorgan LAP 2018-2024.

**Figure 2.10 – Stillorgan LAP Retail Core**



**Strategy map for Stillorgan, Extract from Stillorgan LAP**

**Figure 2.11 – Plaza Area with Cafes at Lower Ground Floor Level**



- 2.46 The Greater Dublin Area Retail Strategy recommends that Stillorgan, in common with many other similar-sized retail centres, be rejuvenated and enhanced to bring it more in line with modern retailing needs and to avoid any potential deterioration. It should be noted that Stillorgan Village Shopping Centre represents the completion of a major refurbishment under Reg. Ref.: D12A/0289, subsequently amended by a number of permissions. The permitted SHD to the north at Leisureplex provides a further 1,049 sq. m (GFA) of retail floorspace.
- 2.47 Having regard to the above, the non-residential uses proposed in the development are permitted in principle under the District Centre land use matrix, and is appropriate for the subject site.



**3.0 STATEMENT OF RESPONSE TO SPECIFIC INFORMATION REQUIRED**

3.1 The following sets out how the applicant has addressed the Board’s request for additional information in respect of the proposed development.

**3.1 Item 1 – Materials and Finishes**

3.2 Item 1 of the An Bord Pleanála opinion seeks:

*“1. A report that specifically addresses the proposed materials and finishes of the proposed structures including specific detailing of finishes, openings, the treatment of balconies, landscaped areas and boundary treatments. Particular regard should be had to the requirement to provide high quality and sustainable finishes and details which seek to create a distinctive character for the development. Particular regard should also be had to details showing proposals for the treatment of the interface between the proposed buildings, private/communal open spaces and public realm. Pedestrian permeability through the site should be outlined. The applicant should note the provisions of the Stillorgan Village Area Movement Framework Plan (SVAMFP) (2017) in this regard. The documents should also have regard to the long-term management and maintenance of the proposed development. Additional cross sections, CGIs and visualisations should be included in this regard.”*

3.3 In relation to Issue No.1, we refer the Board to the An Bord Pleanála Response prepared by OMP Architects. Section 4.1 of the OMP response sets out the material strategy. In addition, the Kevin Fitzpatrick Landscape Architects Design Report and drawings show detail of the public realm, open spaces as well as landscaped areas and boundary treatment.

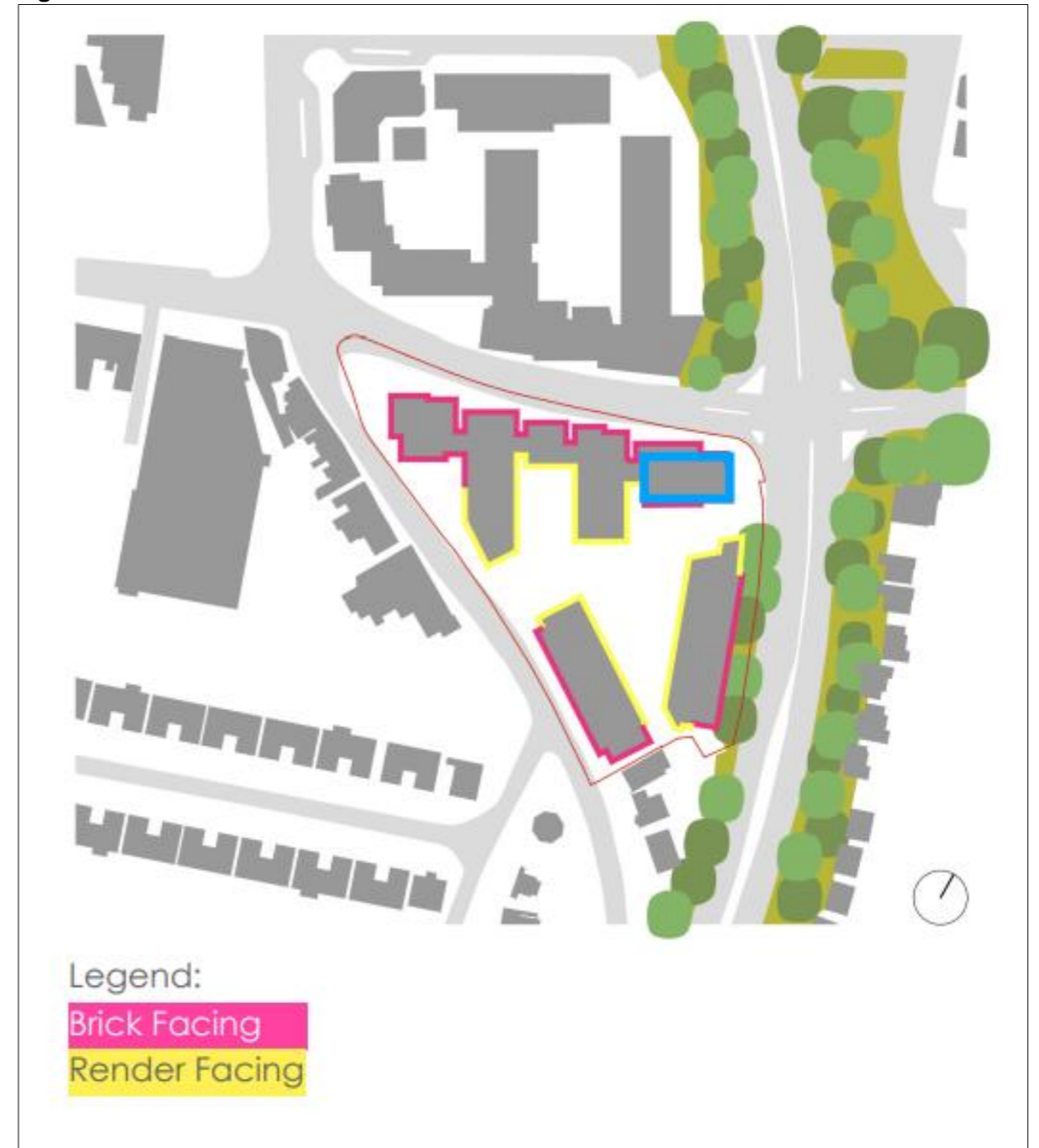
**3.1.1 Architectural Treatment/Materials and Finishes**

3.4 The outer / public facades of the buildings are typically faced in brick. Subtle changes in bonding patterns introduce a layer of nuance and visual interest. The inner / courtyard facades of the buildings are largely finished in self-coloured render. These two primary treatments are complemented with coloured render infill panels, to larger facade openings, and metal-framed balconies.

3.5 The landmark element has been carefully considered and has a differing expression to the remainder of the elevations. It is clad in a dark bronze metal which will contrast with the light-hued material selection elsewhere in the development. The elevation is expressed as a series of strong visual horizontals and verticals. These ‘ribs’ are used to organise the massing of the element into three vertical units: base, intermediate and crown.

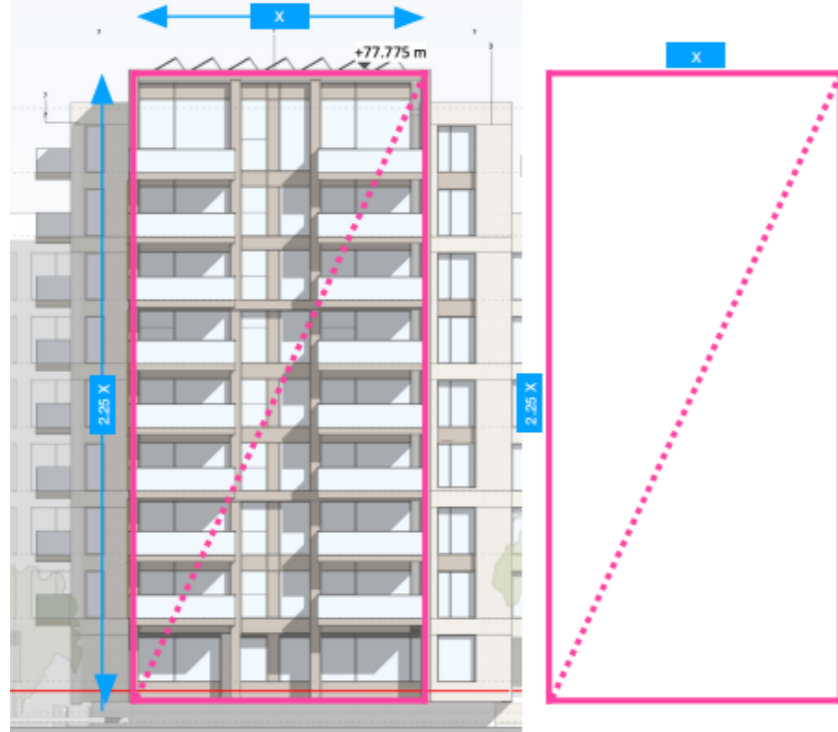
3.6 The massing of the landmark element has been modelled to create a narrower elevation to the N11. This prominent feature therefore enjoys a more appropriate slenderness ratio than might otherwise be the case. A ratio of 2.25:1 is achieved lending an elegance to the overall composition.

**Figure 3.1 – Materials**





**Figure 3.2 – Landmark Building Elevation Ratio**



**Figure 3.3 – Finishes – Kilmacud Road**



**3.1.2 Landscaping Materials**

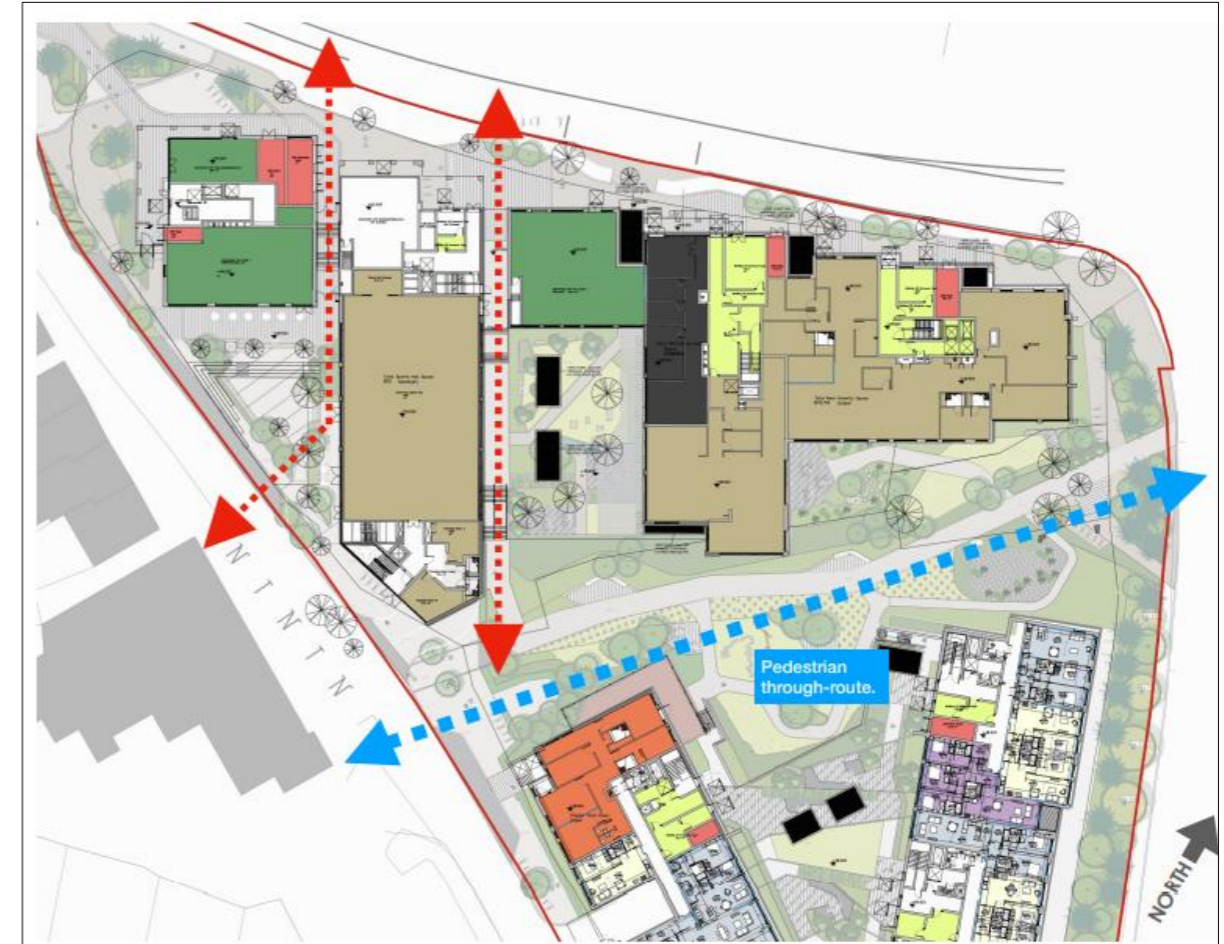
- 3.7 As set out in the KFLA Landscape Report, the landscape strategy aims to integrate the new built development with the existing landscape and create a high-quality public realm incorporating a significant civic space. Throughout the scheme a series of attractive and usable open spaces are created that respond to the needs of future users.
- 3.8 The useable landscape space in the scheme is provided through a range of different landscape typologies aimed at providing for different uses. These spaces are evenly distributed throughout the scheme, with all spaces physically connected to each other and the surrounding public realm

and open space network. A further two enclosed courtyard spaces are provided within the northern building. The courtyards overlook the central landscape space and the landscape design accommodates that visual link. In all the open spaces the levels have been carefully considered to accommodate easy circulation and create suitably flat areas for activities and uses. Careful consideration of the levels has been central to the site and landscape design with the aim to provide universal access wherever possible.

**3.1.2.1 Boundary Treatment & Pedestrian Permeability**

- 3.9 Drawing, 0286-109 prepared by KFLA shows the Boundary Treatment Details which will comprise of either 1.8m high steel railing with double leaf gate (at western side of development between blocks 01 and 05), 1.5m high steel railing at the eastern side of development between Block 02 and Block 03 along with a 1.8 m high steel railing along the frontage of Block 02 and the N11. The existing southern wall is to be retained.
- 3.10 The landscape typology changes at the plaza space to the south of the commercial buildings. This space is designed as a large flexible civic space suitable for events, markets, exhibitions etc. The surface treatment and level design intends to create a flat central platform providing flexibility of use. The steps providing secondary seating are designed to control pedestrian circulation to accommodate possible events, outdoor dining and retail frontage. A static seating space is provided with benches and planters and reinforces the spatial hierarchy by defining the sub space on the east used as a dining terrace.

**Figure 3.4 – Pedestrian Permeability**





**3.2 Item 2 – Traffic and Transportation**

3.11 Item no. 2 seeks:

*“2. Additional transportation details for the site having regard to the requirements of the Transportation Planning Division as indicated in their report, dated 04th August 2020, contained in Appendix B of the Planning Authority's Opinion.”*

3.12 In response to this item, we refer the Board to the enclosed Traffic and Transportation Report, Car Parking Rationale, and Mobility Management Plan, prepared by Waterman Moylan Consulting Engineers, which addresses the points raised in the DLR report of the 4<sup>th</sup> of August.

**3.2.1 Traffic and Transportation Report 4<sup>th</sup> August 2020 – Traffic Assessment**

3.13 We refer the Board to the Waterman Moylan Traffic and Transport Assessment (TTA) included with the SHD application. The TTA was prepared in accordance with Traffic and Transport Assessment Guidelines (2014) issued by Transport Infrastructure Ireland (TII).

3.14 The summary of the TTA notes the following:

*Public Transport*

*There is an existing high quality public transport corridor within the vicinity of the site which will be further enhanced by the Bus Connects project. The primary bus stops in the Stillorgan area are located on the N11 at the junction with Lower Kilmacud Road, less than 5 minutes' walk from the proposed development.*

*Car Parking*

*The proposed car parking will comprise 119 No. off-street spaces in two separate basements. The provision of 119 No. spaces will include 5 No. spaces for disabled drivers (4%) and a total of 12 No. spaces will be fitted out with charging facilities for electric vehicles and the remaining spaces will incorporate provision for future fitting-out for electric charging. In addition, one on-street set down space will be provided on The Hill and 4 No. spaces for the car sharing company GoCar will be provided within the site.*

*Cycle Parking*

*A total of 866 No. cycle parking spaces will be provided within the proposed development. Showers and lockers for cyclists will be provided in conjunction with the cycle parking facilities.*

*Network Assessment*

*Based on a review of the various reports described in Section 7.0 of this T & TA, the critical junction in the Stillorgan area has been found to be Junction 2: Lower Kilmacud Road / Dublin Road / The Hill. In all cases, the critical time period was found to be the AM Peak Hour between 08h00 and 09h00. In the case of this development, the projected traffic increase generated by the proposed development at Junction 1 (Lower Kilmacud Road / N121 Stillorgan Road) for the Opening Year 2024, Design Year 2029, and Future Year 2039 during both the AM and PM Peaks is less than the 5% threshold prescribed in Table 2.1 of the TII Traffic and Transport Assessment Guidelines. Accordingly, no further assessment of Junction 1 is required. The corresponding increase in traffic through Junction 2 (Lower Kilmacud Road / The Hill / Dublin Road) is predicted to exceeds 5%. Accordingly, a further assessment of this junction using a traffic modelling program was carried out.*

*Results of Network Assessment*

*The results of the assessment confirm that the surrounding road network will continue to operate satisfactorily with and without the proposed development during 2024 (Opening Year) and 2029 (Opening Year + 5). The junction will operate at or very slightly above capacity in 2039 (Opening Year + 15).*

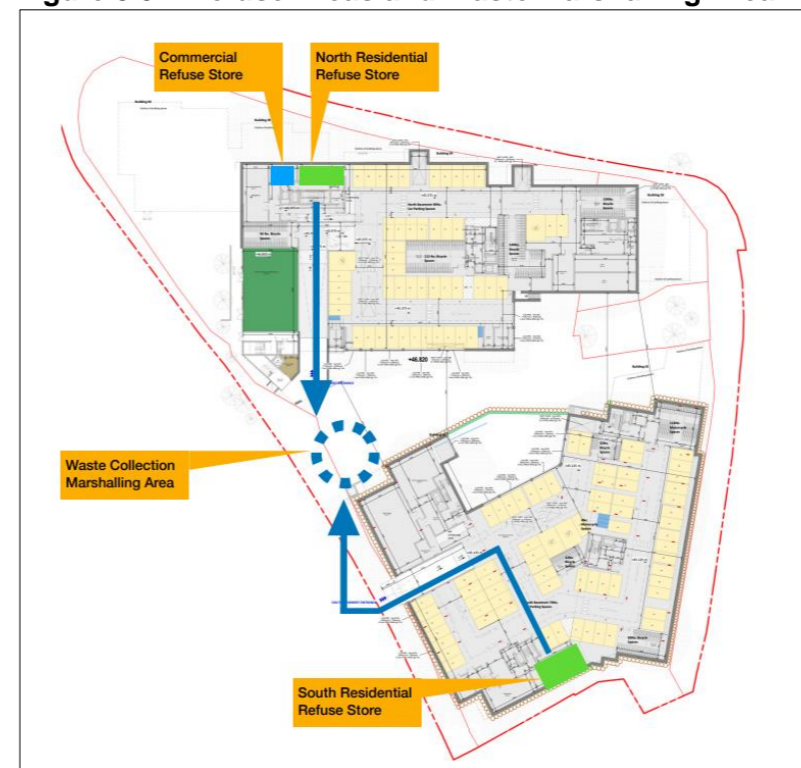
*Summary*

*The proposed development will be located in an area served by a high-quality and high frequency public transport corridor which justifies the relatively low provision of car parking within the development. Only one junction will have a traffic increase greater than 5% and traffic modelling has demonstrated that this junction will operate satisfactorily post development up to 2039. In transportation terms, the urban location of the site and its access to public transport demonstrates the suitability of the site for a high-density development of the type proposed.*

**3.2.2 Traffic and Transportation Report 4<sup>th</sup> August 2020 – Vehicular Access, Servicing and Refuse**

3.15 As set out in the Waterman Moylan TTA, servicing and deliveries will be accommodated on the Hill. Waste storage for the residential blocks will be located in the basement under each block. A centralised waste storage area with access from ground level will be provided for the non-residential elements of the development. Bins will be collected weekly from the bin collection area on The Hill.

**Figure 3.5 – Refuse Areas and Waste Marshalling Area**



3.16 A waste management strategy has been designed for the development and consists of:

1. Residential Waste Stores located in the North + South Basements;
2. A dedicated Commercial Waste Store located in the North Basement;



3. All waste will be brought to a central marshalling area integrated into the open space and suitably surfaced. Refuse lorry collections will take place from here.

### 3.2.3 Traffic and Transportation Report 4<sup>th</sup> August 2020 – Junction Layout

3.17 In relation to the Junction layout between the Lower Kilmacud Road and the Hill, the current proposals reflect the consultations undertaken between Waterman Moylan Consulting Engineers and the Transport Planning and Dun Laoghaire Rathdown County Council Traffic Section.

3.18 The application provides for upgrades to the public road network in compliance with the Stillorgan Village Area Movement Framework Plan and the requirements of the Roads Department which has been agreed.

### 3.2.4 Traffic and Transportation Report 4<sup>th</sup> August 2020 – Car and Cycle Parking Provision

#### 3.2.4.1 Car Parking Provision

3.19 With reference to the car parking provision, we refer the Board to the Car Parking Rationale document, prepared by Waterman Moylan Consulting Engineers. While the Dun Laoghaire Report considers that the provision of c. 0.3 is low, we outline below why the proposed car parking quantum is acceptable.

3.20 Section 12 of the Dun Laoghaire Rathdown County Council Draft Development Plan 2022 – 2028 sets out the car parking standards. Table 12.6 of the Draft Development Plan specifically sets out the parking requirements, which would result in a requirement of some 499 no. spaces. The development will provide 119 car parking spaces for the residential units with 4% being provided for disabled users. This equates to 0.32 car parking spaces for every apartment. The 119 car parking spaces includes 5 no. spaces for GoCar and 11 no. electric charging car spaces. In addition there is 1 no. set down surface car parking space to be provided.

3.21 There is no dedicated provision of restaurant / café car parking /Community Sports Hall/creche parking proposed for this site. It is envisaged that any parking needs of these uses can be provided within the existing publicly accessible car parks in Stillorgan.

3.22 In accordance with DLRCC Development Plan requirements provision is made for:

- Disabled car parking (4% of spaces)
- Motorcycle parking (4 for every 100 car parking spaces)
- One car parking space for every 10 residential units shall be equipped with one fully functional and clearly marked EV charging point
- Cycle parking

3.23 However, this level of parking is considered appropriate given the availability of high frequency/capacity bus transport on the adjacent QBC (as set out in the Public Transport Capacity Assessment, prepared by Derry O'Leary, included with the SHD). We refer the Board to the Public Transport Capacity Assessment prepared by Derry O'Leary, which concludes:

1. *“The AM peak surveys of bus patronage undertaken in March 2022 and the subsequent analysis clearly indicate that the subject site is located on an existing high frequency, high capacity bus route. They confirm that there is more than adequate spare capacity, both pre- and post-development, in the existing bus network on the N11 QBC past the subject site in Stillorgan.*

2. *The additional demand for bus service generated by the development site will result in manageable increases in passenger volumes on the N11 bus routes. At the same time, a full “return to normal” level of commuting, post-Covid, is unlikely. The analysis above indicates that a combination of both of these increases is within the capacity of the local routes to handle. However in the event of an increase in patronage, the NTA, through “Measure Bus5”, will respond to increased demand by higher bus frequencies.*

3. *The NTA plans for the Bus Connects E-Spine, within the overall redesigned network, increases confidence that it will stay ahead of likely growth in future demand. The assurances from the NTA regarding monitoring of demand and enhancements/amendments to bus services on the E-Spine, as required, offer a high degree of confidence that the proposed development is well located and future residents will lead to increased use of public transport in the achievement of national climate change objectives.*

4. *No capacity constraints in the bus network, either current or planned, are anticipated, based on the analysis and research undertaken on the existing QBC above. “*

6.1 The Guidelines note that in Central and/or Accessible Urban Locations planning authorities must consider a reduced overall car parking standard.

*“In more central locations that are well served by public transport, the default policy is for car parking to be minimised, substantially reduced or wholly eliminated in certain circumstances.”*

3.24 The proposed development in this regard will provide for 119 no. car parking spaces (and a set down space) which results in a ratio of 0.32 spaces per unit. The proposed ratio of car parking is consistent with the approach under the Apartment Guidelines.

3.25 The parking provision is in accordance with the Apartment Guidelines which require BTR development to reduce or eliminate car parking associated with the development, particularly in central accessible locations such as the subject lands which is “adjacent to (i.e. within 15 minutes walking distance of) city centres or centrally located employment locations. This includes 10 minutes walking distance of DART; commuter rail or Luas stops **or within 5 minutes walking distance of high frequency (min 10-minute peak hour frequency) bus services.**”

3.26 It is noted Waterman Moylan Consulting Engineers have prepared a Traffic and Transportation report and a Mobility Management Report, as well as a Car Parking Rationale report, all included with the SHD application.

3.27 Having regard to the location of the site and its intended use as a BTR Development, it is considered that this level of car parking provision is appropriate. A detailed traffic and transportation assessment prepared by Waterman Moylan Consulting Engineers is submitted with the pre-application submission which provides further detail and justification for the proposed parking provision.

3.28 A traffic and transport report has been prepared by Waterman Moylan and is submitted with this application. The document sets out proximity and access to existing and proposed public transport infrastructure. The N11 is a QBC with high frequency of bus services and is proposed for upgrade to a spine road for the BusConnects upgrades to the city bus infrastructure. A parking ratio of 0.3 is proposed to service the residential element of the scheme. Such parking provision is in line with the 2020 Apartment Guidelines which state:

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

3.29 The proposed parking provision has been formulated to take into account the close proximity to the Stillorgan QBC (and proposed BusConnects) and a number of other bus routes; all to provide a sustainable level of car parking for the proposed mixed-use development, and to reflect the proposal as a ‘Build-to-Rent’ development.

3.30 We note the provisions of SPPR8 of the 2020 Apartment Guidelines, Part (iii), which states:

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

3.31 The proposed development is for a Build to Rent development under SPPR7 of the 2020 Apartment Guidelines and a Mobility Management Plan as well as a Car Parking Rationale document prepared by Waterman Moylan is submitted with the application.

3.32 The apartment guidelines state that *“the quantum of car parking or the requirement for any such provision for apartment developments will vary having regard to the types of location in cities and towns that may be suitable for apartment development, broadly based on proximity and accessibility criteria”*.

3.33 The guidelines identify three types of locations in cities and towns having regard to the following broad descriptions of proximity and accessibility considerations:

- Central and / or Accessible Urban Location
- Intermediate Urban Locations
- Peripheral and / or Less Accessible Urban Location

3.34 It is considered that the subject site is located in a central and / or accessible urban location which is considered to be generally suitable for small to large scale and higher density development, that may wholly comprise of apartments. These sites are identified as being:

- *Within walking distance (i.e. up to 15 minutes or 1,000-1,500m) of principal city centres, or significant employment locations, that may include hospitals*

3.35 The subject site is located 2km from the Sandyford Industrial Estate which is considered to be a major employment location.

- *Site within reasonable walking distance (i.e. up to 10 minutes or 800 – 1000m) to / from high-capacity urban public transport stops (such as Dart or Luas).*

3.36 The subject site is located c. 2km from the Luas stop at Stillorgan and Sandyford and 2.4 km from the Blackrock Dart Station.

- *Site within easy walking distance (i.e up to 5 minutes or 400-500m) to/ from high frequency (i.e. min 10-minute peak hour frequency) urban bus services.*

3.37 The subject site is located adjacent to a high frequency bus corridor along the N11 catering for a number of bus routes to and from the city.

**Figure 3.6 – Proximity of Subject Site to Bus Stops**



3.38 The apartment guidelines state that for central and accessible urban locations, that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances.

3.39 The table below shows parking ratios from a number of permitted SHD applications:

Scheme	Units	Parking	Ratio
The Grange, Brewery Road	287 units	100 spaces	0.35
Stillorgan Leisureplex	232 units	95 spaces	0.41
Belgard Gardens, Tallaght	428 units	129 spaces	0.30
Swiss Cottage, Santry	112 units	34 spaces	0.30
Dulux Factory, Davitt Road	265 units	109 spaces	0.41
Cookstown Tallaght	196 units	67 spaces	0.34

Source: Waterman Moylan TTA

3.40 Having regard to the above the subject site is located in an area that is considered central and highly accessible as to merit reduced car parking provision within the development. The availability of high frequency public transport routes in close proximity to the site provide for a high level of accessibility to the city and the surrounding area, thus reducing the need for the use of private vehicles at this location.



3.41 As such it is considered that notwithstanding the development plan standards, having regard to the Section 28 Guidelines, for Sustainable Urban Housing; Design standards for New Apartments 2020, the proposed level of car parking at 0.32 per residential unit is considered acceptable in this regard.

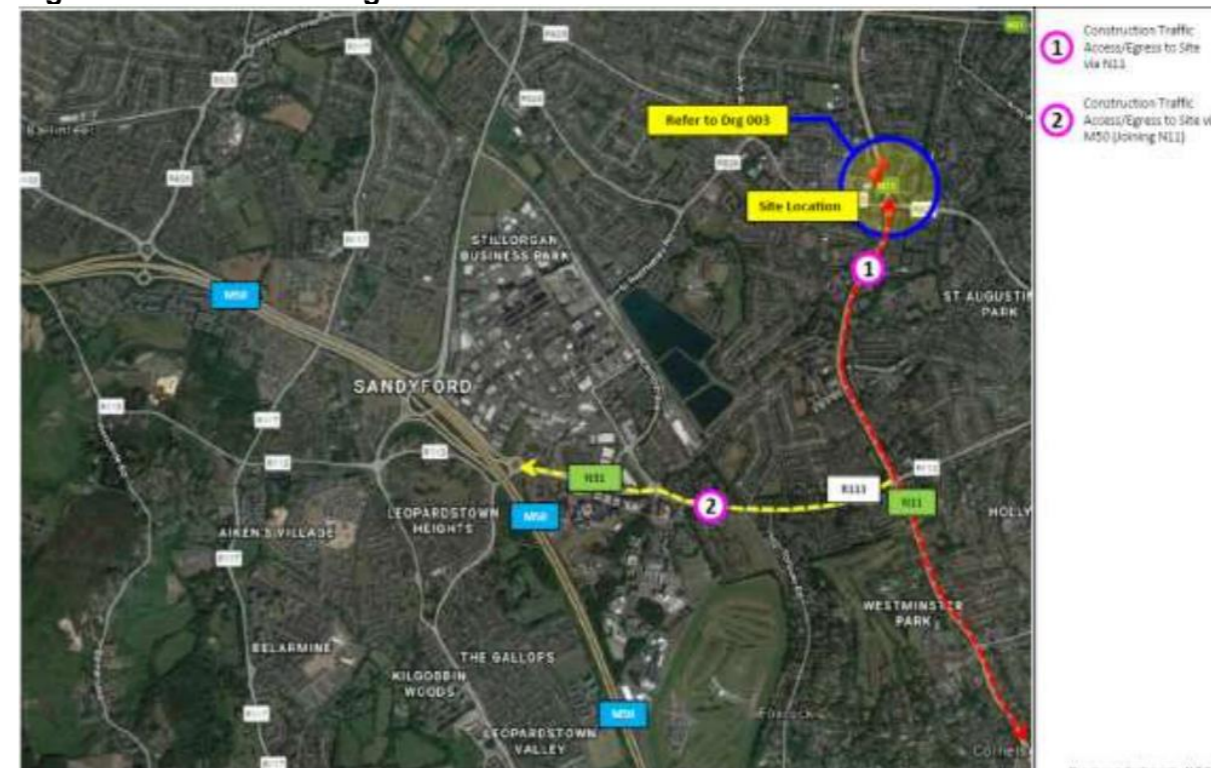
**3.2.4.2 Bicycle Provision**

- 3.1. With regard to bicycle parking, the proposed development includes both basement and surface bicycle spaces. The proposed development will provide additional cycle parking facilities over and above the DLRCC development plan requirements. In this regard, 866 No. safe/secure bicycle parking spaces will be provided for residents and employees of the commercial units. The locations of the bicycle spaces in the basement are conveniently located and distributed beside the lift/stair cores.
- 3.2. Secure bicycle parking facilities will be provided for residents at designated areas within the apartment blocks. For visitors and staff of the development, a number of bicycle parking will be provided through the site at the surface level.
- 3.3. The provision of increased cycle facilities together with the existing high-quality cycle lane infrastructure in the area will promote the mode of cycling and will provide an alternative to car-based travel.

**3.2.5 Traffic and Transportation Report 4<sup>th</sup> August 2020 – Construction Management Plan**

- 3.42 We refer the Board to the enclosed Construction Management Plan (CMP) prepared by Waterman Moylan Consulting Engineers. The purpose of the CMP is to summarise the possible impacts and measures to be implemented and to guide the Contractor who will be required to develop and implement the Construction Management Plan on site.
- 3.43 The CMP addresses the access arrangements previously proposed in the CMP submitted with the pre-application submission to An Bord Pleanála.
- 3.44 As set out in the CMP, the primary proposed construction access route to the proposed development is from the M50 via N31, R113 and N11 to The Hill. The secondary proposed construction access is via the N11 and the Lower Kilmacud Road, turning into the site off The Hill or Lower Kilmacud Road. All construction traffic will exit the site turning right onto Lower Kilmacud Road and then right onto the N11, at the traffic lights.
- 3.45 The CMP outlines that a restriction on using any of the surrounding residential roads including but not limited to Woodlands Avenue, Beaufield Park, Allen Park, Cherry Garth etc. for Construction traffic will be put in place.
- 3.46 Construction access to the site will be through the existing access on The Hill or from Lower Kilmacud Road at the location of the new entrance, unless otherwise agreed with the Local Authority.

**Figure 3.7 – Traffic Management Plan Access**



Source WM CMP

- 3.47 Due regard will be paid to minimising any impacts by construction vehicles on the Stillorgan area. Should routes become an issue, then the position will be reviewed by the Project Team and changes made.
- 3.48 Particular emphasis will be placed on;
  - The issue of instructions and maps on getting to site to each supplier sub-contractor to avoid 'lost' construction traffic travelling on unapproved routes;
  - Ongoing assessment of the most appropriate routes for construction traffic to and from the site;
  - Interface with operation of local traffic;
  - Use of banksman and / or traffic lights to control exit of construction vehicles; and
  - No construction traffic waiting on the public roads.
- 3.49 A detailed Construction Traffic Management Plan will be submitted to the Local Authority. The CTMP will identify staging areas, delivery of materials, strategy for large concrete pours, removal of demolition waste, traffic routes etc.
- 3.2.6 Traffic and Transportation Report 4<sup>th</sup> August 2020 – Travel Plan (Mobility Management Plan/Travel Plan)**
- 3.50 We refer the Board to the enclosed Travel Plan (MMP) prepared by Waterman Moylan Consulting Engineers.
- 3.51 The strategy for the Mobility Management Plan (MMP) or Travel Plan is based on the movement of people, not vehicles.
- 3.52 The objectives of the Plan are:

*“To endeavour to reduce the use of the car by single occupants;  
To endeavour to reduce the use of the car for trips to the development, especially during network peak periods;  
To encourage the development of more sustainable transport modes for trips to and from the development;  
To increase the percentage of people choosing to walk, cycle or travel by public transport to and from the development.  
To develop an integrated approach to mobility management including public transport, private vehicles and suppliers of commercial services accessing the site; and  
To create an alliance with Dun Laoghaire-Rathdown County Council, providers of public transport and tenants/owners of other major developments to promote a sustainable transport network in the Stillorgan area.”*

3.53 The Travel Plan/MMP is intended to deal with the typical day-to-day operating conditions at the site. The Plan will be implemented by the Management Company. A senior member of staff from the management company who supports the philosophy of the Plan will be appointed as the Co-ordinator.

### 3.2.6.1 Strategy for Travel

3.54 The strategy will be to encourage residents to reduce dependency on the private car and instead encouraging travel by green modes of transport. The methodology to be employed to implement the strategy will include:

- *The provision of an extensive information service for public transport routes at public location(s) within the development;*
- *The ongoing updating of public transport information adjacent to the development;*
- *Advising company staff of tax incentives for public transport and bike to work schemes;*
- *Encouraging a carsharing scheme;*
- *The provision of good levels of accessibility to and serviceability of the development by public transport modes primarily bus services, some of which link to other modes;*
- *The provisions of secure cycle parking at the development and appropriate welfare facilities; and The provision of high-quality footpaths and signal controlled pedestrian crossings in the area of the development;*

### 3.2.6.2 Specific Measures

#### Transport Coordinator

3.55 As set out in the MMP, a management company will be appointed by the developer to manage the development. A senior member of staff from the management company who supports the philosophy of the Plan will be appointed as the Co-ordinator. The Co-ordinator should be appointed within 2 months of the Site being occupied. A dedicated commuter space will be provided within the tenant amenity area where travel information, timetables, access to the internet and notice boards will be provided.

#### Public Transport

3.56 Up to date local bus timetables will be maintained within the tenant amenity area and other fixed points within the facilities on the site. Residents will be advised of their location. In addition, online access to travel information will be provided. The developer will provide all new residents/staff with a travel pack showing alternative modes of travel to the development. Where possible, the developer will advise visitors to the site of alternative modes of travel to that of the car.

#### Provision for Cyclists

3.57 Secure bicycle parking facilities will be provided for residents at designated areas within the apartment blocks. For visitors and staff of the development, a number of bicycle parking will be provided through the site at the surface level. Local cycle route information will be provided in the tenant amenity area and at other fixed points within the development, and residents/staff will be advised of their location.

#### Car Parking

3.58 Car parking will not be provided as part of the rental agreements unless the tenant specifically requires it in which case a space can be rented for an additional fee. The co-ordinator will be responsible for the management of inappropriate parking within the development.

#### Working Practices

3.59 The co-ordinator will encourage the commercial occupiers of the development to advertise job vacancies locally. Staff living locally will be encouraged to walk or cycle. The benefits arising from the incentives such as the bike to work scheme will be clearly communicated to all employees.

### 3.2.6.3 Marketing and Implementation

3.60 As part of the implementation of this Plan, the Management Company will provide residents and staff at the site with a handbook. The handbook will include:

- The Travel Plan;
- Public Transport information/locations and timetables;
- Benefits of the Travel Plan
- Travel Survey Form
- Details of pedestrian facilities.
- Details of Car Sharing Facilities
- Details of Bike sharing (Blepper Bike etc) All residents and staff will be encouraged to adopt the Travel Plan with the objective of putting in place efficient and sustainable procedures for all elements including transportation.

### 3.2.6.4 Implementation Strategy – 1 Year of Development

3.61 The tasks to be undertaken in order to complete the implementation strategy for the development, following completion of the planning process include:

- *Developer/Agents: Appointment of the permanent Travel Plan Co-ordinator (Likely to be someone from the management company), Preparation of the budget for Travel Plan; and Preparation of the handbook. Travel Plan: Development of cycle facilities; Setting up Car Sharers Scheme; and Ascertaining demand for bus services.*
- *Consultant: Technical Advice (Ongoing).*

3.62 The Plan concludes that:

*“The implementation of the strategy proposed in this document, such as the provision of secure cycle parking spaces; up-to-date information of public transport routes and bus stop locations; information about Cycle to Work scheme; is likely to encourage residents/staff to reduce dependency on private car and increase awareness of the benefits of traveling by green modes of transport. These measures will not only benefit the residents and staff of the development but*



will also prevent any transport impacts that can be provoked by the operational phase of the proposed development.”

**3.3 Item 3 – Drainage and Flood Risk**

3.63 Item 3 of the An Bord Pleanála opinion seeks:

“3. Additional drainage details for the site having regard to the requirements of the Drainage Division as indicated in their report contained in Appendix B of the Planning Authority's Opinion, dated 7<sup>th</sup> July 2020. Any surface water management proposals should be considered in tandem with any Flood Risk Assessment, which should in turn accord with the requirements of 'The Planning System and Flood Risk Management' (including associated 'Technical Appendices').”

**3.3.1 Drainage Division Report 7<sup>th</sup> July 2020 – Surface Water General**

3.64 We refer the Board to the enclosed Engineering Assessment Report (AER), prepared by Waterman Moylan Consulting Engineers, which in conjunction with the additional drawings, has addressed the points raised in the pre-application consultation surface water detail.

**3.3.1.1 Diversions**

3.65 As set out in the Waterman Moylan EAR,

“It is proposed to divert the existing 300mm diameter combined sewer which traverses the site in order to facilitate the subject development. All existing branch connections to these sewers carrying foul water flows will be retained. The private connections from the Former Blakes and Esmonde Motor site will be removed as part of the proposed works. The foul drainage from the subject site will generally connect to the diverted sewer, with some local connections provided to the 600 mm sewer at the northwest corner of the site serving the ground floor units of Blocks 3 - Please refer to Waterman Moylan drawing No's. 20-071-P119, 20-071-P123 to P125 for details of diversions and associated wayleaves.

As set out above it is proposed to discharge the subject site to the 300 mm sewer traversing the site by gravity in accordance with Irish Water requirements, with some local connections to the 600 mm sewer at the northwest corner of the site. The proposal to divert the existing sewer has been agreed in principle with Irish Water and will be subject to a diversion agreement at the appropriate stage, approved under the Planning Register Reference: (ABP-300520-17).

It is proposed to construct a new sewer manhole on the existing 600mm sewer network to facilitate diversion of the existing 225 mm diameter which traverses the site from the north. Please refer to Waterman Moylan drawing No's. 20-071-P119 for the details of the diversion.”

**3.3.1.2 Surface Water Discharge**

3.66 With reference to Surface Water the Waterman Moylan EAR states:

“The proposed surface water drainage strategy is to divert both the existing public surface water culvert and the 300 mm surface water traversing the subject to a new location within the site in order to facilitate the proposed development. Please refer to Waterman Moylan drawing No's. 20-071-P120 to P122 for details of surface water diversion and associated wayleaves. Surface water runoff from the development will be attenuated to the equivalent greenfield runoff rate prior to outfalling to the diverted surface water culvert traversing the subject site. There will be 2 No. drainage catchments for the subject site, one north of the diverted culvert and one south of same. The drainage strategy for the development is to drain all of the building, podium level and internal courtyards through various SUDS measures, into the onsite private surface water drainage system

before out falling to the existing storm sewer at a restricted rate. Excess storm water will be stored in attenuation tanks which will be locate within each catchment and which will store storm water for the 1 in 100 year storm event including a 30% allowance for climate change. This is consistent with the drainage strategy approved under the Planning Register Reference: (ABP-300520-17) relating to the application site.”

**3.3.1.3 Proposed SUDs Measures**

3.67 The Waterman Moylan EAR (section 3.4) sets tout that in “accordance with the Dun-Laoghaire Rathdown County Council, Greater Dublin Strategic Drainage Study (GSDSDS) guidelines and CIRIA documents, surface water run-off should be managed as close to its source as possible, with the re-use of rainwater within the building prioritised. Sustainable Urban Drainage systems (SUDS) have been developed and are in use to alleviate the detrimental effects of traditional urban storm water drainage practice that typically consisted of piping run-off of rainfall from developments to the nearest receiving watercourse. Surface water drainage methods that take account of quantity, quality and amenity issues are collectively referred to as sustainable urban drainage systems; they are typically made up of one or more structures built to manage surface water run-off.”

3.68 The proposed development will provide, Green Roofs, Permeable Surfacing and infiltration trenches, soft landscaping in the courtyards (rain gardens), water butts for irrigation of landscaping and planted courtyards.

**Table 3.1 – Interception Storage Provided**

Area	Total Hard standing Area	Interception mechanism	Interception Area	Percentage Benefiting
Building 1	1191 m <sup>2</sup>	Green Roof Rain Gardens	800 m <sup>2</sup>	67.2 %
Building 2	1342 m <sup>2</sup>	Green Roof Rain Gardens	850 m <sup>2</sup>	63.3 %
Building 3 to 6	2938 m <sup>2</sup>	Green Roof Rain Gardens	1850 m <sup>2</sup>	63 %
Access Roads	111.40 m <sup>2</sup>	Intercepted by Draining into Landscaping	111.40 m <sup>2</sup>	100%
Landscapes	4720 m <sup>2</sup>	Intercepted by landscaping	4720 m <sup>2</sup>	100%
Hard standing	1,997.6 m <sup>2</sup>	Filter Drains  Permeable surfacing  Tree Pits  Intercepted into Landscaping	1800m <sup>2</sup>	90.0 %
<b>Total</b>	12,300 m <sup>2</sup>		<b>10,131.4m<sup>2</sup></b>	<b>82.3 %</b>

Moylan EAR

Source: Waterman

**3.3.2 Drainage Division Report 7<sup>th</sup> July 2020 – Site Specific Flood Risk Assessment**

3.69 We refer the Board to the Site Specific Flood Risk Assessment has been prepared by JBA Consulting Engineers and is included with the SHD application.

**3.4 Item 4 – Taken in Charge**

3.70 Item 4 of the An Bord Pleanála opinion seeks:

*“4. A site layout plan showing which, if any, areas are to be taken in charge by the planning authority.”*

3.71 In response to this item we refer the Board to the enclosed drawing (1702A-OMP-ZZ-00-DR-A-0005\_Taking In Charge Map ) prepared by OMP Architects which details the taken in charge areas:

**Figure 3.8 – Taken in Charge Map**





**3.5 Item 5 – Residential Amenity**

3.72 Item 5 of the An Bord Pleanála opinion seeks:

*“5. A report that addresses issues of residential amenity (for existing residents of adjoining development, future occupants of proposed scheme and future residents of permitted but not yet constructed development in vicinity), specifically with regards to overlooking, overshadowing, overbearing and noise. The report shall include full and complete drawings including levels and cross-sections showing the relationship between the proposed development and adjoining residential development. Furthermore, landscape and architectural drawings that clearly detail the relationship between wind impact mitigation measures and the design of the proposed development shall be included.”*

3.73 In response to this item, we refer the Board to the OMP Response Document, which details the issues of residential amenity as well as the stand alone reports such as the Wind Assessment/Microclimate Assessment prepared by Arup, the Sunlight/Daylight report by IES, and noise report by AWN Consulting.

3.74 At the outset it is noted the proposed height, scale and density of the proposed development has been considerably reduced compared to the pre-application submission.

**3.5.1 Sunlight/Daylight/Overshadowing**

3.75 We refer the Board to the enclosed Sunlight Daylight Report prepared by IES, which shows the potential impacts on existing residences located to the east Linden Lea Park, to the west, Stillorgan Park Avenue, as well as to the south. In addition, the IES report provides a cumulative assessment on permitted but not yet constructed development in the vicinity of the proposed development relating to the permitted Part 8 and the Leisureplex scheme.

3.76 The identified sensitive receptors are shown below:

**Figure 3.9 – Sensitive Receptors**



Source: IES

3.77 The IES report provides detail on the following:

- Shadow Analysis - a visual representation analysing any potential changes that may arise from the proposed development to neighbouring existing developments.
- Daylight analysis of existing neighbouring buildings - via consideration of Vertical Sky Component (VSC).
- Sunlight to Proposed Amenity Spaces – via an annual sunlight hour’s analysis.
- Average Daylight Factors – via average daylight factor calculations carried for floor plans across the site of the proposed development.

3.78 The Conclusions (page 130) in relation to adjoining residential areas notes:

*“The following can be concluded based on the assessments undertaken:*

**Shadow Analysis**

*The shadow analysis illustrates different shadows being cast at key times of the year (March 21<sup>st</sup>, June 21<sup>st</sup> and December 21<sup>st</sup>) for the Existing Situation, previously Permitted Scheme and the Proposed Scheme. The results from the study are summarised as follows:*

**North Residences (Patrician Villas)**

*Minimal additional shading visible from the proposed development on these buildings during the afternoons of December\* (1400-1600) with no additional overshadowing during June and March. No additional overshadowing when compared to the permitted development.*

**West Residences (Glenalbyn Rd/ Linden Lea Park)**

*No Additional shading visible from the proposed development on these existing properties.*

**East Residences (Stillorgan Park Avenue)**

*Minimal additional shading visible from the proposed development on these permitted buildings during March (1400 - 1600) and December\* (1200 - 1400) with no additional overshadowing during June. No additional overshadowing when compared to the permitted development.*

**South Residences (The Hill)**

*No Additional shading visible from the proposed development on these existing properties.*

**North-West Residences & Permitted Part 8 (Lower Kilmacud Road)**

*Additional shading visible from the proposed development on these existing properties during March (0800) and December\* with no additional overshadowing during June. No additional overshadowing when compared to the permitted development.*

*\* Overshadowing can be expected in December when the sun is lower in the sky and shadows cast are much longer. Although this is the case, overshadowing is least noticeable during the winter months as there is a lot less sunlight available at this time of year and so the overall impact is vastly reduced.”*

**3.5.2 Noise Assessment**

3.79 We refer the Board to the enclosed Noise Assessment prepared by AWN Consulting which states:

The assessment has considered the impact of noise during both the construction and operational phases of the proposed development. A review has been undertaken of the most appropriate guidance and standards relating to both phases and appropriate criteria set for each. The potential noise impact during the construction phase has been assessed at the nearest residential noise sensitive locations (NSLs) with reference to BS 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Noise. The report has set out a range of predicted indicative construction noise levels associated with the varying construction phases in addition to best practice noise control measures to minimise the impact from this phase. During the operational phase, potential sources of noise are considered to be limited to building services plant and additional traffic on surrounding roads, along with a slight potential for noise impact from delivery activity. In respect of building services, plant selection at detailed design stage will ensure that the noise criteria set out in this report are met. Mitigation measures are not expected to be required for development-generated traffic. The site has been identified as having a range of noise levels associated with a ‘Medium to High Risk’ of noise impacts due to the surrounding roads. Based on façade treatments presented in this report, the proposed development can be designed to function in compliance with the requirements of ProPG once appropriate consideration is given

at the detailed design stage to the sound insulation mitigation measures and principles outlined in this report

**Figure 3.10 – Baseline Noise Locations**



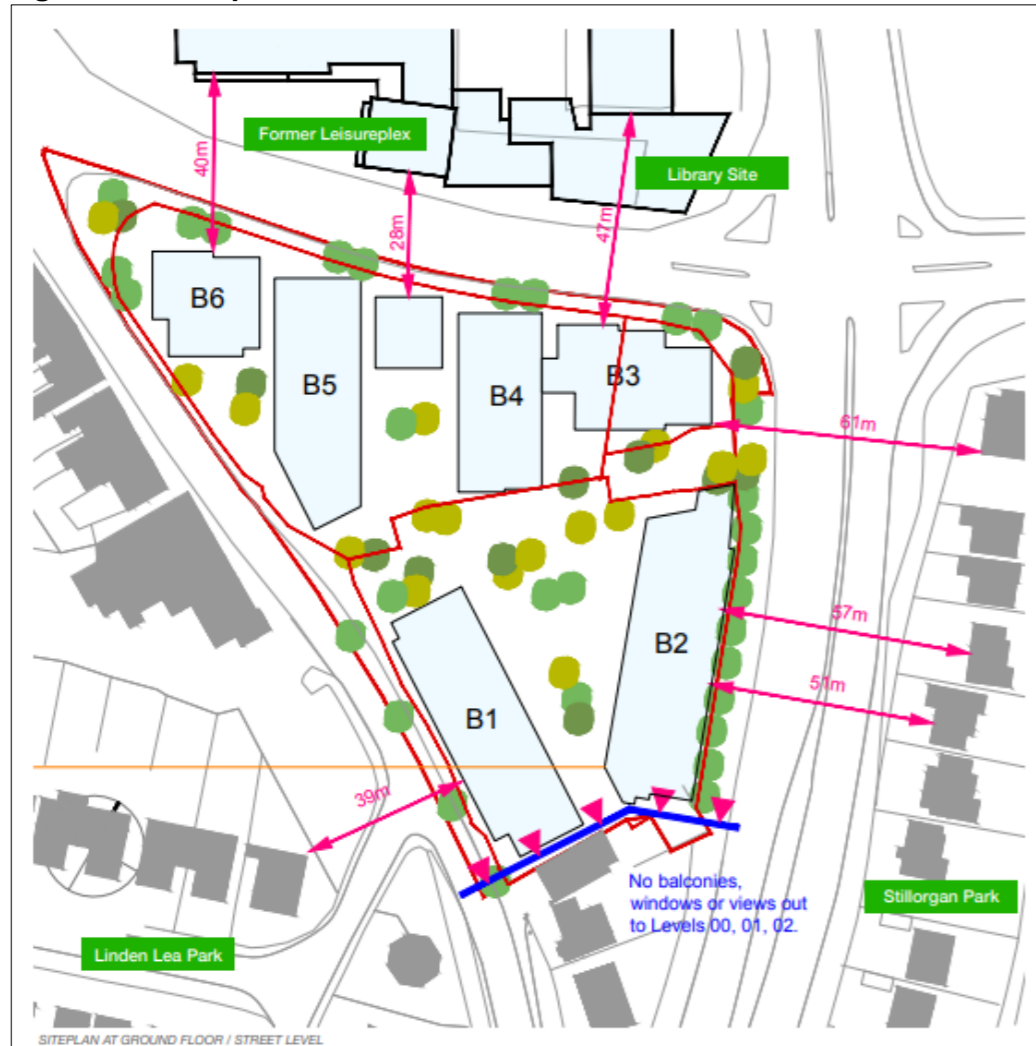


**3.5.3 Overlooking/Overbearing**

3.80 As outlined in the OMP ABP response document, residential amenity has been carefully considered and informs the urban response and form of the scheme. Consideration has been given to:

- existing residents of adjoining developments;
- future occupants of proposed scheme;
- future residents of permitted but not yet constructed development in the vicinity

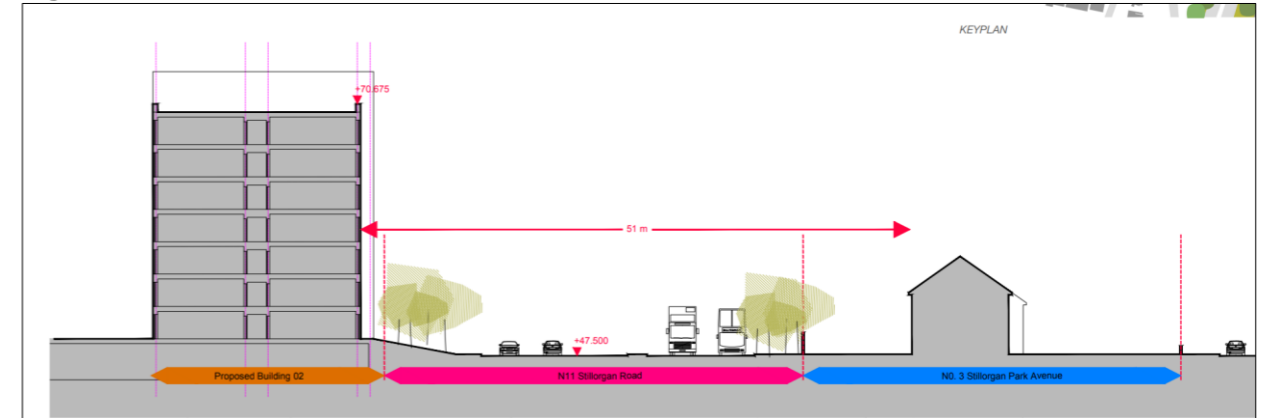
**Figure 3.11 – Separation Distances**



Source: OMP

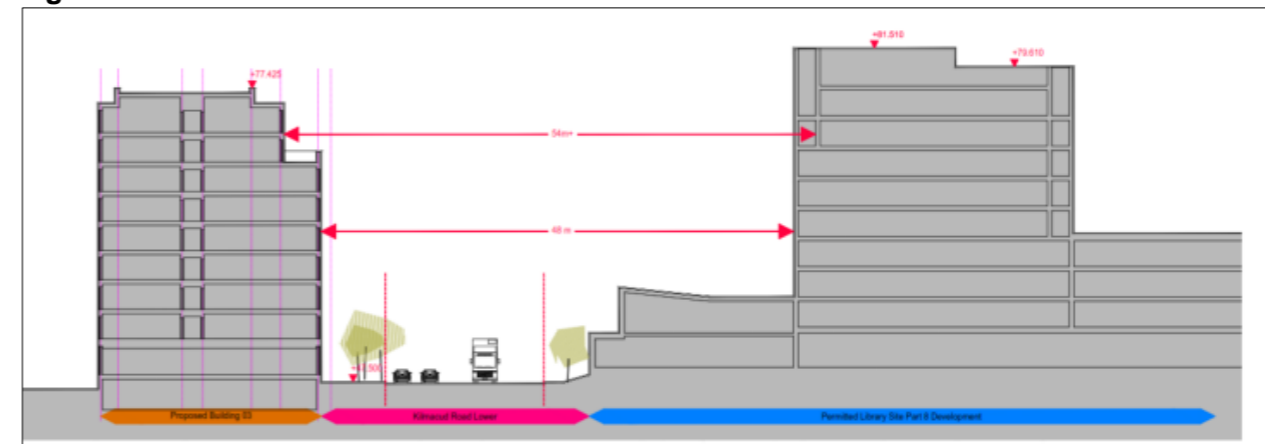
3.81 The section below is taken East-West through proposed Building 02 and house No3 Stillorgan Park Avenue. This represents the shortest distance between the proposed and existing housing located along the West of Stillorgan Park Avenue and there is approx. 51m separation between the two. The separation distance between the proposed and existing housing varies up to a maximum of approximately 61m.

**Figure 3.12 – Cross Section N11**



Source: OMP

**Figure 3.13 – Cross Section Lower Kilmacud Road**



**3.6 Item 6 – Housing Quality Assessment**

3.82 Item 6 of the An Bord Pleanála opinion seeks:

*6. A housing quality assessment which provides specific information regarding the proposed apartments and which demonstrates compliance with the various requirements of the 2018 Guidelines on Design Standards for New Apartments, including its specific planning policy requirements. This should also include a schedule of floor areas for all proposed units, clearly setting out the aspect (single, dual, triple) of each unit.*

3.83 In response to this item we refer the Board to the Schedule of floor areas, prepared by OMP which clearly sets out floor areas, private open space and aspect. It is noted updated Sustainable Urban Housing Design Standards for New Apartments were published in December 2020. The guidelines provide for revised guidance on apartment developments in response to the National Planning Framework and Rebuilding Ireland.

3.84 This application is accompanied by a Housing Quality Assessment, prepared by OMP Architects which demonstrates that the proposed apartments and associated communal spaces will conform to and exceed the standards set out within Sustainable Urban Housing: Design Standards for New Apartments 2020.

3.85 The following is noted with reference to the Specific Planning Policy Requirements (SPPRs) contained in the 2020 Apartment Guidelines:

**3.6.1.1 Specific Planning Policy Requirement 1 (Mix)**

3.86 Specific Planning Policy Requirement 1 (SPPR1) states that 'Apartment developments may include up to 50% one-bedroom or studio type units (with no more than 20-25% of the total proposed development as studios) and there shall be no minimum requirement for apartments with three or more bedrooms. Statutory development plans may specify a mix for apartment and other housing developments, but only further to an evidence-based Housing Need and Demand Assessment (HNDA), that has been agreed on an area, county, city or metropolitan area basis and incorporated into the relevant development plan(s)'.

3.87 The Apartment Guidelines note that developments may include up to 50% 1 bed or studio type units and there shall be no minimum requirement for apartments with 3 or more beds. The proposed development provides for 21 no. studios (5.6%), 189 no. 1 bed units (50.1%), 159 no. 2 bed units (42.2%) and 8 no. 3 bed units (2.1%).

3.88 The proposed development comprises a Build to Rent development and therefore is not bound by the unit mix. SPPR 8(i) of the 2020 Apartment Guidelines provides that BTR developments are not subject to the restriction of dwelling mix.

**3.6.1.2 Specific Planning Policy Requirement 2 (Small Urban Infill Sites)**

3.89 Does not apply to the subject site.

**3.6.1.3 Specific Planning Policy Requirement 3 (Minimum Areas)**

3.90 SPPR3 of the Apartment Guidelines 2020 state that the following minimum floor areas for apartments apply:

- Studio Apartment Minimum 37 sq. m;
- 1 bedroom apartment Minimum 45 sq.m;
- 2-bedroom apartment Minimum 73 sq.m;
- 3-bedroom apartment Minimum 90 sq.m;

3.91 The proposal is a BTR scheme and subject to SPPR8 not bound by minimum areas. Notwithstanding this, the proposed development meets the minimum apartment floor area requirements set out in SPPR3. The schedule of accommodation / Residential Quality Audit and drawings (see OMP Technical Report) prepared by OMP demonstrates that the proposed development complies and exceeds the standards outlined in the Sustainable Urban Housing: Design Standards for New Apartments 2020.

3.92 In addition, the Guidelines state that 'the majority of all apartments in any proposed scheme of 10 or more apartments shall exceed the minimum floor area standard for any combination of the relevant 1-, 2- or 3-bedroom unit types, by a minimum of 10% (any studio apartments must be included in the total but are not calculable as units that exceed the minimum by at least 10%).

3.93 Even though the proposal is a BTR scheme, the proposed development complies with the above.

**3.6.1.4 Specific Planning Policy Requirement 4 (Aspect)**

3.94 SPPR4 of the Guidelines relates to the provision of dual aspect units and states the following:

**“Specific Planning Policy Requirement 4**

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

- (i) A minimum of 33% of dual aspect units will be required in more central and accessible urban locations, where it is necessary to achieve a quality design in response to the subject site characteristics and ensure good street frontage where appropriate.*
- (ii) 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.*
- (iii) For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise further discretion to consider dual aspect unit provision at a level lower than the 33% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects.” (Emphasis added)*

3.95 SPPR4 states that a minimum of 33% dual aspect units should be provided in central and accessible urban location, where it is necessary to achieve a quality design in response to the subject site characteristics and ensure good street frontage.



3.96 The proposed development provides for an overall of 53% dual aspect units in accordance with the apartment guidelines. A Housing Quality Assessment prepared by OMP Architects is submitted as part of application which demonstrates compliance with the applicable standards.

**3.6.1.5 Specific Planning Policy Requirement 5 (floor to ceiling heights)**



3.97 The apartment blocks comply with the requirement for floor to ceiling heights of 2.7m at ground floor level.

**3.6.1.6 Specific Planning Policy Requirement 6 (Max units per core)**

3.98 SPPR 6 notes that a maximum of 12 apartments per core may be provided within apartment schemes. The proposed development is a BTR scheme and by virtue of SPPR8(v) the 12 apartments per core requirement does not apply. The apartment buildings have a range of 4-9 no. apartments per core. Building 05 has 14 no. units per level, with 2 no. cores resulting in 7 units per core.



3.99 The Housing Quality Assessment, prepared by OMP Architects demonstrates how the proposed apartments comply with appendix 1 of the Apartment Guidelines 2020 in respect of sizes of apartments, minimum aggregate floor areas, widths, storage, minimum private open space.

3.100 With reference to Appendix 1 of the Apartment Guidelines, communal open space the proposed development would require a communal open space provision of 2,214 sq. m.

Communal Space	Open Requirement	No. of Units	Requirement
Studio	4 sq. m	21	84
1 bed	5 sq.m.	189	945
2 bed	7 sq.m.	159	1,113
3 bed	9 sq.m.	8	72
			2,214 sq. m

3.101 The proposed development provides 4,111 sq. m of communal open space including balcony compensatory open space). Additional public realm improvements are also provided on the wider site (on lands under the ownership of Dun Laoghaire Rathdown County Council.

**3.6.1.7 Build to Rent**

3.102 The proposed development is described as “Build to Rent” in the public notices. The application is also accompanied by a draft legal covenant agreeing that the development will remain owned and operated by an institutional entity and that this status will continue to apply for a minimum period of not less than 15 years and that similarly no individual residential units are sold or rented separately for that period.

3.103 In relation to part (b) of SPPR7, the application is accompanied by proposals for supporting communal and recreational amenities provided as part of the BTR development.

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

3.104 In response to this point, the proposals include the following internal Resident Support Facilities comprising:

- Concierge areas,
- Management offices,
- Waste management areas,
- Storage areas for bicycles, and
- Postal rooms.

3.105 In relation to part (b)(ii) of SPPR7, the proposal includes internal Resident Services and Amenities, comprising:

- Resident lounges,
- Multi-use rooms,
- Gym and exercise suites, and
- Work zones for residents.

3.106 The residential support facilities and resident services and amenities provided amounts to 1,016 sq.m. resulting in 2.7 sq.m. per unit.

3.107 In addition, the proposed development also includes the provision of a Community Sports Hall comprising of 933 sq.m. The Community Sports Hall is available on a bookable basis for the wider community and the residents within the scheme. The community sport hall will host a wide range of local classes, sports and community groups which will help integrate the new development in the established existing community in the area.

**Operational Management of BTR**

3.108 We refer the Board to the enclosed Build to Rent Management Plan, prepared by Cairn which outlines that the Build to Rent (BTR) residential development will be managed by an operational team with resident service managers on-site during typical working hours i.e., 08:30 to 17:30 Monday to Saturday. It is likely there will also be 24-hour on-site presence for security purposes.

**Specific Planning Policy Requirement 8**

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

- (i) No restrictions on dwelling mix and all other requirements of these Guidelines shall apply, unless specified otherwise;
- (ii) Flexibility shall apply in relation to the provision of a proportion of the storage and private amenity space associated with individual units as set out in Appendix 1 and in relation to the provision of all of the communal amenity space as set out in Appendix 1, on the basis of the provision of alternative, compensatory communal support facilities and amenities within the development. This shall be at the discretion of the planning authority. In all cases the obligation will be on the project proposer to demonstrate the overall quality of the facilities provided and that residents will enjoy an enhanced overall standard of amenity;
- (iii) There shall be a default of minimal or significantly reduced car parking provision on the basis of BTR development being more suitable for central locations and/or proximity to public transport services. The requirement for a BTR scheme to have a strong central management regime is intended to contribute to the capacity to establish and operate shared mobility measures;
- (iv) The requirement that the majority of all apartments in a proposed scheme exceed the minimum floor area standards by a minimum of 10% shall not apply to BTR schemes;
- (v) The requirement for a maximum of 12 apartments per floor per core shall not apply to BTR schemes, subject to overall design quality and compliance with building regulations.

- 3.109 The proposed development provides for a mix of units notwithstanding the provisions set out in SPPR8. A total of 21 no. studios, 189 no. 1 beds, 159 no. 2 beds and 8 no. 3 bed units will be provided.
- 3.110 Each of the proposed units meet or exceed the minimum requirements for storage as set out in appendix 1 of the guidelines. However, the relaxation in relation to balconies has been incorporated into the development.
- 3.111 With reference to private amenity space, additional high quality compensatory communal open space is provided (1,897 sq. m over provision to give an overall total of 4,111 sq. m) within the scheme over and above required by the Apartment Guidelines (2,214 sq. m), to take into account the proportion (50%) of the proposed units which contain balconies. This over provision of communal open space equates to some 85.6 % (or 1,897 sq. m), which is significantly above the estimated balcony compensatory space (1,024 sq. m) set out in the OMP Design Statement. Furthermore there are support services and amenity floorspace (1,016 sq. m) provided for residents in addition to the Community Sports Hall, which residents will have access to.
- 3.112 In addition, the majority of the units are larger than the minimum standard and some of those with private balconies and terraces have been enhanced in size and quality as a compensatory measure.
- 3.113 The proposed development provides for 119 no. car parking spaces resulting in 0.32 no. spaces per unit. The proposed development is located adjacent to the N11 which is a high-quality public transport corridor. The site is also located in close proximity to the Luas at Stillorgan and Sandyford. The location of the subject site is highly accessible and well served by quality public transport. The proposed reduced car parking standards are therefore considered appropriate given the BTR nature of the development and the highly accessible location.

3.114 As noted previously, BTR developments are not required to achieve the requirement for the majority of units being 10% larger. Nevertheless, the proposed development provides that the majority of units are 10% greater and provides for a wide range of unit sizes.

3.115 In relation to units per core, the proposed development ranges from 4 to 9 units per core. The proposed development incorporates some of the relaxations available to BTR developments, however, also provides for a number of aspects such as unit mix, storage and core numbers as per the standard requirements. In this regard it is considered that the proposed development provides for an appropriate balance between standard and BTR development having regard to the location and site characteristics.

Open Space

3.116 The apartment guidelines set out standards for private and communal open space. The proposed development includes a range of open spaces such as the civic plaza and a number of communal gardens (communal open space).

3.117 The proposed development provides 4,111 sq. m of communal open space which is above the Apartment Guidelines requirements. Additional public realm improvements are also provided on the wider site (on lands under the ownership of Dun Laoghaire Rathdown County Council comprising c. 2,392 sq. m. Additional public open space of some 1,177 sq. m is provided comprising 10% of the site area on lands under the applicant's ownership (Cairn and DLR lands excluding the public realm), which meets the 2016 Development Plan requirements. The Public Open Space provision is below the 2022 Development Plan requirement of 15%. A justification is provided in the Material Contravention Statement.

**4.0 CONCLUSIONS**

4.1 This document outlines how the items outlined in the pre-application consultation opinion from An Bord Pleanála in relation to the proposed residential development at the former Blakes and Esmond Motors site have been addressed in full by the applicant and design team prior to lodgement of the application to An Bord Pleanála.

4.2 The document addresses the specific information requested by An Bord Pleanála and identifies the source or location of the response within the planning submission documentation.

4.3 The layout and design changes incorporated into the final scheme will result in improvements to the overall design and layout and a sustainable approach to the development of these lands. It is respectfully submitted that the proposed development is consistent with the proper planning and sustainable development of the area, and is consistent with all relevant national, regional and local planning policies and guidelines.