

Large Scale Residential Development Opinion

Section 32D of the Planning and Development Act 2000 (as amended)

**DEVELOPMENT ADDRESS: Junction of Sallynoggin Road & Glenageary Ave.,
Glenageary, Co. Dublin**

DLR REFERENCE: PAC/LRD2/004/23

DATE OF LRD MEETING: 21st SEPTEMBER 2023

PLANNING AUTHORITY OPINION DUE: 18th OCTOBER 2023

1.0 Introduction

Having regard to the consultation that has taken place in relation to the proposed development, the purpose of this report is to form a recommended opinion as to whether or not the documentation submitted with the consultation request under section 32B of the Planning and Development Act 2000 (as amended) constitute a reasonable basis on which to make an application for permission for the proposed LRD.

2.0 Site Location and Description

The site is located on the southern side of the Glenageary Roundabout, where the R829 (Glenageary Road Upper), R118 (Glenageary Avenue), and the Sallynoggin Road converge. Glenageary DART station is c.1.3 km from the site. The immediate surroundings of the site are a mix of commercial/ light industrial/ employment and residential land uses, including several district level retail warehousing outlets such as Woodies and Power City in Sallynoggin to the southwest. In terms of residential development, the area is generally characterised by single and two storey houses.

There is an existing neighbourhood centre on the eastern side of the Glenageary Roundabout and the St. John of God community services facility on the northern side of the roundabout. The site itself is currently undeveloped lands, which were formerly occupied by the Deerhunter public house, demolished some years ago. The site is open and accessible to the public and there are no trees or substantial vegetation present. It includes an area of hardstanding that currently appears to be in use as an overflow car park for the adjacent Lidl supermarket. The immediate surroundings of the site are as follows:

- Frontage to Sallynoggin Road to the west with single storey terraced cottages on the opposite side of the road.
- Lidl supermarket and associated service facilities and car park to the southwest
- An Post Glenageary sorting office to the south, accessed from Glenageary Avenue.
- Frontage to Glenageary Avenue to the east and north with a small area of open space between the site frontage, Glenageary Avenue and the Glenageary Roundabout.

Part of the site is owned by Dun Laoghaire Rathdown County Council (DLRCC) and an area is also owned by Lidl Ireland GMBH.

• 3.0 Proposed Large Residential Development (LRD)

The development would consist of construction of a mixed-use development consisting of 147 Residential Units, and 7no. Retail/Commercial Units comprising; (a) 2 no. restaurants in Block A (c. 528 sqm), (b) a retail – clothing unit (c. 142 sqm), (c) retail - florist unit (c. 66 sqm), (d) pharmacy - retail unit (c. 126 sqm) - and including also a Crèche of 263sq.m in Block B (with children's play area 36sq.m).

Development Parameters (as stated)

Parameter	Development
Units	147
Area	0.72
Density	204 d/ha.
Creche	263sq.m (Block B, for 47no. children)
Building Height	Blocks ranging from 4 – 7 storeys
Dual Aspect	66No. apartments (44%)
Car parking	80no. spaces Ratio 0.54 spaces per unit
Bicycle parking	286No. spaces
Part V	15No. units (stated 10% of 147no. TL.)
Public open space	1,848sq.m (1,848.4sq.m public plaza, & stated residential/communal space 931sq.m incl. roof tce. link)

Dwelling Mix (as per Accommodation Schedule submitted)

Type	Units	Percentage
1 bed apartment	59	40%
2 bed (4pers) apartments	77	52%
2 bed (3pers) apartments	8	3%
3 bed apartments	3	2%
Total	147	100%

APPLICANT'S DESCRIPTION OF THE PROPOSED DEVELOPMENT

Proposal stated as for a mixed-use scheme comprising 147 no. residential units with associated residential amenity spaces, a childcare facility, public plaza, 7 no. commercial

units and associated open spaces (otherwise described as a new residential and mixed-use scheme to include apartments, restaurant and retail units, public plaza, childcare facility and associated residential amenities – and noting written details and plans indicating 7no. commercial units if including the creche or, 6no. commercial units, plus creche).

It is noted that the proposed development descriptions and particulars lodged no longer describe the proposal as a BTR (Building to Rent) scheme i.e. not a BTR proposal.

4.0 Planning History

LRD23A/0303; Application **WITHDRAWN** in respect of the following development.

The proposed development consisted of a new neighbourhood centre to include apartments, commercial and retail units, public plaza, childcare facility and all associated residential amenity spaces.

The proposed development included:

- a) Construction of 140 no. residential apartment units (41 no. 1-bedroom units, 74 no. 2-bedroom (4 person units) 8 no. 2-bedroom (3 person units) and 17 no. 3-bedroom units) in 2 no. interlinked blocks at third to fifth floor level (ranging in height from four to seven storeys over basement level) consisting of:
 - i. Block A (5-6 storeys) comprising 43 no. apartments (10 no. 1-bedroom units, 21 no. 2-bedroom (4 person) units, 4 no. 2-bedroom (3 person) units and 8 no. 3-bedroom units).
 - ii. Block B (4-7 storeys) containing 97 no. apartments (31 no. 1-bedroom units, 53 no. 2-bedroom (4 person) units, 4 no. 2-bedroom (3 person) units and 9 no. 3-bedroom units).
- Each residential unit has associated private open space in the form of a balcony/terrace.
- b) Residential amenity areas of approx. 342 sqm are proposed in the form of resident support services, concierge services, co-working space, social/activity spaces and gym at the ground floor of Blocks A and B.
 - c) Open Space (approx. 2,806.6 sqm) is proposed in the form of (a) public open space (c. 1,848.4 sqm) in the form of a public plaza accommodating outdoor seating, planting, pedestrian footpaths and cyclist links and (b) residential/communal open space (approx. 958.2 sqm) including c. 750.6 sqm at surface level (incl. playground), roof terrace at fifth floor level of link between Blocks A and Block B (c. 151 sqm) and roof terrace (c. 56.6 sqm) at fifth floor level of Block B.
- 1.8 m opaque screens are proposed around both roof gardens.
- d) Commercial and retail uses at ground floor level of Blocks A and B (c. 996 sqm) to include (a) 2 no. restaurants (c. 267 sqm and 295 sqm) in Block A, (b) a retail – clothing unit (c. 142 sqm), (c) retail - florist unit (c. 66 sqm), (d) retail - pharmacy unit (c. 126 sqm) and (e) hairdresser unit (c. 100 sqm) all in Block B.
 - e) Childcare facility (c. 263 sqm) with dedicated open space and children's play area (c. 39.5 sqm) at ground floor level of Block B.
 - f) Basement areas (total approx. 3,411 sqm) are proposed on one level and include car and bicycle parking areas, waste management and plant areas. An ESB substation (approx. 31.7 sqm) is proposed at surface level at the top of the basement ramp accessed off Glenageary Avenue. Commercial bin stores (c. 47.9 sqm) are proposed to be located at ground floor level of both Blocks A and B.
 - g) A total of 80 no. car parking spaces at basement level are proposed to include 3 no. accessible parking spaces, 2 no. GoCar spaces and 17 no. EV charging spaces. 5 no. motorcycle parking spaces are also proposed at basement level.
 - h) A set down area/loading bay is proposed at surface level at Sallynoggin Road and 2 no. set down areas/loading bays including 1 no. accessible car parking space are proposed at surface level at Glenageary Avenue.

- i) A total of 310 no. bicycle parking spaces to include 254 no. bicycle parking spaces at basement level including 10 no. cargo bicycle spaces and 56 no. bicycle parking spaces including 16 no. cargo bicycle spaces at surface level.
 - j) The development shall be served via a new vehicular access point to the basement level from Glenageary Avenue. New pedestrian and cyclist access points will be provided onto Sallynoggin Road and Glenageary Avenue from the site.
 - k) Removal of existing cycle path and footpath and dropped kerb pedestrian crossing at Glenageary Avenue to be reinstated by soft landscaping and replaced by a new shared cyclist and pedestrian raised table crossing point located on Glenageary Avenue linking to the existing signalised crossing on the R118. Existing 1.2 m pedestrian crossing on Glenageary Avenue to be widened to 2 m.
 - l) Emergency services/servicing access is proposed from Sallynoggin Road and Glenageary Avenue.
 - m) All associated site and infrastructural works include provision for water services; foul and surface water drainage and connections; attenuation proposal; permeable paving; all landscaping works; green roofs; roof plant room and general plant areas; photovoltaic panels; landscaped boundary treatment; footpaths; public lighting; and electrical services.
- All application documentation and information is available for public viewing at the following website set up by the applicant: www.glenagearygateIrd.ie.

ABP-312321-21: Permission **REFUSED** for a strategic housing development consisting of 147 BTR apartments and creche for the following reasons:

1. Having regard to the relevant provisions of the Dun Laoghaire Rathdown County Development Plan 2016-2022, the zoning objective NC 'To protect, provide for and/or improve mixed-use neighbourhood centre facilities', and where Residential- Build to Rent is open for consideration subject to retaining an appropriate mix of uses and the provisions of the Urban Design Manual – a Best Practice Guide" issued by the Department to accompany the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, and the design and layout of the proposed development, it is considered that the proposed development by reason of lack of active frontages at ground floor level, the poor quality of the interaction with the public realm at Glenageary Avenue, the compromised nature of the facades facing the Glenageary Roundabout and a failure to make a satisfactory contribution to improved linkages between the established neighbourhood centre, NC zoned lands to the north and east of the site, the Lidl supermarket and adjacent residential areas to the south and west, the proposed development would be contrary to NC zoning of the site and to Criteria No's 1 Context, 6 Distinctiveness, 7 Layout, 8 Public Realm and 12 Detailed Design of the Urban Design Manual – a Best Practice Guide. The proposed development would, therefore, be contrary to the proper planning and sustainable development of the area.
2. The proposed development fails to meet the criteria set out in 3.2 of SPPR 3 as set out within Urban Development and Building Heights, Guidelines for Planning Authorities, published by the Department of Housing, Planning and Local Government in December 2018, in that at both town and streetscape level, the proposed development fails to successfully integrate into the existing character of the area, given the overbearing relationship with adjacent residential properties at Glenageary Avenue and the poor quality of public realm at Glenageary Avenue and facing the Glenageary Roundabout, in addition to the poor quality of apartment units in Block B2

close to the basement car park access and of units in Blocks B1 and A2 that immediately adjoin the Lidl car park. The proposal would, therefore, be contrary to the Urban Development and Building Heights, Guidelines for Planning Authorities, published by the Department of Housing, Planning and Local Government in December 2018, and would be, therefore, be contrary to the proper planning and sustainable development of the area

Reg. Ref. D14A/0865 PL06D.244904: Permission GRANTED for development, to the general south of the subject site.

The subject site relates to a larger land parcel (total stated area 1.271 ha), which includes the site now occupied by the adjoining Lidl supermarket and car park. Permission sought for a mixed use development comprising a supermarket, a retirement complex, a medical centre and other works including access and parking, up to five storeys in height. DLRCC refused permission for four reasons relating to (1) close proximity of a permitted supermarket of similar scale and material contravention of GDA Retail Strategy and development plan retail policy; (2) Excessive height of retirement home along Sallynoggin Road Lower, negative visual impact and overbearing on the residential dwellings of Sallynoggin Road Lower; (3) bus stops would endanger public safety by traffic hazard or obstruction and (4) does not comply with Green Roofs Guidance document. The Board granted permission subject to 9 no. conditions on 6th October 2015.

- DLRCC granted permission to an extension of duration under D14A/0865/E on 16th July 2020, such that permission was extended until 14th January 2026.
- The permitted Lidl supermarket was constructed in the southwestern part of the site. However, the permitted retirement home and medical centre, located at the current subject site, were not constructed.
- Reg. Ref. D17A/0148 refers to a retention permission relating to the portion of the site containing Block C (Lidl).

5.0 Relevant Planning Policy

5.1 Dún Laoghaire Rathdown County Development Plan 2022-2028

The site has the zoning objective 'NC', with the stated objective '*To protect, provide for and/or improve mixed-use neighbourhood centre facilities*'.

The site is subject to Specific Local Objectives SLO 65 as per development plan Map 7:

- SLO 65 '*To prepare a Local Area Plan for Sallynoggin*'

The Sallynoggin LAP has not yet been prepared /adopted to date.

There is a 6 Year Road Objectives/Traffic Management/Active Travel Upgrades Description Cherrywood to Dun Laoghaire Strategic Route (R118, Wyattville Road to Glenageary Roundabout)

Relevant Dún Laoghaire-Rathdown County Development Plan, 2022-2028 policies and standards are listed below.

Chapter 2: Core Strategy

*Section 2.3.6 Housing Target for the Core Strategy
Policy Objective CS11 – Compact Growth*

Chapter 3: Climate Action

Section 3.4 Achieving Sustainable Planning Outcomes

Policy Objective CA5 - Energy Performance in Buildings

Policy Objective CA7 – Construction Materials

Policy Objective CA8 – Sustainability in adaptable Design

Section 3.4.3 Decarbonising Motorised transport

Policy Objective CA18 Urban Greening

Chapter 4: Neighbourhood – People, Homes and Place

Overarching Policy Objective PHP1

Section 4.2.1 Sustainable Communities and Neighbourhood Infrastructure

Policy Objective PHP3 – Planning for Sustainable Communities

Policy Objective PHP4 – Villages and Neighbourhoods

Policy Objective PHP5 – Community Facilities

Policy Objective PHP6: Childcare Facilities

Section 4.3 Homes

4.3.1 Delivering and Improving Homes

Policy objective PHP18 – Residential Density

Policy Objective PHP20 – Protection of Existing Residential Amenity

Policy Objective PHP25 – 'Housing for All – A new Housing Plan for Ireland, 2022'

Policy Objective PHP26 – Implementation of the Housing Strategy

Policy Objective PHP27 – Housing Mix

Policy Objective PHP30 – Housing for all

Section 4.4 Place

Policy Objective PHP35 – Healthy Placemaking

Policy Objective PHP36 – Inclusive Design & Universal Access

Policy Objective PHP37 – Public Realm Design

Policy Objective PHP42 – Building Design & Height

Policy Objective PHP44 – Design Statements

Chapter 5: Transport and Mobility

Section 5.4 Integrated Land use and Transport

Policy Objective T1 - Integration of Land Use and Transport Policies

Section 5.5 Promoting Modal Change

Policy Objective T4 - Development of Sustainable Travel and Transport.

Section 5.6 Promoting Active Travel: Cycling and Walking

Policy Objective T11 - Walking and Cycling

Section 5.7 Demand Management and Travel Planning

Policy Objective T17 - Travel Plans

Policy Objective T18 - Car Sharing Schemes

Policy Objective T19 - Carparking Standards

Policy Objective T26 - Traffic and Transport Assessments and Road Safety Audits

Policy Objective T27 - Traffic Noise

Policy Objective T28 - Road Safety

Policy Objective T30 - Street Lighting

Chapter 7 – Towns, Villages and Retail Development

Section 7.2 Multifunctional Centres in Dun Laoghaire Rathdown

Section 7.2.3.1 Policy Objective MFC1: Multifunctional Centres

Section 7.2.3.2 Policy Objective MFC2: Accessible and Inclusive Multifunctional Centres

Table 7.2 is the Summary of Overall Strategy for Centres in the DLR Retail Hierarchy For Dún Laoghaire (one of 2 no. Major Town Centres).

Section 7.5.4.1 Policy Objective RET7: Neighbourhood Centres

Section 7.6 Assessment of Retail Development Proposals

Section 7.6.3.1 Policy Objective RET11: Active Street Frontages Non-Retail Uses

'It is a Policy Objective of the Council 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.'

Chapter 8: Green Infrastructure and biodiversity

Policy Objective GIB12 - Access to Natural Heritage

Policy Objective GIB18 - Protection of Natural Heritage and the Environment

Policy Objective GIB19 – Habitats Directive

Policy Objective GIB21 – Designated Sites

Policy Objective GIB22 - Non-Designated Areas of Biodiversity Importance

Policy Objective GIB25 – Hedgerows

Policy Objective GIB26 – Geological Sites

Policy Objective GIB28 – Invasive Species

Chapter 9: Open Space, Parks and recreation

Policy Objective OSR4 - Public Open Space Standards

Chapter 10 Environmental Infrastructure and Flood risk

Policy Objective EI9 -Drainage Impact Assessment

Policy Objective EI11 – Resource Management

Policy Objective EI12 – Waste Management Infrastructure, Prevention, Reduction, Reuse and Recycling (Circular Economy approach)

Policy Objective EI14 – Air and Noise Pollution

Policy Objective EI22 – Flood Risk Management

Chapter 12 Development Management

12.1.1.2 Design Statements

12.1.1.3 Landscape Plans

12.1.2 Impacts on the Environment

12.2 Climate Action

12.2.6 Urban Greening

12.3 Neighbourhood - People, Homes and Place

12.3.1 Quality Design

12.3.1.1 Design Criteria

12.3.2.4 Childcare Facilities

12.3.3 Quantitative Standards for All Residential Development

12.3.3.1 Residential Size and Mix

12.3.3.2 Residential Density

12.3.4 Residential Development – General Requirements

12.3.4.1 Road and Footpath Requirements

12.3.4.2 Habitable Rooms

12.3.4.4 Phased Development

12.3.4.5 Management Companies and Taking in Charge

12.3.4.7 Refuse Storage and Service

12.3.5 Apartment Development

12.3.5.1 Dual Aspect in Apartments

12.3.5.2 Separation Between Blocks

12.3.5.3 Internal Storage and External Storage

12.3.5.5 Minimum Apartment Floor Areas

12.3.5.6 Additional Apartment Design Requirements

12.3.7.9 'Living-Over-The-Shop'

12.4.2 Traffic and Transport Assessment

12.4.3 Travel Plans

12.4.4 Street Lighting

- 12.4.5 Car Parking Standards
 - 12.4.5.1 Parking Zones
 - 12.4.5.2 Application of Standards
 - 12.4.5.3 Car Parking –General
 - 12.4.5.6 Residential Parking
- 12.4.6 Cycle Parking
 - 12.4.6.1 Requirements for New Development
 - 12.4.6.2 Cycle Parking Assessment Criteria
- 12.4.7 Motorcycle Parking
- 12.4.11 Electrically Operated Vehicles
- 12.6.5 Fast Food Outlets/Takeaways/ Restaurants
- 12.6.8 Shopfronts, Signage, Advertising and Public Art
 - 12.6.8.1 Shopfronts
 - 12.6.8.2 Signage
- 12.8 Open Space and Recreation
 - 12.8.1 Landscape Design Rationale
 - 12.8.2 Open Space Categories for Residential Development
 - 12.8.3 Open Space Quantity for Residential Development
 - 12.8.3.1 Public Open Space
 - 12.8.3.2 Communal Open Space
 - 12.8.3.3 Private Open Space
 - 12.8.4 Open Space – Quantity for Mixed Use, Non Residential and Commercial
 - 12.8.5 Public Open Space – Quality
 - 12.8.5.1 Design
 - 12.8.5.3 Communal Open Space – Quality
 - 12.8.5.4 Roof Gardens
 - 12.8.6 Biodiversity and SuDS in both Public and Communal Open Space
 - 12.8.7 Private Amenity Space – Quality Standards
 - 12.8.7.2 Boundaries
 - 12.8.8 Financial Contributions in Lieu of Open Space
 - 12.8.9 Play Facilities for Apartments and Residential Developments
 - 12.8.11 Existing Trees and Hedgerows
- 12.9 Environmental Infrastructure
 - 12.9.2 Noise Pollution and Noise Nuisance
 - 12.9.3 Noise, Odour and Vibration Generating Uses
 - 12.9.4 Construction Management Plans
 - 12.9.5 Hours of Construction
 - 12.9.6 New Development/Change of Use - Environmental Impacts
 - 12.9.8 Telecommunications
 - 12.9.10 Public lighting

Chapter 13 Land Use Zoning Objectives

Section 13.1.2 Transitional Zonal Areas

Section 13.2: Definition of Use Classes

- Appendix 2: Housing Strategy and HNDA
- Appendix 3: Development Management Thresholds
- Appendix 5: Building Heights Strategy
- Appendix 6: Waste Management Guidelines
- Appendix 7: Sustainable Drainage System Measures
- Appendix 15: Strategic Flood Risk Assessment

6.0 Section 247 Consultation

A 'Stage 1' Section 247 meeting (Ref. PAC/LRD1/021/23) took place between the Applicant and the Planning Authority on 12th September 2023. The record of this meeting is included as Appendix B, in accordance with the requirements of Article 16A(8) of the Planning and Development Regulations 2001-2022.

7.0 The LRD Meeting

A Section 32C of the Planning and Development Act, 2000 (as amended) LRD Meeting took place via Microsoft Teams on 21st September 2023 between representatives of the prospective Applicant, and Dun Laoghaire-Rathdown County Council. An agenda was issued by DLRCC prior to the meeting as detailed below:

Planning

- Principle of development -NC zoning & Transitional zoning/ NC zone
- Scale/ Height/ Massing & Layout (4-6 storeys stated), cumulative impacts
- Visual impacts and Interface with existing uses (Lidl and An Post Sorting office) and interface with the public realm at Sallynoggin Road Lower and Glenageary Avenue
- Density and unit nos.
- Distribution of heights
- Proximity to boundaries
- Potential Impacts on Residential Amenity
- Ground floor uses/ active street frontage/ streetscape character, adjacent commercial,
- Unit mix including no. of 3-beds, unit mix in vicinity – Apt. guidelines/ CDP mix.
- Dual Aspect
- Traffic Noise
- Noise, odour, wind (e.g. portal and hill location), light & shadow impacts/ studies.
- Impacts of restaurants.- refuse collection/ noise/ smells/set down areas
- Occasional market stalls proposed.
- Creche positioning and external area/ interface
- Photomontages from Glenageary Avenue
- Public Lighting
- Ecology- Ecological Impact Assessment

Transportation

- Parking Ratio, location/ access & road(s)/ future changes interface
- Universal access - Permeability through the site and connectivity
- Bin access and truck/ bin set-down, movements/ transfers etc.

Drainage

- Drainage, green roofs, nature-based drainage, wayleaves, Irish Water

Housing

- Part V

Parks

- Open space (including any trees to perimeter, and softening of hard landscaping) and informal etc. seating, separation between blocks, privacy, shadowing.

In accordance with the requirements of Article 16A(8) of the Planning and Development Regulations 2001-2022, the Record of the meeting is attached to this report as Appendix A.

8.0 Appraisal

Based on the entirety of the information before the Planning Authority, it would appear that the proposed development falls within the definition of Large-Scale Residential Development (LRD), as set out in Section 2 of the Planning and Development Act, 2000 (as amended).

The information and submissions, including the documentation submitted by prospective applicants, and the discussions which took place at the LRD meetings (outlined in Appendix A & B below) between DLRCC, and the Applicant's and Applicant's agents, have been considered.

Conclusion

The Planning Authority recommends a notice be served on the prospective Applicant, pursuant to Section 32D of the Planning and Development, 2000 (as amended), stating that it is of the opinion that - the documentation submitted with the consultation request under section 32B of the Act does constitute a reasonable basis on which to make an application for permission for the proposed LRD.

9.0 Recommended Opinion

The Planning Authority refers to your request pursuant to section 32B of the Planning and Development Act 2000, as amended. Section 32D of the Act provides that the Planning Authority shall provide an opinion as to whether or not the documents submitted for the purposes of the meeting constitute a reasonable basis on which to make an application for permission for the proposed LRD.

Following consideration of the issues raised during the consultation process

The Planning Authority is of the opinion that the documentation submitted **constitutes a reasonable basis** on which to make an application for permission for the proposed LRD.

Pursuant Section 32D of the Planning and Development Act 2000 (as amended), the Planning Authority is of the Opinion the documents submitted do constitute a reasonable basis on which to make the application – however comments and concerns are noted in

respect of the following areas, and the following and specific information should be addressed in any application for development. The applicant is requested to provide:

1. Unit Mix : Insufficient justification has been provided to demonstrate that the unit mix proposed is in accordance with Policy Objective PHP27 and Table 12.1 of the Dun Laoghaire-Rathdown County Development Plan, 2022-2028 (notwithstanding stated e.g. page 56 of Planning Statement, 3-bed houses in area). In particular the low provision of 3-bedroomed units. The applicant should provide details of provision of unit mix in surrounding area within a 10-minute walk of proposal. The applicant should accord with the requirements of the 'Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities', 2020; and the Dun Laoghaire-Rathdown County Development Plan 2022-2028.
2. Height & massing: Insufficient justification has been provided in relation to the heights having regard to the Dun Laoghaire-Rathdown County Development Plan, 2022-2028, in particular to the Policy Objective PHP42, and the Building Height Strategy for the County as set out in Appendix 5 of the Development Plan.
3. Dual Aspect – Insufficient details have been shown regarding justification for proposed 44.9% (66no.) apartment units as Dual Aspect, which falls below the requirement in the Dun Laoghaire-Rathdown County Development Plan 2022-2028 section 12.3.5.1.
4. Balconies: The Planning Authority have concerns regarding the design and form of the proposed balconies, which read as 'add-ons' to the proposed blocks. The applicant is advised to modify the design so that the balconies read as part of and integral to the proposed building structure, by providing recessed balconies or similar which would result in a high quality design and provide a high level of amenity for future residents. The Applicant is requested to also consider the visual impact of the proposed balconies, as viewed from the public realm, when in use by residents and submit proposals for balcony screening (enclosing balconies or screening materials) which ensure that the use of balconies in the long term does not result in an adverse visual impact when viewed from the public realm.
5. Photomontages/ Design Statement- Insufficient details regarding elevations to be included showing interface to Lidl, and also street views, including from Sallynoggin Road and Glenageary Avenue. Revised photomontages
6. Materials – Insufficient justification provided in relation to proposed materials. Applicant to reconsider lead type roof parapet materials detailing e.g. to Sallynoggin Road and to have regard to the surrounding area and existing materials, in particular the use of a light coloured brick.
The Applicant should reconsider the extent of glazing for the proposed balconies, in terms of the functionality of same as private open space for future occupants, where the balconies are viewed from public areas.
7. Wind/ Comfort/ Amenities – Insufficient details regarding location and topography of the site and the proposed archway e.g. if funnel effect - a Wind report required to include this consideration. Details also required regards any litter impacts, and anti-social behaviour potential regards proposed portal/ archway (and notwithstanding proposed market stalls, and planters etc.).
8. Residential Amenity - Insufficient evidence has been provided to demonstrate that the proposed development will be able to provide a high level of residential

amenity/privacy for future residents on the ground floor level adjacent to the basement parking ramp and the applicant should minimise any impacts on the residential amenity of future occupants of these units from the underground carpark access. A full Daylight and Sunlight Analysis should be submitted also.

The Applicant is requested to reconsider the level of amenity afforded to future occupants, from the private open space balconies as proposed, by reason of the limited privacy afforded to same due to their proximity and openness to the public realm. The Applicant is requested to reconsider the design and function of the balconies and submit a high quality design solution which addresses same.

9. Open Space & Landscaping: Insufficient evidence has been provided to demonstrate that the proposed development is in accordance with the quantitative and qualitative standards for public and communal open space set out by the Dun Laoghaire-Rathdown County Development Plan, 2022-2028. This is particularly in terms of the high level of hard landscaping around the site, including the perimeter and streetscape facing boundaries and public facing/ shared areas e.g. planters (tress along northwest of Block A on Sallynoggin Road considered essential). There is a lack of detailing regarding any informal seating, and separation between blocks with regard to potential shadowing on amenity spaces and also consideration of overshadowing on planting plans, details regards the usability of communal open space, and access from Block A to Communal space, and Core should more easily connect to 5th floor roof garden regards only partial access from Block B, and boundary treatments softening of the pedestrian walkway. Lack of detailing regarding SuDS pits that may be blocked by tree planting (tree pits should be incorporated into SuDS scheme), and northeast watermain that may be a constraint and may restrict larger trees, noting potential surface water sewer relocation (which may also allow for larger trees and good proportion to buildings). Lack of detailing regarding Taking-in-Charge (TIC) if any and clear delineation, and boundary treatments to Lidl side of site, and Universal access map required. Also lack of details regards any resident's access to creche play area within the Communal open space and management and periods of access (weekdays/ weekends), etc. of said access.
10. Environmental Enforcement (Waste): Insufficient evidence has been provided in relation to environmental planning matters, including with regard to Construction & Demolition Waste Management Plan, (CDWMP) (and notwithstanding the previous use history of the site), Construction Management Plan e.g. to include allocation of area for wheel washing, mitigation measures in relation to construction methodology, and for Operational Waste Management Plan (OWMP), a soft path analysis required regarding refuse collection.
11. Waste Management – Insufficient details submitted regarding rubbish collection, or any other restaurant related set-down areas, deliveries/ pick-ups. Revised details should include any revisions to the proposed access route into the site.
 - a. Environmental Infrastructure- Insufficient information submitted to demonstrate that the development accords with Section 12.9 of the Development Plan in terms of noise and air pollution due to the potential noise from proposed restaurant units and traffic noise and air conditioning noise, etc, and survey regards how odours may impact on residential spaces.
12. Transportation: Evidence to address potential issues and concerns regarding:
 - a. Transportation planning consider that the intensification of the existing 'Lidl' entrance is the preferred access into the subject site. The Applicant is requested to explore same and submit (a) Revised plans and particulars

which details same or (b) documentary evidence which details why the use of the existing 'LIDL' cannot be provided.

- b. Detailed proposals in respect of the full connectivity between the subject site and the neighbouring site of 'LIDL'. Unimpeded access for pedestrians is required between the two sites.
 - c. Cycle parking : Compliance with *Standards for Cycle Parking and associated Cycling Facilities for New Developments – January 2018*. The Applicant is requested to provide quality designed surface level cycle parking within the proposed development with a level of covered cycle parking also provided. A segregated basement ramp from cycle parking, as well as a lift to the proposed basement cycle parking area should be provided for cyclists.
 - d. Basement access ramp gradient of 10% maybe excessive and unsuitable for cyclists. A revised cycle audit required.
 - e. Proposed parking provision (appearing to be a significant departure from Development Plan). Also required, drawings and details which demonstrate arrangements for non-residential deliveries, set-down, creche drop off etc. including any arrangements proposed which employ dual use of on-site/off-site parking should be clearly outlined, and for 3 No. loading bays that are required in accordance with Section 12.4.5.7, and details of any car sharing schemes.
 - f. Also, with regard to the **Cherrywood to Dun Laoghaire Strategic Route (R118, Wyatville Road to Glenageary Roundabout)** Applicant should liaise with DLRCC in order to agree necessary requirements in order to ensure that the proposed development will not hinder, or conflict, with any future proposals for the public realm improvement works associated with this 6 year objective.
 - g. Bus Stop: Applicant is requested to explore and arrange for the replacement and upgrading of the existing bus stop (Stop 3205) to a bus shelter on Sallynoggin Road (liaise with DLRCC and NTA), and to liaise with DLRCC in order to agree proposed areas to be Taken-in-Charge (TIC).
 - h. Detailed Quality Audit should be submitted. It should be demonstrated that gradients and headroom associated with the refuse access point are acceptable in order to ensure ease of access for large refuse vehicles.
 - i. Applicant should liaise with the Planning Authority to agree all proposed and required works to the public realm in the vicinity of the site - including works to improve pedestrian and cyclists connectivity (and details to include drawings which demonstrate the agreed changes shall be included as part of any final application), and (notwithstanding submitted MMP) that the submitted Mobility Management Plan (MMP) should be updated to demonstrate measures, targets and recommendations for the proposed childcare facility/creche, and for revised details for a Standalone Construction Management Plan to deal with traffic conflicts etc, (and the submitted TIA also noted).
 - j. The submitted Mobility Management Plan by AECOM, dated January 2023 is noted. Transportation Planning consider that this document should be updated to demonstrate measures, targets and recommendations for the proposed childcare facility/creche.
 - k. Car Sharing/Cycle Sharing : Details of car sharing/cycle sharing
 - l. Revised Public realm Improvement works as detailed in the Transportation Planning report.
13. **Boundaries & Ownership/ Consent(s)** – The Applicant shall review and update all relevant drawings showing an update of the proposed works (Red line of works), and Blue lines (Land ownership), to facilitate the visualisation of works outside the control of the Applicant, to which necessary consents shall be obtained. Further consultation with Traffic and Road Maintenance Section is required with regard to above.

14. Drainage/ Flooding: Insufficient evidence has been provided to demonstrate that the proposed drainage infrastructure, and related infrastructure arrangements and proposals etc., is in accordance with the requirements of the Dun Laoghaire Rathdown County Development Plan.
15. Public Lighting - Insufficient information with regard to final design in terms of obtrusive light maybe an issue for some apartments to the south of the development, and apartments facing the courtyard area - with baffles recommended.
16. Housing - Insufficient information received, with regard to indicative costs that have not been provided in relation to Part V units on-site identified for transferring, and details are therefore required regarding indicative costs for consideration.
17. Markets Stall Proposal: Insufficient information also with regards to the operation, location/ layout, temporary or fixed installation design, etc. of the proposed Market Stalls.
18. Ecology - EIA etc. check also details from previous application.

The Applicant is advised that the following specific information, as provided by Article 16A(7) of the Planning and Development Regulations 2001-2022, should be submitted with any LRD application for permission for the proposed development :

1. A Phasing Plan clearly indicating the proposed development of the residential units, in conjunction with the necessary infrastructure - including any infrastructure diversions.
2. A report that specifically addresses the proposed materials and finishes to the scheme including specific detailing of finishes, the treatment of balconies in the apartment buildings, landscaped areas, pathways, entrances, boundary treatment/s and retail/ crèche area. 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. The documents should also have regard to the long-term management and maintenance of the proposed development and a life cycle report for the apartments in accordance with section 6.3 of the Sustainable Urban Housing: Design Standards for New Apartments (2020).
3. A complete set of floor plans, elevations, including contiguous elevations, and long sections, in addition with verified views, preferably including winter views, that would assist in understanding the relationship between the proposed development and its context.
4. A Housing Quality Assessment which provides the specific information regarding the proposed apartments required by the Dun Laoghaire County Development Plan 2022-2028 and the 2020 Guidelines on Design Standards for New Apartments. The assessment should also demonstrate how the proposed apartments comply with the various requirements of the Development Plan and the guidelines.
5. A Building Lifecycle Report.

6. A Traffic and Transport Assessment including, inter alia, a rationale for the proposed car parking provision should be prepared, to include details of car parking management, car share schemes and a mobility management plan.
7. A quantitative and qualitative assessment which provides a breakdown of the communal, and public open space. The assessment shall detail the functionality of the public space and shall disregard any areas required for circulation space such as footpaths between buildings etc.
8. Design of the proposed surface water management system including attenuation features and cross sections of all SuDS features proposed on site in the context of surface water management on the site, discharge rates equal to greenfield sites, integration of appropriate phased works.
9. Submission of a Taking-in-Charge Map.
10. Submission of Wind and Pedestrian Comfort Study.
11. Submission of a Construction Management Plan.
12. The information referred to in article 299B(1)(b)(ii)(II) and article 299B(1)(c) of the Planning and Development Regulations 2001-2022, unless it is proposed to submit an EIAR at application stage.
13. A letter from Irish Water confirming that there is sufficient capacity in the public infrastructure to facilitate a connection for the proposed development obtained no more than 6 months before the date of lodgement of the LRD Application.
14. A report that addresses any concerns of the Biodiversity Officer.
15. Revised proposals that addresses the concerns of the Drainage Planning Department as detailed in report dated 29/09/2023.
16. Revised proposals that address the concerns of the Transportation Planning Department as detailed in report dated 14/09/2023.
17. Revised proposals which address the concerns of Parks and Landscapes Dept, as detailed in report dated 21/09/2023
18. A report detailing how the proposed development accords with the objectives and policies set out in *Chapter 3 of the County Development Plan, Climate Action*, in achieving a sustainable planning outcome to include any proposals they may have for e.g. passive housing, renewable energy, solar and wind energy infrastructure, district heating etc.

Draft Opinion above as recommended by Fran Horkan , Executive Planner
Draft Opinion above, as endorsed by Naoimh Fleming , Senior Executive Planner
Opinion endorsed by John Keating , T/Senior Planner.
The entirety of this report, opinion, and appendices is authorised to be provided to the prospective LRD application under; S32D(1) of the Planning and Development Act, 2000, as amended.

Meetings APPENDIX A – Record of the LRD Meeting as per Section 32C (4) of the Planning and Development Act 2000 (as amended)

Ref: PAC/LRD2/004/23

Stage: 2

Location: Sallynoggin Road Lower, Glenageary Avenue, Glenageary, Co. Dublin

Proposal: Proposal for a mixed-use scheme comprising 147 no. residential units with associated residential amenity spaces, a childcare facility, public plaza, 7 no. commercial units and associated open spaces.

Meeting date: 21/09/2023

Meeting time: 11:00 -12:00

Applicant: Red Rock Glenageary Ltd.

Agent: Brock McClure

Agenda

Planning

- Principle of development -NC zoning & Transitional
- zoning/ NC zone
- Scale/ Height/ Massing & Layout (4-6 storeys stated), cumulative impacts
- Visual impacts and Interface with existing uses (Lidl and An Post Sorting office) and interface with the public realm at Sallynoggin Road Lower and Glenageary Avenue
- Density and unit nos.
- Distribution of heights
- Proximity to boundaries
- Potential Impacts on Residential Amenity
- Ground floor uses/ active street frontage/ streetscape character, adjacent commercial,
- Unit mix including no. of 3-beds, unit mix in vicinity – Apt. guidelines/ CDP mix.
- Dual Aspect
- Traffic Noise
- Noise, odour, wind (e.g., portal and hill location), light & shadow impacts/ studies.
- Impacts of restaurants.- refuse collection/ noise/ smells/set down areas
- Occasional market stalls proposed.
- Creche positioning and external area/ interface
- Photomontages from Glenageary Avenue
- Public Lighting
- Ecology- Ecological Impact Assessment

Transportation

- Parking Ratio, location/ access & road(s)/ future changes interface
- Universal access - Permeability through the site and connectivity
- Bin access and truck/ bin set-down, movements/ transfers etc.

Drainage

- Drainage, green roofs, nature-based drainage, wayleaves, Irish Water

Housing

- Part V

Parks

- Open space (including any trees to perimeter, and softening of hard landscaping) and informal etc. seating, separation between blocks, privacy, shadowing.

Attendees Internal:

Naomh Fleming (Senior Executive Planner, Planning), Frances Horkan (Executive Planner, Planning, Tom Kilbride (Executive Engineer, Transportation), John Cuniffe (Executive Engineer, Drainage), Deirdre O'Riordan (Executive Parks Superintendent) , Ciaran Carolan (Staff Officer, Planning)

Attendees Applicants:

Laura Brock, , Vitalija Janusonyte,

Record

Planning

- Principle of development -NC zoning & Transitional

Comments:

Sallynoggin Road a neighbourhood centre, consistent with the CDP. To create a vibrant streetscape. To provide a variety of experiences with restaurants, bar, and cafes. Private amenities with a roof garden with views of Dublin Bay and the mountains. It is a 4-7 storey development. The seventh storey is the centre point of the scheme. Contains retail, creche and restaurant. There are some residential units on ground floor, but they face landscaped courtyard away from commercial area. Good quality residential units.

- Zoning/ NC zone

Comments:

Development located in zone 2. NC zoning on a transitional zone to provide a mixed-use neighbourhood centre facility.

- Scale/ Height/ Massing & Layout (4-6 storeys stated), cumulative impacts

Comments:

4- 7 storey buildings. 7th floor at the centre of the scheme. Improved heights welcomed & 7 storeys could work.

- Visual impacts and Interface with existing uses (Lidl and An Post Sorting office) and interface with the public realm at Sallynoggin Road Lower and Glenageary Avenue

Comments:

The scheme is pulled back from the post office. Faceted corners at the gables to soften the edges. Car parking in basement. Refuse store in basement. Views to access ramp could be improved, clearer plans to be submitted.

- Density and unit nos.

Comments:

Density is fine.

- Distribution of heights

Comments:

7th floor at the centre of the scheme. Height to be justified but could be accommodated.

- Proximity to boundaries

Comments:

Set back distance 5-6 metres, with 4 storeys at the boundaries.

- Potential Impacts on Residential Amenity

Comments:

Siteworks need to be properly managed, especially trucks coming in and out of site. Construction management plan to include the allocation of space for wheel washing of the trucks. The small cottages are significantly set back from the development.

- Ground floor uses/ active street frontage/ streetscape character, adjacent commercial,
Comments:
Brick ages better, to use a few different tones. Could match the style of brick used by the local cottages.

- Unit mix including no. of 3-beds, unit mix in vicinity – Apt. guidelines/ CDP mix.
Comments:
Mix is low, should comply with 20% 3 bed as set out in the CDP. To provide a detailed unit mix in surrounding areas to justify the amount of 3 beds.

- Dual Aspect
Comments:
At 43-45% get to 50%

- Traffic Noise
Comments:
Noise model to be undertaken.

- Noise, odour, wind (e.g., portal and hill location), light & shadow impacts/ studies.
Comments:
Noise action plan needed including traffic noise, restaurant noise, air conditioning unit noise.
To assess if there is funnel wind effect through the site and how it impacts the residential space.
In regards to the archway wind, litter and antisocial behavior to be addressed. A wind report required. Example of archway in design statement.

- Impacts of restaurants. - refuse collection/ noise/ smells/set down areas
Comments:
Survey to be undertaken regarding how the smells from restaurants impact on the residential space.
Guideline documents on the website. Soft path analysis regarding refuse collection.

- Occasional market stalls proposed.
Comments:
Are the stalls permanently fixed? Market stalls can be in place 30 days a year. Need more info on stalls.

- Creche positioning and external area/ interface
Comments:
Railing, wall, and hedge to protect creche.
No specific set down area for creche proposed.
How will the creche space be managed? Is it accessible to the residents on the weekends?
Good sunlight in creche play area.

- Photomontages from Glenageary Avenue
Comments:
To be part of application. To show elevation at the interface to Lidl and also street views.
Could reconsider lead type roof.

- Public Lighting
Comments:
Not discussed.

- Ecology- Ecological Impact Assessment

Comments:

EIA to check from previous application.

Transportation

- Parking Ratio, location/ access & road(s)/ future changes interface

Comments:

6-year road objective from Wyattville. 6-year active travel upgrade. Footprint is set back from road. Traffic surveys required. Put demarcation line in drawings regarding any possible taking in charge. A cycle audit to be undertaken as part of a quality audit. Road safety audit proposed. Segregated cycle access discussed.

There are 6 year road objectives to the area to the north of the site, possible signalization of roundabout.

147 units with 85 car parking spaces in the basement. 0.55 ratio of car parking should be 1:1. Need to justify car parking ratio.

Development located in zone 2 need to justify car parking ratio in regard to Section 12.4.6 of the CDP.

Bike and cargo bike parking at ground and basement level.

- Universal access - Permeability through the site and connectivity

Comments:

No public access to the site where the creche is.

Good bus service in the area with the 7 and the 45a buses. Just a Bus pole at present which should be upgraded to a shelter.

Pedestrian walkway through site.

The active travel unit will be putting in a 2 – way lane on coastal side of the development over the coming 12- 18 months.

Spine link through the site.

Pedestrian walkway through site.

- Bin access and truck/ bin set-down, movements/ transfers etc.

Comments:

Travel plan required for the commercial aspects of the development. Loading bay on the avenue side.

Set down at block A for delivery trucks. Refuse store integrated at block A for easy collection

Glenageary avenue has 2 set down, loading bays.

Drainage

- Drainage, green roofs, nature-based drainage, wayleaves, Irish Water

Comments:

Limited details in report. Sizes of blue roofs to be shown. To use nature-based solutions where possible. Show what pavements are permeable. Need details of the tree pits. Would prefer that the surface water went down Sallynoggin Road instead of over to LIDL. 3-inch water main already there. The applicant said they have permission from LIDL. CV value set to 1. 50% blockage analysis to be included. Podium is a blue roof. Normal landscaping in proximity to trees where wayleaves would be prohibited. Soft landscaping to the south. Permeable paving with boundaries in private areas. Hard surfaces in public areas. Details needed about the amount of Suds features and permeable pavement. Storm water audit to be completed.

Housing

- Part V

Comments:

To contact housing. Would prefer to purchase units. 10% Part V on site.
Documentary evidence of ownership and duration of ownership required.

Parks

- Open space (including any trees to perimeter, and softening of hard landscaping) and informal etc. seating, separation between blocks, privacy, shadowing.

Comments:

Is the communal open space meaningful? How is it accessed from Block A?

Boundary treatments softening of the pedestrian walkway.

To refer to Chapter 12 of the CDP regarding design rational. There is an urban form. Hard landscaping techniques with planters throughout and softened boundaries.

Design lines to the north with the new roundabout design, showing crossing points to lights. Suds pits could be blocked by tree planting. Overshadowing to be considered when undertaking a planting plan.

There is access from Block A to the 5th floor roof space and partial access from Block B. Could try to connect the core to the 5th floor roof space. Soft landscaping on outside of development. The commercial aspect is located inwards and outwards. Planters could be similar to the ones in the Peoples Park Dun Laoghaire. Reduce hard surfacing. Northeast water main with wayleave a constraint. It might restrict larger trees. Can relocate surface water sewer. Sallynoggin Road tree planting welcome. Taking in charge discussion needed. Needs to be clear delineation of the taking in charge areas.

Boundary treatments to the LIDL side. Entry points are open. Universal access map to be provided. Are there visual impacts on the open space?

INTERNAL DEPARTMENTAL REPORTS

1. TRANSPORTATION PLANNING

Register Ref: PAC/LRD2/004/23

Development: Proposal for a mixed-use scheme comprising 147 no. residential units with associated residential amenity spaces, a childcare facility, public plaza, 7 no. commercial units and associated amenity spaces

Location: Site at Junction of Sallynoggin Road and Glenageary Avenue, Glenageary, Co. Dublin.

Applicant: Laura Brock, Brock McClure

Application type: PAC LRD

Planning Officer: Frances Horkan

Date received: 14/09/2023

Report

Description of Development:

The proposed development consists of the following elements:

- Construction of 147 no. residential apartment units (59 no. 1-bedroom units, 77 no. 2-bedroom (4 person units) 8 no. 2-bedroom (3-person units) and 3 no. 3-bedroom units)
- Commercial uses at ground floor level of Block A and B (c. 962 sqm) to include (2 no. restaurants in Block A (c. 528 sqm), (b) a retail – clothing unit (c. 142 sqm), retail - florist unit (c. 66 sqm), (d) pharmacy - retail unit (c. 126 sqm) and (e) hairdresser units (c. 100 sqm) all in Block B.
- Childcare facility (c. 263 sqm) with dedicated open space and children's play area (c. 36.1 sqm) at ground floor level of Block B.
- Occasional use of market stalls at the front of the public plaza at Glenageary Avenue.
- 80 No. car parking spaces at basement level
- 286 No. Cycle parking spaces including 14 No. cargo bike spaces.

Introduction

Where required, the applicant should be advised to consult with and reach agreement with the Transportation Planning Section on relevant Transportation Planning proposals for this site in advance of the final lodgment of a planning application.

Proposed Vehicular Access

Taking into consideration that the existing adjacent "Lidl" vehicular entrance is open to the public, and will allow vehicles to access the immediate vicinity proposed development in its current form, Transportation Planning consider that this existing vehicular access is the preferred location for the proposed vehicular access to the proposed development.

Noting that this arrangement would require consent from a third party landowner, the Applicant will be requested to either:

- i) Submit revised drawings and details which demonstrate this arrangement, with an accompanying letter of consent from the relevant landowner(s).

Or, in the absence that consent cannot be obtained for the above arrangements:

- ii) Submit written evidence which clearly demonstrates that consent for such an arrangement cannot be obtained i.e. a letter from the relevant landowner(s) which refuses consent to the proposal.

This item should be addressed.

Site Connectivity

Transportation Planning consider that full connectivity should be provided between the proposed site and the neighbouring Lidl site. The Applicant will be requested to demonstrate the extent of connectivity with the neighbouring site and potential pedestrian routes from Glenageary Avenue to the adjacent Lidl site.

In the event that an LRD application is submitted and a grant is to be considered, a condition will be recommended which requires unimpeded access across the two sites along the southwestern boundary.

This item should be addressed.

Cycle Parking Provision

The Applicant intends to provide a total of 286 No. cycle parking spaces at the proposed development.

48 No. cycle parking spaces are located at surface level, with a further 238 located within the proposed basement area.

It is noted that the proposed level of car parking provision has been reduced in line with the provisions of the DHLGH Design Standards for New Apartments - Guidelines for Planning Authorities (December 2020). Transportation Planning require that the level of cycle parking provision is also consistent with the same standard, with the proposed design to be in accordance with DLRCC's *Standards for Cycle Parking and associated Cycling Facilities for New Developments (January 2018)*.

Required and proposed cycle parking provision is demonstrated in the table below:

Unit Type	No. of Units	No. of Bedrooms	DLRCC Std.	DHLGH Std.	Proposed
1 bedroom	59	59	-----	-----	-----
2 bedroom	85	170	-----	-----	-----
3 bedroom	3	9	-----	-----	-----
Short Stay	-----	-----	29.4	73.5	-----
Long Stay	-----	-----	147	238	-----
Total	147	238	177	312	286

All basement cycle parking (with the exception of cargo bike provision) is shown as "stacked" cycle parking. Transportation Planning consider that the overall proportion and reliance of stacked cycle parking is excessive and as such, it is considered that the quality of proposed cycle parking arrangements across the site is substandard. It is considered that this substandard design does not adequately cater for the various types and abilities of users and as a result, will likely deter cyclists at the proposed development, and impact the uptake of active travel modes.

Accordingly, at a minimum, the DLRCC standard shall be satisfied by the provision of "Sheffield" type cycle parking, and all proposed cycle parking at the development over and above the required number outlined in DLRCC's *Standards for Cycle Parking and associated Cycling Facilities for New Developments (January 2018)* may be shown as "stacked".

Surface Level Cycle Parking

Cycle Parking at surface level has been demonstrated on the submitted drawings. The Applicant should demonstrate the provision of well-designed and incorporated cycle parking at surface level with a level of covered provision included. The required cycle parking should be incorporated into the proposed development in order to reduce clutter to the public areas and improve access and security to cycle parking spaces.

This item should be addressed.

Cycle Parking Access

Access to basement cycle parking proposed via a shared ramp to the basement. A 1:10 gradient is shown on the submitted drawings.

The basement access ramp gradient of 10% is excessive and renders it unsuitable for use by cyclists, especially cargo bike users.

Lifts are not recommended as primary access for cyclists since they are rarely large enough to permit an uninterrupted exit/entry for large numbers of cyclists at peak times. Where provided they should be capable of carrying a minimum of two cyclists accompanied by their bikes but with cognisance to be taken of likely demand. This should also allow non-cyclists e.g. parents accompanied by a pushchair and at least one other child, to share the lift with a cyclist and a bike. Where cycle lifts are proposed, alternative access/egress shall be provided in the event of lift failure or downtime during routine maintenance and/or built-in capacity created (i.e. 2 or more lifts).

Transportation Planning considers that, in addition to a required segregated basement ramp, a lift should be provided to the proposed basement cycle parking area in order to facilitate additional access for cyclists. Access to and from the lift, cycle parking area and surface level should be direct and legible with minimal obstructions such as doors etc.

In accordance with DLRCC's Standards for Cycle Parking and associated Cycling Facilities for New Developments – January 2018, any access ramps used by cyclists should not exceed 7%.

Deviation required to maintain balance at low speed on two wheels for such a gradient will likely result in the creation of a hazard for cyclists, as segregation has not been provided.

A segregated access to service basement cycle parking should be provided, with a minimum width of 1.75m and a maximum gradient of 1:14 (7%).

Revised basement layout drawings which demonstrate levels and gradients across the basement and car parking space/aisle with dimensions should be included as part of any application made. 2.4m high headroom is required for basement cyclist access.

The drawings shall show that the basement layout is in accordance with the requirements of the UK's Institution of Structural Engineers booklet entitled 'Design Recommendations for Multi Storey and Underground Car Park Fourth Edition' (2011) and any subsequent updates.

This item should be addressed.

Cycle Audit

The submitted cycle audit is noted. Transportation Planning consider that a revised cycle audit should be prepared and submitted which demonstrates, in plan format, how all the requirements of DLRCC's Standards for Cycle Parking and Associated Developments are met within the development, in accordance with Section 12.4.6.1 *Standards for New Development* of the current DLRCC County Development Plan.

This item should be addressed.

Car Parking Provision

A total of 83 No. car parking spaces are proposed to serve the entire proposed development.

Although the site location is shown to be in parking Zone 3, Transportation Planning consider that, in principle, the site is in a location which may be suited to a deviation from the prescribed car parking standards.

Rationale and justification for the proposed reduction and allocation (residential/non residential) of car parking should be clearly demonstrated as part of an application in accordance with the criteria outlined in Section 12.4.5.2 *Application of Standards (i) Assessment Criteria for Deviation from Car Parking Standards (set out in Table 12.5)*.

The provision of accessible parking spaces and electric vehicle charging points to the requirements of Section 12 of the current DLRCC County Development Plan shall also be clearly demonstrated on submitted drawings.

Submitted drawings should demonstrate the allocation of residential car parking where applicable e.g. visitor, car share etc.

This item should be addressed.

Non Residential Set-down/ Drop Off/Loading

The submitted drawings demonstrate the proposed provision of parking/loading bays.

The Applicant will be required to demonstrate access and egress arrangements for the proposed bays for vehicles entering and exiting Glenageary Avenue and accessing these spaces in a forward gear. Swept path turning arrangements for vehicles should be shown using AutoTurn or similar.

This item should be addressed.

Car Sharing/Cycle Sharing

Details of car sharing/cycle sharing schemes for the proposed development should be included as part of any application, with an accompanying letter of intent to supply these services from an established supplier.

This item should be addressed.

Cherrywood to Dun Laoghaire Strategic Route (R118, Wyatville Road to Glenageary Roundabout)

Table 5.3 of the current DLRCC County Development Plan includes a 6 Year Road Objective/Traffic Management/Active Travel Upgrade scheme for the R118, from Wyatville Road to Glenageary Roundabout.

Prior any further submission, the Applicant shall liaise with DLRCC in order to agree necessary requirements in order to ensure that the proposed development will not hinder

or conflict with any future proposals for the public realm improvement works associated with this 6 year objective.

This item should be addressed.

Bus Shelter

The Applicant will be requested to arrange for the replacement and upgrading of the existing bus stop (Stop 3205) to a bus shelter on Sallynoggin Road. The Applicant will be requested to liaise with DLRCC and the NTA in order to ascertain the required location/design of the required shelter prior to application.

This item should be addressed.

Taking in Charge

The Applicant will be requested to liaise with DLRCC in order to agree proposed areas to be taken in charge. Drawings which demonstrate areas to be taken in charge by DLRCC should be submitted as part of a future application.

This item should be addressed.

Quality Audit

A detailed Quality Audit which includes a Road Safety Audit, Access Audit, Cycle Audit, Walking Audit and DMURS Street Design Audit should be submitted. The independent Audit Team shall be approved by the Planning Authority (Transportation Planning Section) and all measures recommended by the Auditor shall be undertaken unless the Planning Authority approves any departure writing.

A feedback report should also be submitted responding to each of the items, together with detailed layout drawings showing the accepted design changes incorporated in the layout.

This item should be addressed.

Refuse Collection

The submitted autotrack analysis drawings by AECOM, Dated 10/01/2023, Dwg No. 60690914-ACM-01-00-DR-CE-10-0102 are noted.

The Applicant will be requested to demonstrate gradients and headroom associated with the refuse access point in order to ensure ease of access for large refuse vehicles. In the event that this access point is relocated, drawings which demonstrate this requirement for the relocated entrance should be submitted.

This item should be addressed.

Public Realm Improvement Works

The Applicant will be requested to liaise with the planning authority to agree all proposed and required works to the public realm in the vicinity of the site, including works to improve pedestrian and cyclist connectivity. Drawings which demonstrate the agreed changes shall be included as part of any final application. The drawings shall include:

- Junction tightening at Glenageary Avenue/Sallynoggin Road junction with appropriate tactile paving and raised entry treatment.
- Footpath connection to the existing signalised crossing on Sallynoggin Road from Glenageary Avenue to accommodate the existing pedestrian desire line.
- Desire line from proposed site across Glenageary Avenue to the existing signalised pedestrian crossing on R118 to the north east of the site to be catered for.

This item should be addressed.

Mobility Management Plan

The submitted Mobility Management Plan by AECOM, dated January 2023 is noted. Transportation Planning consider that this document should be updated to demonstrate measures, targets and recommendations for the proposed childcare facility/creche.

This item should be addressed.

Construction Management Plan

Section 7 of the submitted Traffic & Transport Assessment by AECOM dated January 2023 includes an outline Construction Management Plan.

The Applicant will be requested to ensure that the following details are addressed as part of a Standalone Construction Management Plan for the proposed development.

- a) How it is intended to avoid conflict between construction traffic/activities and traffic/road users, particularly pedestrians and cyclists, on public roads with site accesses and site perimeter public roads, during construction works.
- b) Full and comprehensive Traffic Management Plan, produced by a competent designer in accordance with Chapter 8 of the Traffic Signs Manual, including construction vehicular access to site in particular, to avoid conflict between construction traffic/activities and traffic/road users, particularly pedestrians and cyclists, on public roads with site accesses and site perimeter public roads and the surrounding public road network, during construction works.
- c) An access route to site for construction traffic/vehicles to be agreed with DLRCC Traffic Section, Municipal Services Department.
- d) How/where it is intended to provide a site compound including materials storage and staff welfare facilities.
- e) How it is intended to provide for site delivery vehicles manoeuvres, in that vehicles should enter and exit the site/compound/materials storage area in a forward gear.
- f) Where it is intended to provide for site staff car parking during construction in that it is not acceptable to have long term site staff car parking on the nearby public road network.
- g) How it is intended to provide suitable facilities for vehicle cleansing and wheel washing on site.
- h) Proposed measures to minimise/eliminate nuisance caused by noise and dust, proposed working hours and measures to minimise/prevent transfer of dirt to the public road with associated measures to clean the public roads / gullies etc in the vicinity of the site and continuing replacement of roads line markings resulting therefrom.
- i) A procedure for dealing with complaints from third parties arising from the construction process.

This item should be addressed.

Traffic and Transport Assessment

The submitted Traffic & Transport Assessment by AECOM dated January 2023 is noted. The report concludes that the proposed development would not negatively impact on the surrounding road network.

Transportation Planning consider that the following items should be addressed in advance of the final lodgement of a planning application:

1. In relation to the main vehicular access to the proposed development, the Applicant will be requested to submit the following:

- i) Revised drawings and details which demonstrate the relocation of the proposed vehicular entrance via the existing Lidl vehicular entrance off Sallynoggin Road with an accompanying letter of consent from the relevant landowner(s).

Or, in the absence that consent cannot be obtained for the above arrangement:

- ii) Written evidence which clearly demonstrates that consent for such an arrangement cannot be obtained i.e. a letter from the relevant landowner(s) which refuses consent to the proposal.

2. In relation to connectivity across the proposed development, the Applicant will be requested to demonstrate the extent of connectivity with the neighbouring site and potential pedestrian routes from Glenageary Avenue to the adjacent Lidl site.

3. The Applicant shall submit revised drawings and details which demonstrate that cycle parking provision and design shall be in accordance with Section 3 & Section 4 of DLRCC's *Standards for Cycle Parking and associated Cycling Facilities for New Developments (January 2018)*. Stacked cycling parking is **not** recommended, and the preferred type of cycle parking stand is the Sheffield cycle stand. Accordingly, at a minimum, the DLRCC standard shall be satisfied, and all proposed cycle parking at the development over and above the required number outlined in DLRCC's *Standards for Cycle Parking and associated Cycling Facilities for New Developments (January 2018)* may be shown as "stacked". In determining recommended space for bicycle parking a footprint of 2m x 1m is required for 2 standard bicycles parked at 1 Sheffield stand in accordance with the DLRCC standard. A portion of visitor parking shall also be provided at surface level in order to encourage use and improve natural surveillance levels. The Applicant should also demonstrate the provision of well designed cycle parking at surface level including a level of covered provision. The required cycle parking should also be incorporated into the proposed blocks in order to reduce clutter to the public areas and improve access and security to cycle parking spaces.

4. The Applicant shall submit a revised basement layout which provides adequate access for cyclists accessing the basement in accordance with the requirements outlined in DLRCC's '*Standards for Cycle Parking and associated Cycling Facilities for New Developments – January 2018*'. A segregated access to service basement cycle parking should be provided, with a minimum width of 1.75m and a maximum gradient of 1:14 (7%). In addition to a required segregated basement ramp, a lift should be provided to the proposed basement cycle parking area in order to facilitate additional access for cyclists. Access to and from the lift, cycle parking area and surface level should be direct and legible with minimal obstructions such as doors etc.

Revised basement layout drawings which demonstrate levels and gradients across the basement and car parking space/aisle with dimensions should be included as part of any application made. 2.4m high headroom is required for basement cyclist access.

The drawings shall show that the basement layout is in accordance with the requirements of the UK's Institution of Structural Engineers booklet entitled 'Design Recommendations

for Multi Storey and Underground Car Park Fourth Edition' (2011) and any subsequent updates.

5. The Applicant shall liaise with the planning authority to agree all proposed and required works to the public realm in the vicinity of the site, including works to improve pedestrian and cyclist connectivity. Drawings which demonstrate the agreed changes shall be included as part of any final application. The drawings shall include:

- Junction tightening at Glenageary Avenue/Sallynoggin Road junction with appropriate tactile paving and raised entry treatment.
- Footpath connection to the existing signalised crossing on Sallynoggin Road from Glenageary Avenue to accommodate the existing pedestrian desire line.
- Desire line from proposed site across Glenageary Avenue to the existing signalised pedestrian crossing on R118 to the north east of the site to be catered for.

6. The Applicant shall submit a revised cycle audit which demonstrates, in plan format, how all the requirements of DLRCC's Standards for Cycle Parking and Associated Developments are met within the development, in accordance with Section 12.4.6.1 *Standards for New Development* of the current DLRCC County Development Plan.

7. The Applicant shall submit drawings and details which demonstrate the proposed rationale and justification for the proposed reduction and allocation (residential/non residential) of car parking at the proposed development. The rationale and justification for the proposed deviation should be clearly demonstrated as part of an application in accordance with the criteria outlined in Section 12.4.5.2 *Application of Standards (i) Assessment Criteria for Deviation from Car Parking Standards (set out in Table 12.5)*. Submitted drawings should demonstrate the allocation of residential car parking where applicable e.g. visitor, car share, electric vehicle, accessible spaces etc.

8. The Applicant will be requested to submit revised drawings and details which demonstrate arrangements for the following

- for non-residential/residential deliveries,
- set-down,
- creche drop off etc.
- Any arrangements which employ dual use of on-site/off-site parking should be clearly outlined.
- 3 No. loading bays in accordance with Section 12.4.5.7 of the current DLRCC County Development Plan 2022-2028.

9. The Applicant shall submit details of car sharing/cycle sharing schemes for the proposed development, with an accompanying letter of intent to supply these services from an established supplier.

10. The Applicant shall liaise with DLRCC in order to agree necessary requirements in order to ensure that the proposed development will not hinder or conflict with any future proposals for the public realm improvement works associated with the *Cherrywood to Dun Laoghaire Strategic Route (R118, Wyatville Road to Glenageary Roundabout) 6 year Road Objective/Traffic Management/Active Travel Upgrade*.

11. The Applicant shall liaise with DLRCC and the NTA in order to ascertain the required location/design of the required shelter prior to application will be requested to arrange for the replacement and upgrading of the existing bus stop (Stop 3205) to a bus shelter on Sallynoggin Road.

12. The Applicant shall liaise with DLRCC in order to agree proposed areas to be taken in charge. Drawings which demonstrate areas to be taken in charge by DLRCC should be submitted as part of a future application.

13. The Applicant shall submit a detailed Quality Audit which includes a Road Safety Audit, Access Audit, Cycle Audit, Walking Audit and DMURS Street Design Audit. The independent Audit Team shall be approved by the Planning Authority (Transportation Planning Section) and all measures recommended by the Auditor shall be undertaken unless the Planning Authority approves any departure writing.

A feedback report should also be submitted responding to each of the items, together with detailed layout drawings showing the accepted design changes incorporated in the layout.

14. The Applicant shall submit revised drawings and details which clearly demonstrate gradients and headroom associated with the refuse access point in order to ensure ease of access for large refuse vehicles.

15. The Applicant shall liaise with the planning authority to agree all proposed and required works to the public realm in the vicinity of the site, including works to improve pedestrian and cyclists connectivity. Drawings which demonstrate the agreed changes shall be included as part of any final application.

16. The Applicant shall submit a revised Mobility Management Plan which has been updated to demonstrate measures, targets and recommendations for the proposed childcare facility/creche.

17. The Applicant shall submit a revised standalone Construction Management plan which ensures that the following details are addressed as part of a Standalone Construction Management Plan for the proposed development.

- a) How it is intended to avoid conflict between construction traffic/activities and traffic/road users, particularly pedestrians and cyclists, on public roads with site accesses and site perimeter public roads, during construction works.
- b) Full and comprehensive Traffic Management Plan, produced by a competent designer in accordance with Chapter 8 of the Traffic Signs Manual, including construction vehicular access to site in particular, to avoid conflict between construction traffic/activities and traffic/road users, particularly pedestrians and cyclists, on public roads with site accesses and site perimeter public roads and the surrounding public road network, during construction works.
- c) An access route to site for construction traffic/vehicles to be agreed with DLRCC Traffic Section, Municipal Services Department.
- d) How/where it is intended to provide a site compound including materials storage and staff welfare facilities.
- e) How it is intended to provide for site delivery vehicles manoeuvres, in that vehicles should enter and exit the site/compound/materials storage area in a forward gear.
- f) Where it is intended to provide for site staff car parking during construction in that it is not acceptable to have long term site staff car parking on the nearby public road network.
- g) How it is intended to provide suitable facilities for vehicle cleansing and wheel washing on site.
- h) Proposed measures to minimise/eliminate nuisance caused by noise and dust, proposed working hours and measures to minimise/prevent transfer of dirt to the public road with associated measures to clean the public roads / gullies etc in the vicinity of the site and continuing replacement of roads line markings resulting therefrom.
- i) A procedure for dealing with complaints from third parties arising from the construction process.

j) Details into surface permit in terms of temporary road closures/diversions that may be required for crane lifting & concrete pouring activities, hoarding license (it is not acceptable to close a public footpath for hoarding without approval from the local authority, road opening license that may impact the local road network.

**Tom Kilbride Executive Engineer
Transportation Planning Section**

17 October 2023

2.DRAINAGE PLANNING

From: DLR Municipal Services,
Drainage Planning,
Level 3,
County Hall.

Re: **PAC/LRD2/004/2**

Site Location: Junction of Sallynoggin Road & Glenageary Ave., Glenageary, Co Dublin

Lodged: 14th September 2023

Drainage Planning Report Date: 29th September 2023

Drainage Planning report

Introduction

The applicant should be advised to consult with and reach agreement with the Drainage Planning Section of Municipal Services on surface water drainage proposals for this site in advance of the final lodgment of a planning application.

Surface Water Drainage

1. As standard, the applicant is requested to ensure that all surface water design proposals are in accordance with the requirements of Appendix 7: Sustainable Drainage System Measures of the County Development Plan 2022-2028.
2. As standard, the applicant is requested to ensure that the proposed surface water design is in accordance with County Development Plan 2022-2028 Section 10.2.2.6 Policy Objective EI4: Sustainable Drainage Systems, such that the proposal meets the requirements of the Greater Dublin Strategic Drainage Study (GDSDS) policies in relation to Sustainable Drainage Systems (SuDS). The design must incorporate SuDS measures appropriate to the scale of the proposed development such as green roofs, bioretention areas, permeable paving, rainwater harvesting, swales, etc. that minimise flows to the public drainage system and maximises local infiltration potential.
3. The applicant has indicated storage volumes of 160m³ in an attenuation tank and further storage in the blue roof, equating to 133.59m³. AECOM's drawing "Proposed SuDS Layout" (520) does not clearly show the volume of storage provided in the blue podium area in the centre of the site, nor is it set out in the report. The podium roof area shows a storage volume of XXm³. As set out in the Appendix G of the Infrastructure Report, the storage volume should be in the region of 385m³. The applicant is requested to clearly set out the total storage volume provided on site both on the drawings and in the report. It is not clear from the surface water network calculations provided within this submission that the roofs have been adequately analysed. Full details of the analysis carried out, with appropriate representation of the blue roof, the various flow restrictions, details of overflows and locations of down pipes should be provided.
4. The discharge rate for the site shall be limited to QBAR (calculated using site specific data) or 2l/s/ha, whichever is greater, subject to the orifice size of the flow control device not being less than 50mm in diameter. The applicant is requested to ensure that appropriate SAAR and SOIL values are chosen and should note that QBAR should be calculated for the net area contributing to surface water drainage network not the gross area of the site (i.e. red line boundary). Any landscaped areas that will not contribute to the surface water system should be excluded from discharge and attenuation volume calculations. The Surface Water Analysis appears

to show a total area of 0.328ha compared to the 0.63ha used in the QBAR calculation. The applicant is requested to comment on the discrepancy and ensure consistency throughout.

5. The applicant has proposed to connect into the surface water system in the Lidl property. Due to capacity issues downstream on the combined network, the applicant is requested to take a public surface water sewer out of the site and connect into the surface water sewer to the south of the Lidl site. This is to allow for proper planning and sustainable development. The applicant has indicated a potential clash does not permit this move, however no evidence is shown to support this. The applicant is requested to provide the external sewer or provide appropriate details as to why this can not be done. In addition, the sewer located within the site should also be removed and diverted as appropriate. The applicant should liaise with Drainage Planning on this issue prior to a full application being lodged.
6. As standard, the applicant is requested to ensure that a penstock is provided in the flow control device chamber and that the flow control device provided does not have a bypass door. The applicant shall also ensure a silt trap is being provided in the flow control device chamber.
7. As standard, the applicant is requested to ensure that any changes to parking and hardstanding areas shall be constructed in accordance with the recommendations of the Greater Dublin Strategic Drainage Study for sustainable urban drainage systems (SuDS) i.e. permeable surfacing, and in accordance with Section 12.4.8.3 Driveways/Hardstanding Areas of the County Development Plan 2022-2028. Appropriate measures shall be included to prevent runoff from driveways entering onto the public realm as required. Where unbound material is proposed for driveway, parking or hardstanding areas, it shall be contained in such a way to ensure that it does not transfer on to the public road or footpath on road safety grounds.
8. The applicant has proposed to use their own run-off rates for areas contributing to the proposed surface water drainage network. The applicant has correctly used a CV value of 1. The applicant is requested to use a run-off rate for the landscaped areas which is reflective of the Soil Type for the site.
9. As standard, the applicant is requested to ensure that the proposed development meets the requirements of Appendix 7.2: Green Roof Policy of the County Development Plan 2022-2028, such that all developments with a total roof area greater than 300 square metres include a green roof (note that the percentage coverage required depends on the type of green roof proposed). The applicant is requested to demonstrate by calculation and by representation on a drawing that the proposed green roof extents are in accordance with the Council's Green Roof policy. The applicant is also requested provide details of maintenance access to the green roofs and should note that, in the absence of a stairwell type access to the roof, provision should be made for alternative maintenance and access arrangements such as external mobile access that will be centrally managed. A detailed cross section of the proposed build-up of the green roof should be provided, including dimensions. The applicant should demonstrate that the green roof is designed in accordance with BS EN 12056-3:2000 and The SuDS Manual (CIRIA C753).
10. As standard, the applicant is requested to submit supporting standard details, including cross-sections and long-sections, and commentary that demonstrates that all proposed SuDS measures have been designed in accordance with the recommendations of CIRIA C753 (The SuDS manual).

11. As standard, the applicant is requested to submit long-sections of the surface water drainage system, clearly labelling cover levels, invert levels, pipe gradients and pipe diameters.
12. The applicant has provided a drawing showing the interception proposals for the site, with the exception of Roof 1. Prior to lodging for planning, the applicant is requested to further detail the interception proposals for Roof 1 to ensure compliance with GDSDS requirements. It is also unclear of the drainage arrangements at the southern end of the site. The applicant should note that over-provision in one location does not compensate for under provision elsewhere.
13. As standard, the applicant is requested to include in the final submission, the fully dimensioned plans and sections of the attenuation storage system. All relevant inlet and outlet levels, dimensioned clearances between other utilities, and actual depths of cover to the tank shall be provided. The applicant shall include confirmation from the chosen manufacturer of the storage system that the specific model chosen, with the depth of cover being provided, has the required load bearing capacity to support the loading that may imposed upon it.
14. As standard, the applicant is requested to include in the final submission, the fully dimensioned plans and sections of the attenuation storage system. All relevant inlet and outlet levels, dimensioned clearances between other utilities, and actual depths of cover to the tank shall be provided. The applicant shall include confirmation from the chosen manufacturer of the storage system that the specific model chosen, with the depth of cover being provided, has the required load bearing capacity to support the loading that may imposed upon it.
15. As standard, the applicant is requested to confirm that a utilities clash check has been carried out ensuring all utilities' vertical and horizontal separation distances can be provided throughout the scheme. The applicant should demonstrate this with cross-sections at critical locations such as junctions, site thresholds and connection points to public utilities. Minimum separation distances shall be in accordance with applicable Codes of Practice.
16. As standard, the applicant is requested to ensure that a Stage 1 Stormwater Audit is carried out for the development. In accordance with the Stormwater Audit policy, the audit shall be forwarded to DLRCC prior to lodging the planning application. All recommendations shall be complied with, unless agreed in writing otherwise with DLRCC.

Site Specific Flood Risk Assessment

1. As standard, the applicant is requested to ensure that the proposed development and the Site-Specific Flood Risk Assessment (SSFRA) is carried out in accordance with the requirements of Appendix 15 (Strategic Flood Risk Assessment) of the 2022 -2028 County Development Plan.
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3.PARKS AND LANDSCAPES

From: Deirdre O’Riordan,
Parks
Superintendent,
Parks Department
To: Frances Horkan,
Development
Management Area
Planner, Planning
Department
Date: 21/09/2023
Our Ref: EM 13414
Re: PAC/LRD2/004/23

Comments:

- In terms of quantitative assessment, the proposed public and communal open spaces seem sufficient in area, but a drawing should be lodged to show the areas of public and communal open space each in square meters, and also as the percentages they comprise of the overall site area.
- In terms of qualitative matters, landscape design & placemaking appears overall generally good, with S and SW (south and south-westerly) aspects to the open spaces, for good light levels. The landscape design rationale document by Park Hood is appreciated, however, it did not address the following matters and no detailed landscape proposals were submitted, but will be required. Thus:
 - a. The applicant needs to demonstrate how the residents/users of Block A will access the proposed communal open space between Blocks B and C.
 - b. The Core should connect more easily to the 5th floor roof garden, as there is only partial access to roof garden from Block B currently and this needs to be demonstrated.
 - c. The walkway/plaza/market strip between Blocks A and B should generally have more planting incorporated and a softening of the north-western front/boundary along Block B (with more planting) with less hard surfacing. Planters used should be similar to those used on the Parks Department-designed raised Metals area outside the Peoples Park, Dún Laoghaire (opposite the Baths and leading to Teddys).
 - d. Two road crossings with raised tables for pedestrians/cyclists should be included along the northeastern side of the development on the narrow Glenageary Avenue (that leads to the An Post depot and some existing housing), to connect the interface of this development with the green area across the road and to allow for easy pedestrian movement between the two open spaces. The more easterly road crossing should align with the crossing at the traffic lights on Sally Glen Road (R118) to the Spar and other shops etc. This will connect the interface of this development with the green area across the road, will allow for easier pedestrian movement between the two open spaces and will tie the two open spaces together, which would be better long-term for the use and amount of open space in the area. Additionally, the open space nearest the roundabout could be developed more in the future which would enhance *this* development.
 - e. As the creche play area is located within the communal open space, clarity is required on whether it will be locked up or accessible to residents during the week and also at the weekends and who would manage the creche-whether it would be only privately accessible to users of the creche or accessible to residents generally.

- f. The boundary treatment to the Lidl side should show more detail. It appears that trees proposed here are in planters placed on top of air vents proposed to vent the underground carparking. Trees in planters here would be limited in growth and this will not be desirable.
- g. Proposed SuDS pits could conflict with tree pits. Landscape plans should show how these interact and avoid conflict with detailed drawings and cross-sections. Tree pits could be incorporated into the Suds scheme.
- h. Confirmation is required as to whether the Northeast water main has been relocated to allow for large trees on the periphery of the site for good proportionality with buildings.
- i. The proposed trees along Northwest of Block A on Sallynoggin Road and to the Northeast of the site should be specified as large trees to provide good scale and proportionality relative to the building scale and height of 6 storeys at this location.
- j. Large trees like *Quercus cerris* and *Tilia tomentosa* appear acceptable, but the applicant should clarify how *Quercus cerris* will be imported or purchased, due to the current rule that no Oak trees can be imported into Ireland at the moment due to Processionary Moth disease (given that these proposed Oak trees would be much larger than 8cm girth). Possibly, Holm Oak (*Quercus ilex*) evergreen trees along the street front of Lidl should be continued to the northwest of the proposed development along Sallynoggin Road.
- k. The proposed seven-storey buildings could cast a lot of shade on proposed trees. The landscape architects are to investigate and confirm that proposed tree species proposed can tolerate the inevitable shade and also traffic pollution and salty wind.
- l. A drawing specific only to open spaces and proposed future maintenance responsibilities of proposed open spaces is required (re: Management company versus desired Taking-in-charge by DLR Council Parks Department).
- m. A universal access map is to be provided.

Thus, the following detailed landscape plans should be submitted to address all of these points a to m above:

- Detailed Landscape plans - with cross- sections at various locations across the site in both orientations - showing in detail all external spaces, level changes, including play spaces, and proposed lighting, boundary treatments, along with any small structures and other hard and soft landscape elements and universal access, in detail.
- A detailed Planting Plan and Planting Schedule stating species/varieties, indicative quantities, sizes of trees and plants, rootball presentation and spacings and showing where each proposed individual tree species would be located i.e. to be specific and similarly about all other proposed planting. Planting mixes were indicatively shown in the Landscape Design Rationale, but these need to be specified out and should include a diverse range of species/varieties/cultivars and a diversity of forms and plant sizes (trees to be mostly semi-matures with some multi-stems etc.); using both native and exotic species and pollinator-friendly native species (in accordance with the All-Ireland Pollinator Plan 2021-2025), all designed to provide vegetation that is visually-appealing, bio-diverse, and easily managed. Trees along the outer boundaries and in the central open space should be planted large and also with an ultimate large size, to balance out the scale of the proposed buildings, as mentioned above.
- A Detailed Hard Landscape plan showing details on proposed paving, boundary treatments, seating, kerbs, edges, surfaces, lighting, surfacing of play area

including natural play area in the communal open space along with detailed proposed boundary fencing for the formal play area, and showing civil engineering elements (e.g. retaining structures, SuDS basins and other drainage infrastructure as referred to in the design rationale, existing and proposed underground utilities, services that may affect the landscape scheme) including the two road crossings/ raised tables as mentioned in detail above in point d.

Signed: Deirdre O’Riordan,
Executive Parks Superintendent

Endorsed by: _____
Ruairí Ó Dúlaing, Senior Parks Superintendent