Planning Report &
Statement of Consistency

Large Scale Residential Development at:

43-50 Dolphin's Barn Street,
Dublin 8.

On behalf of

The Iveagh Trust

March 2025

Brock McClure
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1 EXECUTIVE SUMMARY

A summary of the main points of this report are set out below (emphasis added in bold):

Subject Site:

- The subject site is located within an inner-city area of Dublin City, at 43 – 50 Dolphins Barn Street. It is a prime underutilised infill site extending to approximately 0.358ha with existing buildings range in height from 2 – 4 storeys.
- The site includes an existing vacant industrial unit, which makes up the primary central area of the site and is bounded on all sides by the rear of the vacant buildings along Dolphins Barn Street, and the rear of residential gardens at Rueben Street and Emerald Square.
- The area surrounding the site features a variety of services, facilities and amenities. The site's location in an inner-city area means that it benefits from a significant range of employment hubs and social infrastructure. These include civic, cultural, community, healthcare, and recreational facilities. There are also a number of schools, childcare facilities, and other educational services in the surrounding area.
- The site is well served by a number of public transport services, including both Luas and bus routes, in addition to GoCar and Bleeper Bike services. The eastern boundary of the site is also located along a proposed Bus Connects route on the R110 - Dolphin's Barn Road, which currently provides 2 no. bus stops within approximately within a short walking distance of the subject site (approx. 1-minute walk). The subject site is also proximate to the Fatima Luas red line station, which is within c. 600m walking distance of the site. There are also a number of cycle paths adjacent to the site, particularly along the R110 – Dolphin's Barn Street (directly to the east the site) and the R11 – Parnell Road, which is the Canal Way Cycle Route (currently subject to improvement works).

The Proposal:

- A total of 119 no. residential apartment units are proposed as follows: 70 no. 1-beds, 2 no. 2-beds (3 person) and 47 no. 2-beds (4 person) units within a single apartment block ranging in height from 4-9 storey.
- The residential units proposed are of exceptional quality, with layouts designed to provide high levels of amenity. Careful attention has been given to the protection of the existing levels of amenity afforded to the surrounding properties.
- A community hub space is provided at ground floor level fronting Dolphins Barn Street, which will be managed by The Iveagh Trust. As suggested by DCC's Arts Officers, Ray Yates and Sínead Connolly, these hubs will provide for, and host, a range of activities and be booked by arts organisations for classes, information events and demos, as well as used by the residents of the proposed residential element of the development. The applicant has engaged in ongoing correspondence with the DCC Arts Department regarding this space and its potential end user once the building is constructed.
- Variation in building height along with a mix of residential units, and the provision of high quality communal outdoor amenity spaces provide **a rich living environment close to a host of facilities within this urban location on the fringe of Dublin City Centre within the Canal Belt.**
- The subject site currently faces the blight of vacant and derelict properties and if not addressed, will negatively impact the surrounding areas and communities living in them. Replacing the vacant derelict buildings on the site with a new high quality apartment scheme represents a positive gain for the community in Dolphins Barn. This shall restore the subject site back into use to support increased footfall and encourage revitalization of the street and contributing towards bringing vibrancy back to the Dolphin's Barn community.

- The provision of resident amenity through two separate community hubs, in conjunction with the layout of the ground floor level and the aesthetic of the wider scheme, serves to provide an appropriate interface between the subject development along Dolphin's Barn Road and the immediate adjoining public realm by providing vibrancy to the vacant streetscape.
- The scheme responds to its context through the provision of a gradual increase in height from the prevailing contextual height to transition to increased development height between 4 to 9 storeys with a stepped approach to create a variety and visual interest and to comply with DCC's cumulative Height Strategy. **The element of increased height will define a strong urban edge to Dolphin's Barn Street, an important corridor to and from the core of the city centre.** The proposed height, scale and massing is considered appropriate to the characteristics of the existing topography and surroundings on this urban site.
- The proposed development with its active frontage presented by the extensive community hub space along Dolphin's Barn Street creates a welcoming pedestrian environment, active public realm and further develops the sites relationship with the existing shops and services on Dolphin's barn Street and Cork Street.
- The subject proposal is plan-led and has been designed for The Iveagh Trust, an Approved Housing Body (AHB), to provide social housing. The proposal will transform the currently underutilized site within and surrounding the development site to create a quality environment, whilst providing housing for people who cannot afford to pay private sector rents or buy their own homes. **The vision for the project scheme is to create a unique sense of place with a strong community identity characterised by the ground floor community hubs, which will act as prominent focal point set within the area.**
- Given the location of the development on a small urban infill site, and that the end user will be an Approved Housing body, public open space shall not be provided. However, the proposal includes external communal open space areas at ground level, in addition to internal and external cycle storage space.
- Appropriate levels of car parking will be provided to cater for the operational requirements of the approved housing body. **A ratio of 0.13 spaces per unit is considered appropriate given the site's proximity to public transport and local amenities/services and the proposal's full compliance with bicycle parking requirements. This provision is based on 15 car parking spaces for 119 residential units and the community hub, split 13 no. for the residential element including 1 no. car sharing space, and 2 no. for the community hub including 1 no. accessible space.** It is submitted that the quantum of parking proposed will strike a balance with encouraging public transport and bicycle use, supporting such policies of Dublin City Council.
- The scheme proposed strives to maximise the use of the site whilst providing an appropriate scale, massing and unit mix on site.

Planning Context:

- The proposal fulfils the objective of the **'Z4 - *Key Urban Villages/Urban Villages'* zoning *"to provide for and improve mixed-services facilities".*** The subject proposal for residential development provides community uses at ground floor level. All of the uses proposed are permitted in principle under this zoning objective.
- **The proximity of the site to public transport and local amenities and services means the site is opportunely located to provide for higher residential density and additional height in compliance with the national policy mandate.**

The proposal is in accordance with the relevant statutory documents and there is appropriate planning context for this proposal. Furthermore, the proposed heights and density for this scheme are well founded in the context of national planning policy.

2 INTRODUCTION

We, Brock McClure Planning and Development Consultants, 63 York Road, Dun Laoghaire, Co. Dublin, have prepared this Planning Report and Statement of Consistency on behalf of our client, **The Iveagh Trust,** for a Large-Scale Residential Development proposal on lands located at **43-50 Dolphin's Barn Street, Dublin 8** on a site extending to 0.358ha.

This report is intended to specify the rationale behind the subject proposal; to identify consistency and compliance with the relevant national planning policy guidelines under Section 28 of the Planning and Development Act (as amended), and with local statutory planning policy in the form of the Dublin City Development Plan 2022-2028; and to provide a detailed description of the proposal for the benefit of Dublin City Council.

The overall proposal related to a Large-scale Residential Development (LRD) of 119 no. residential units. a community facility at ground floor level and associated communal open spaces.

We wish to highlight from the outset, that our client is committed to working with the Planning Authority to deliver a scheme that is appropriate to the site and the surrounding context along Dolphin's Barn Street. The Planning Authority is aware of The Iveagh Trust's commitment to delivering a high-quality residential development for use as social housing as evidenced in the pre-planning meetings.

The proposal reflects the following feedback received:

- Section 247 pre-planning consultation carried out between the project design team and Dublin City Council's Planning Department on the 23rd of May 2024.

- Section 32B Meeting held with the Planning authority on the 29th of August 2024 and subsequent Section 32B Opinion prepared by the Planning Authority, issued electronically by email and hard copies posted on the 25th of September 2024.

The proposal is in accordance with the relevant statutory documents and there is appropriate planning context for this proposal.

The residential units proposed are of exceptional quality, with high amenity layouts, connections to public transport and car and bicycle parking facilities. Careful attention has been given to the protection of the existing levels of amenity afforded to the surrounding properties in the design of this scheme.

We ask the Planning Authority to consider these points in their review and trust that they will have regard to the fact that the delivery of quality residential development is a key focus of the government policy mandate at present and that the current proposal will be well received on this basis.

The Planning Authority is now invited to review the contents of this submission and accompanying documentation to consider the proposal on its merits and in line with the relevant statutory policy context.

We confirm that this application for a Large-Scale Residential Development is made in the form of 1 digital copy, as required.

2.1 Applicant and Design Team

Our client, Real Estate Acquisitions and Sales Limited, has appointed an experienced design team to prepare a large-scale residential planning application comprising the following consultants:

- Brock McClure Planning and Development Consultants
- C+W O'Brien – Architects
- Murray & Associates – Landscape Architect
- JJ Campbell & Associates - Consulting Engineers

- EDP – Engineering Consultants
- JBA – Engineering
- Chris Shackleton Consulting – Sunlight & Daylight
- Stephen Reid – Traffic and Transport Consultants
- Enviroguide – Ecology
- 3D Design Bureau – 3D Studio

The various inputs from the design team are referenced where relevant within this report. We confirm that the following reports are included herewith to enable a comprehensive assessment of the scheme:

Deliverable:	**Responsibility:**
Cover Letter (including full list of stage 3 inputs) LRD Form 19 Stage 3 Report & Statement of Consistency (including response to DCC Opinion comments, details of consultation that have taken place with DCC, details of use of community hub & Statement of Response to DCC LRD Opinion) Development Description Community and Social Infrastructure Audit Lifecycle Report Community Safety Strategy Site Notice Newspaper Notice LRD Website DCC Planning Application Form (generated on portal)	Brock McClure Consultants
Letter of Consent	Majick Hour Dublin City Council
Full Architectural Drawing Pack (Including Taking in Charge details if required) Schedule of Accommodation Housing Quality Assessment Site Statistics Sheet Architectural Design Statement	C+W O'Brien Architects
Full Landscape Drawing Pack & Register Landscape Design Statement	Murray & Associates
Full Civils Drawing Pack Infrastructure Report including capacity of planned infrastructure to serve the development, impact of the proposal on planned/ existing infrastructure and any proposals to provide for other services infrastructure (including cabling and broadband provision) Engineering Services Report (including details of wastewater service proposals) Confirmation of Feasibility from Irish Water Construction Management Plan Construction Demolition Waste Management Plan Statement of Design Acceptance form Irish Water	JJ Campbell Consulting Engineers
Operational Waste Management Plan	AWN Consulting

Utilities Infrastructure Report	Environmental Design Partnership
Flood Risk Assessment	JBA
Daylight and Sunlight Assessment	Chris Shackleton Consulting
Traffic and Transport Assessment Mobility Management Plan/ Travel Plan Road Safety Audit	Stephen Reid Consulting
AA Screening Report Ecological Impact Assessment Bat Survey Invasive Plant Species Survey	Enviroguide
Biodiversity Enhancement Plan	ENV/MA
Architectural Heritage - Statement of Significance of buildings Memo	MESH
Climate Action and Energy Statement (Including District Heating) Public Lighting Drawings/ Lighting Report	EDP - Environmental Design Partnership
CGI/ Verified View Photomontages	3D Design Bureau

2.2 Context for the lodgement of this Submission

Following the receipt of the LRD Opinion from the Dublin City County Council under, it was concluded that :

> *"In accordance with Section 32D (a) and (b) of the LRD Act, the applicant is hereby notified that the documentation submitted in relation to the following issues **did not constitute a reasonable basis** on which to make an application."*

This application pack now addresses the points raised by Dublin City Council included within the issued LRD Opinion. A Statement of Response to the LRD Opinion is submitted as part of this Planning Pack as a standalone report.

2.2.1 Digital Copies

We specifically confirm that:

- 1 digital copy of all material has been issued to the Planning Authority of Dublin City Council through the E-Planning Portal.

2.2.2 Website

We confirm that a digital copy of all material is also available to view at the following website:

- www.dolphinsbarnstreetlrd.ie

2.2.3 Compliance with Planning Regulations

We confirm that prior to lodging this planning application, all relevant drawings were screened by this office with reference to the Planning & Development Regulations, 2001(as amended) and are consistent with the spirit and intent of same.

In accordance with article 22(2) (a) of S. I. No. 685 of 2006, a copy of the newspaper notices and the site notice accompanies this planning application.

In accordance with article 22(2)(b) and (d) of S. I. No. 685 of 2006 this planning application is accompanied by a site location map of sufficient size, prepared by CWOB and clearly identifies, at an appropriate scale the lands which are the subject of this application outlined in red.

In accordance with article 22(2)(b) of S. I. No. 685 of 2006 the approximate location of the 6 no. Site Notices erected is identified on the Site Location Map.

In accordance with article 19(1)(b) of S. I. No. 685 of 2006 the Site Notice has been printed on indelible ink on a white background.

In accordance with article 23(1)(a) of S. I. No. 685 of 2006 the lands which are the subject of this application are outlined in red on the enclosed Site Layout Plan at 1:500 scale prepared by CWOB.

In accordance with article 23(1)(f) of S. I. No. 685 of 2006 plans and drawings of elevations and sections indicate in figures the principal dimensions (including overall height) of any proposed structure.

In accordance with article 23(1)(g) of S. I. No. 685 of 2006 all OS mapping is appropriately identified.

In accordance with article 23(1)(h) of S. I. No. 685 of 2006 the north point is indicated on all relevant maps and plans.

3 PRE-PLANNING MEETINGS WITH DUBLIN CITY COUNCIL

The evolution of the scheme has been brought about following engagement between the applicant's design team and the Planning Authority. The applicant and design team formally engaged in preliminary discussions with the Planning Authority on the 23rd of May 2024, presenting a draft outline of the proposed development under Reference LRD6060/24-S2.

Comments from the Section 247 pre-planning meeting with Dublin City Council representatives present at the meeting were considered and the design team prepared an updated proposal based on the feedback received, which was lodged under Section 32B of the Planning and Development Act 2000 (as amended).

A subsequent LRD Meeting was held with the Planning Authority on the 29th of August 2024. The Planning Authority then issued an Opinion on the 25th of September 2024.

All matters raised by the Planning Authority have, where possible, been addressed in the proposal now submitted. Where the Applicant has deviated in terms of a difference of opinion with the Planning Authority, there is a clear rationale in support of the proposal in terms of adherence to national policy.

The comments received from DCC at the LRD meeting and the applicants' responses to same are outlined in the accompanying Statement of Response to the LRD Opinion Report lodged as part of this planning application pack. We refer the Planning Authority to this document for more information.

3.1 S247 and S32B Pre-Planning Proposals

The proposals submitted at S.247 and S.32 B stages are summarised below in Table 1, which sets out the key development statistics presented at Stage 1 – S247 and Stage 2 - S32B to the Planning Authority:

Development Parameter	Proposal at S247 Stage	Proposal at S32B Stage	DCC REQUIREMENT
Application Site	**0.332ha**	**0.332ha**	**N/A**
No. of residential units	120 no. units • 1 Bed units: 3 no (2.5 %) • 1 Bed units + 10%: 65 no (54.16 %) • 2 Bed units: 39 no (32.5 %) • 2 Bed units + 10%: 13 no (10.83%)	**120 no. units** • 69 no. 1 bed units + 10% (57.5%) • 2 no. 2 bed units (3 person) (1.7%) • 41 no. 2 bed (4 person) (34.2%) • 8 no. 2 bed (4 person) (10%)	**Section 15.9.1 of CDP** Subject site is in the Liberties Sub-City Area, which includes following unit mix: • A minimum of 15% 3 or more-bedroom units; and • A maximum of 25%-30% 1 bedroom/studio units. (allows for relaxation of unit mix for social housing needs and infill schemes) **Sustainable Urban Housing: Design Standards for New Apartments (July 2023)** 50% one bedroom or studio type units (with no more than 20-25% of the total proposed development as studios) & no minimum requirement for apartments with 3 or more bedrooms unless specified in a HNDA
Density	361 units per ha	**361 units per ha**	**Height Strategy (appendix 3)** Increased height supported along public transport corridors & SDRA's

			Proposals must demonstrate compliance with the performance criteria **Sustainable Urban Housing: Design Standards for New Apartments (July 2023)** Central and/or Accessible Urban Locations: Subject to higher density development **Sustainable Residential Development and Compact Settlement Guidelines** City – Centre range 100 dph to 300 dph (net). Densities that exceed 300 dph (net) are open for consideration on a plan-led basis only and where the opportunity for densities and building heights that are greater than prevailing densities and building height is identified in a relevant statutory plan
Plot Ratio	3.15	**3.17**	1.5-3.0
Site Coverage	36%	**33%**	50-60%
Communal Open Space	Total 797.77 sqm (sensory surface, play area & secret garden)	**Total 759 sqm**	External Communal Amenity Space Required – 700 sqm
Public Open Space	N/A – Approved Housing Body	**N/A – Approved Housing Body**	Residential Development in the existing built-up area: Z4 zoning 10%
Resident Amenity Space/ Communal Facilities	487.62 sqm: (2 no. community hubs: 349.72 sqm + 91.42 sqm) (lobby & foyer – 42.61 sqm) (parcel room – 3.87 sqm)	**2 no. community hubs = 462.6 sqm** **Lobby & Foyer (including post boces) = 45.7 sqm**	Encouraged to provide for internal communal facilities for use by residents - include laundry rooms, community or meeting rooms, management offices, co – working spaces etc.
Height	4-9 Storeys	**4-9 Storeys**	**Height Strategy (appendix 3)** SDRA 15 Liberties and Newmarket Square support's 6-8 storeys
Residential Floor Area	10,477	**10,523 sqm**	N/A
Dual Aspect	Dual Aspect – 51 units or 43% Light Achieved from two Aspects – 55 units (40%) Single Aspect 14 no. apartments (12%)	**Dual Aspect – 51 units or 43%** Light Achieved from two Aspects: 55 Units (40%) Single Aspect: 14 Units (12%)	33% dual aspect units in central and / or accessible urban locations
Car Parking	16 no. spaces (including 1 no. accessible space = 5%) Note: All car parking spaces are associated with the community hub area at ground floor level, which will be operated by the Approved Housing Body	**16 no. car parking spaces** • 10 no. standard spaces (residents), • 1 no. disabled space (residents), • 1 no. car sharing space (residents),	**Parking zone 1:** Max 0.5 per dwelling

		• 3 no. standard spaces (community hub use), and • 1 no. accessible/disabled space (community hub use).	
Motorbike parking spaces	N/A	**N/A**	Minimum of 4 or more spaces per 100 car parking spaces
Cycle Parking	232 no. spaces	**Total – 240 bicycle parking spaces** • 172 no. secure bicycle parking spaces for residents, • 60 no. visitor bicycle parking spaces, • 2 no. community hub long stay bicycle parking spaces • 6 no. community hub short stay bicycle	Long Stay: 1 space per unit (192 / 1 space per unit = 192) Short Stay: 1 space per 5 units (192 / 5 = 38.4) Total = 230.40
Access	Vehicular, pedestrian & cycle access from Dolphin's Barn Street	**Vehicular, pedestrian & cycle access from Dolphin's Barn Street**	**Appendix 5** Service Delivery and Access Strategy required for site specific circumstances to demonstrate adequate access and ability to service site
Bin Storage	Residential Bin Storage for residential use (46.59 sqm). Accessed within site, adjacent to community hub.	**Bin Storage area provided at ground floor level:** • **Comm. & Res. Bin Store – 45.13 sqm.** **Accessed within site, adjacent to community hub.**	**Sustainable Urban Housing: Design Standards for New Apartments (July 2023)** Refuse facilities shall be accessible to each apartment stair/lift core
Demolition	All existing structures	**All existing structures**	N/A
Part V	N/A – for an Approved Housing Body	**N/A – for an Approved Housing Body**	10 % for social and affordable homes
Commercial Units	N/A – for an Approved Housing Body	**N/A – for an Approved Housing Body**	**N/A**
Basement	N/A	**N/A**	**N/A**

Table 1 - Comparative Table of LRD Proposal submitted at S247 & S32B Stage

3.2 Pre-Planning Conclusion

Feedback from Dublin City Council has been closely considered in the design of the proposal. We trust that the final proposal submitted addresses the concerns raised by the Planning Authority at the Section 247 Meeting and subsequent LRD Meeting and Opinion.

In this regard it is submitted that the residential development as proposed has evolved to be a high-quality development completely adherent to local and national standards and guidelines and fully in accordance with the proper planning and sustainable development of the area. An outline of the final proposed development is now provided to Dublin City Council in the table below, which compares key development statistics of the now proposed development to the versions of the scheme presented to Dublin City Council at S. 247 and S. 32B stages:

Development Parameter	**Proposal at S247 Stage**	**Proposal at S32B Stage**	**Proposal now submitted at LRD Application Stage**
Application Site	0.332ha	0.332ha	**0.358ha**
No. of residential units	120 no. units • 1 Bed units: 3 no (2.5 %) • 1 Bed units + 10%: 65 no (54.16 %) • 2 Bed units: 39 no (32.5 %) • 2 Bed units + 10%: 13 no (10.83%)	120 no. units • 69 no. 1 bed units + 10% (57.5%) • 2 no. 2 bed units (3 person) (1.7%) • 41 no. 2 bed (4 person) (34.2%) • 8 no. 2 bed (4 person) (10%)	**119 no. units** • 6 no. 1 bed units (5.0%) • 64 no. 1 bed units + 10% (53.8%) • 2 no. 2 bed units (3 person) (1.7%) • 35 no. 2 bed (4 person) (29.4%) • 12 no. 2 bed (4 person) + 10% (10.1%)
Density	361 units per ha	361 units per ha	**332 units per ha**
Plot Ratio	3.15	3.17	**2.92**
Site Coverage	36%	33%	**33%**
Communal Open Space	Total 797.77 sqm (sensory surface, play area & secret garden)	Total 759 sqm	**Total 707 sqm**
Public Open Space	N/A – Approved Housing Body	N/A – Approved Housing Body	**N/A – Approved Housing Body**
Resident Amenity Space/ Communal Facilities	487.62 sqm: (2 no. community hubs: 349.72 sqm + 91.42 sqm) (lobby & foyer – 42.61 sqm) (parcel room – 3.87 sqm)	2 no. community hubs = 462.6 sqm Lobby & Foyer (including post boxes) = 45.7 sqm	**2 no. community hubs = 523 sqm** **Lobby & Foyer (including post boxes) = 56.8 sqm**
Height	4-9 Storeys	4-9 Storeys	**1-9 Storeys**
Residential Floor Area	10,477	10,523 sqm	**10,467 sqm**
Dual Aspect	Dual Aspect – 51 units or 43%	Dual Aspect – 51 units or 43%	**Dual Aspect – 51 units or 43%**
Car Parking	16 no. spaces Note: All car parking spaces are associated with the community hub area at ground floor level, which will be	16 no. car parking spaces 10 no. standard spaces (residents),	**15 no. car parking spaces** 12 no. standard spaces for residents 1 no. car sharing space for residents.

	operated by the Approved Housing Body	• 1 no. disabled space (residents), • 1 no. car sharing space (residents), • 3 no. standard spaces (community hub use), and • 1 no. accessible/disabled space (community hub use).	1 no. standard space for community hub. 1 no. designated accessible space for community hub.
Motorbike parking spaces	N/A	N/A	**N/A** – It is considered that any motorists using motorcycles will be permitted to use the standard size parking spaces provided.
Cycle Parking	232 no. spaces	Total – 240 bicycle parking spaces • 172 no. secure bicycle parking spaces for residents, • 60 no. visitor bicycle parking spaces, • 2 no. community hub long stay bicycle parking spaces • 6 no. community hub short stay bicycle	**Total – 240 bicycle parking spaces** • 172 no. secure bicycle parking spaces for residents, • 60 no. visitor bicycle parking spaces, • 2 no. community hub long stay bicycle parking spaces • 6 no. community hub short stay bicycle
Access	Vehicular, pedestrian & cycle access from Dolphin's Barn Street	Vehicular, pedestrian & cycle access from Dolphin's Barn Street	**Vehicular, pedestrian & cycle access from Dolphin's Barn Street**
Bin Storage	Residential Bin Storage for residential use (46.59 sqm). Accessed within site, adjacent to community hub.	Bin Storage area provided at ground floor level: • Comm. & Res. Bin Store – 45.13 sqm. Accessed within site, adjacent to community hub.	**Bin Storage area provided at ground floor level:** • **Comm. & Res. Bin Store – 12.7 sq.m and 66.7 sq.m** **Accessed within site, adjacent to community hub.**
Demolition	All existing structures	All existing structures	**All existing structures**
Part V	N/A – for an Approved Housing Body	N/A – for an Approved Housing Body	**N/A – for an Approved Housing Body**
Commercial Units	N/A – for an Approved Housing Body	N/A – for an Approved Housing Body	**N/A – for an Approved Housing Body. Community Hub space provided along the entire ground floor area of the scheme fronting Dolphins Barn Street.**
Basement	N/A	N/A	**N/A**

Table 2 - Comparative Table of LRD Proposal submitted at S247, S32B and the final LRD stage

4 SITE CONTEXT

4.1 Subject Site

The site subject of this planning application extends to approximately 0.358ha (0.82 acre) and is located at 43 – 50 Dolphins Barn Street, including the existing vacant industrial unit to the rear of these units.



Figure 1 – Aerial Map with subject site outlined in Red

The existing buildings at 43-50 Dolphins Barn Street range in height from 2 – 4 storey and are currently vacant. The industrial unit to the rear of these buildings is also a vacant unit.

The vacant industrial unit on the site is served by an entrance at the southern end of the overall site from Dolphins Barn Street. The industrial unit can also be accessed via an entrance point through the building at no. 50 Dolphins Barn Street. The industrial unit on the site makes up the primary central area of the site and is bounded on all sides by the rear of the vacant buildings along Dolphins Barn Street, and the rear of residential gardens at Rueben Street and Emerald Square.

The Coombe Hospital is located to the east of the subject site, across Dolphins Barn Street. Emerald Square, a residential cul-de- sac road, is located to the immediate north of the site.

Reuben St, a residential road which connects Dolphins Barn Street to James's Walk and the LUAS stop at Fatima, is located to the south and west of the site.

Nos 51, 51a and 52 Dolphins Barn Street are to the north, before the junction to Emerald Square. Nos 1-7 Poole Terrace front Dolphins Barn Street to the south and the imposing block C of a development known as Earl's Court, max 12 stories, forms the junction between Dolphins Barn Street and Ruben St to the south.

The South Circular Road is a short distance further south, approximately 90 metres from the subject site.

4.2 Surrounding Context

The area surrounding the site features a variety of services, facilities, and amenities within 500 metres as illustrated on figure 2 below. The subject site is located in an area with an established and significant range of employment hubs and social infrastructure.



Figure 2 – Context map

The site's location in an inner-city area means that it benefits from a significant range of social infrastructure, including civic, cultural, community, healthcare, and recreational facilities. There are also a number of schools, childcare facilities, and other educational services in the surrounding area. Considering this, the proposed development will support these existing facilities and will not put undue pressure on existing infrastructure.

4.3 Public Transportation Infrastructure

As illustrated in Figure 3, the site is located in close proximity to a number of public transport services, including both Luas and bus routes, in addition to GoCar and Bleeper Bike services as discussed below.

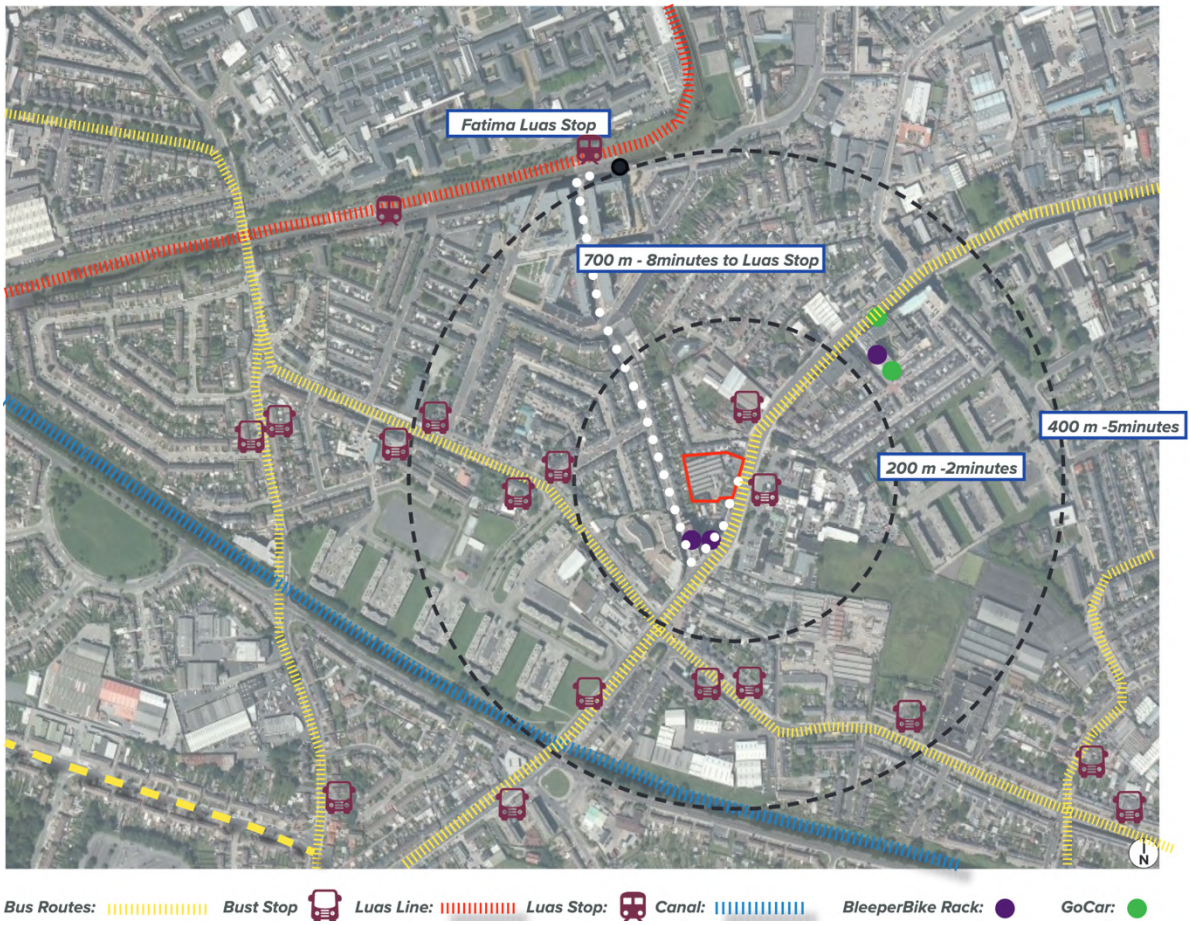


Figure 3 – Extract from C + W O'Brien Connectivity Map

4.3.1 Bus Service

The site is located along a proposed Bus Connects route on the R110 - Dolphin's Barn Road, which currently provides 2 no. bus stops within approximately within a short walking distance of the subject site.

The eastern boundary of the site is located approximately 25m (1-minute walk) from the nearest bus stop on the R110 (Dolphin's Barn Road), Coombe Hospital Stop 2094, which is served by Dublin Bus Service Nos. 27, 56a, 74, 77a and 151. There is also another bus stop located along the R110 further north of the site approximately 90 m (1/2-minute walk), which provides the same bus routes offered outside the Coombe Hospital in the opposite direction.

Further south of the site, there is a bus stop located on South Circular Road, Dolphin's Barn Church Stop 1382, which is served by Dublin Bus Service Nos. 68, 68a and 122.

These services operate during peak hours, every 10/15/20/30 minutes, and provides connections to the following nearby urban centres:

- Route 27 Jobstown - Clare Hall,
- Route 56a Ringsend Road - Tallaght,
- Route 74 Dundrum Luas Station - Eden Quay,
- Route 77a Ringsend Road – Citywest,
- Route 151 Docklands (East Road) – Foxborough (Balgaddy Road),
- Route 68/a Newcastle/Greenogue Business Park – Hawkins Street, and
- Route 122 Drimnagh Road – Ashington.

The site is also located on the proposed Bus Connects route from Greenhills to the City Centre with spine/branch routes, orbital routes and other city bound routes proximate to the subject site (outlined by yellow star):

- Spine/Branch Routes
    - D1 (Foxborough – Clongriffin Station),
    - D2 (Citywest – Clarehall),
    - D3 (Deansrath – Clongriffin),
    - D4 (Ellensborough – Santry), and
    - D5 (Tallaght – Blunden Drive).

- Orbital Routes
    - S2 (Sean Moore Road).

- Other City Bound Routes
    - 74 (already in operation).

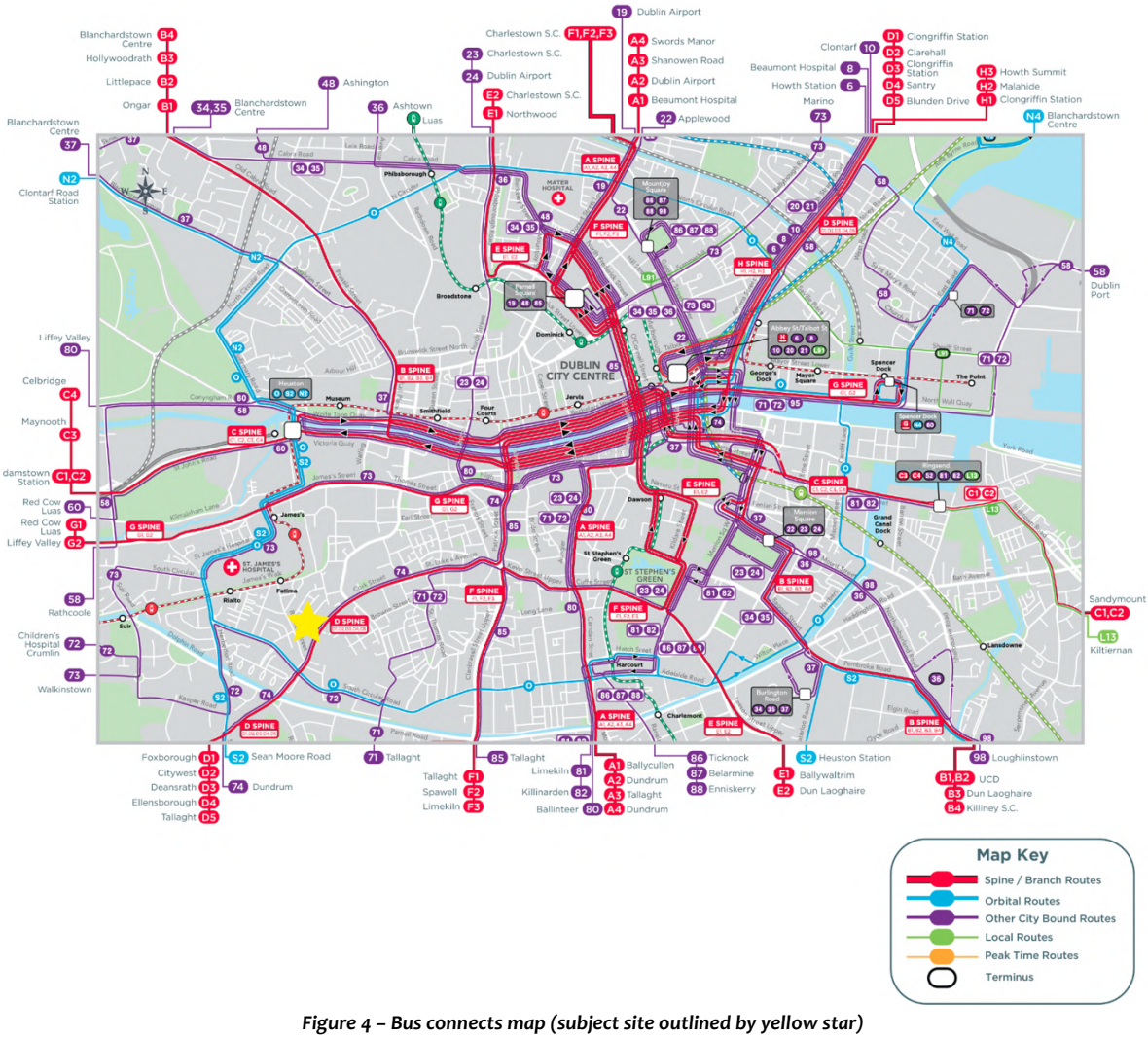


Figure 4 – Bus connects map (subject site outlined by yellow star)

Therefore, the site is considered to be a highly accessible location, suitable for the provision of additional residential units and increased building heights, particularly considering both the Building Height Guidelines and the Compact Settlement Guidelines (January 2024) support such for developments that have good public transport accessibility, with high capacity, frequent services, and good links to other modes of transport.

The subject development will not impact on the delivery of any planned BusConnects upgrades along Dolphins Barn Street.

4.3.2 Luas Service

The subject site is also proximate to the Fatima Luas red line station, which is within c. 600m walking distance of the site. This station provides access to Connolly Station and The Point - East and Saggart - West. This forms part of the wider Luas network throughout the Greater Dublin Area and links the site directly to Dublin City Centre and the Green Luas line, as set out in the following figure.

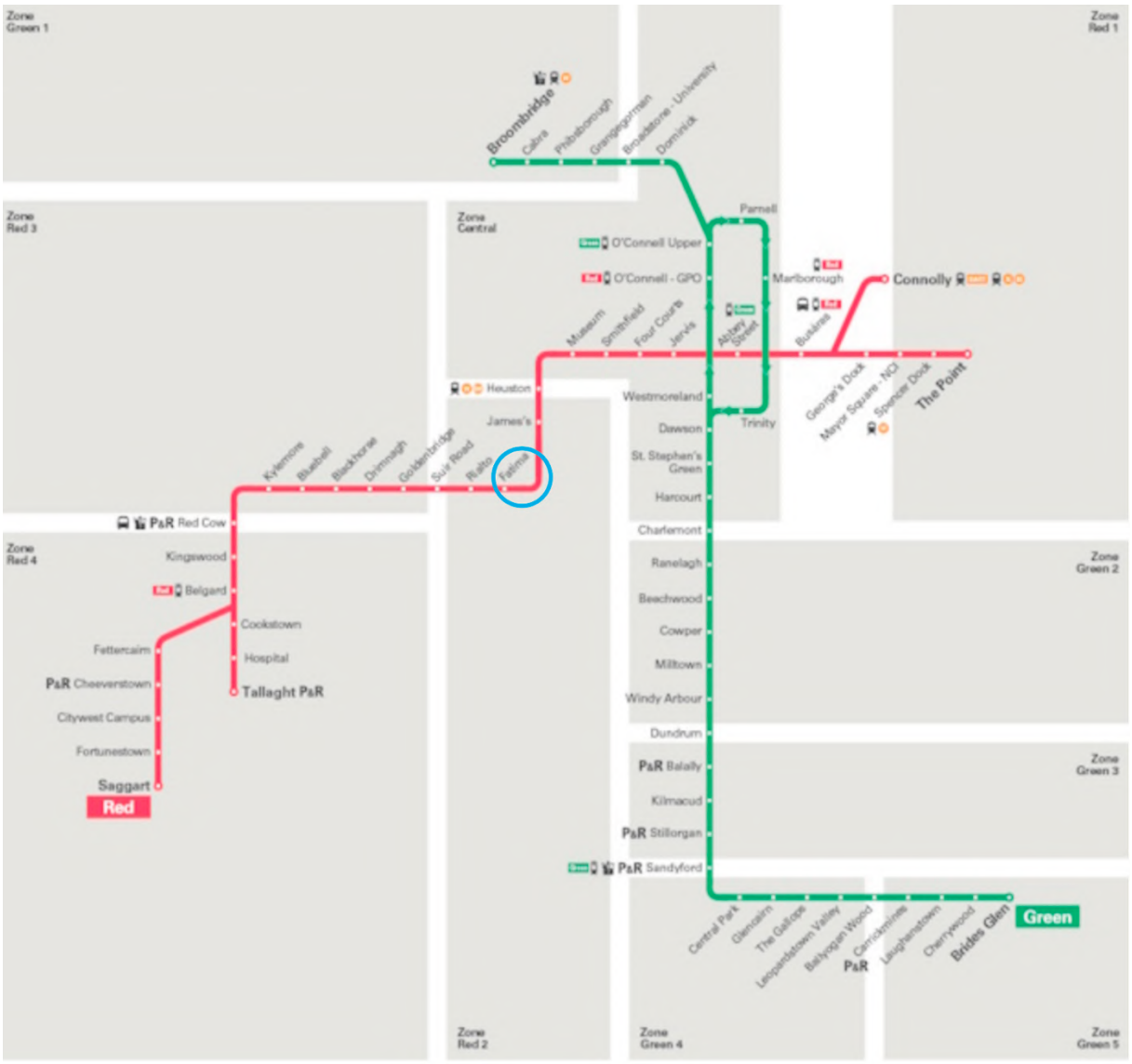


Figure 5 – Luas map (Fatima Luas station outlined in blue)

The frequency of the Luas Red Line at the Fatima Station is shown in the tables below:

Period	Westbound			Period	Eastbound		
	Min	Avg	Max		Min	Avg	Max
05:51-07:00	20	20	20	05:56-07:00	4	7	20
07:00-10:00	3	4	15	07:00-10:00	3	4	6
10:00-16:00	4	4	7	10:00-16:00	4	4	6

16:00-19:00	3	4	6	**16:00-19:00**	**4**	**4**	**6**
19:00-00:51	5	9	15	**19:00-00:27**	**4**	**11**	**15**

Table 3 – Fatima Luas frequency (Monday-Friday)

Period	**Westbound**			**Period**	**Eastbound**		
	Min	**Avg**	**Max**		**Min**	**Avg**	**Max**
06:52-10:00	6	11	20	**06:56-10:00**	**3**	**9**	**20**
10:00-16:00	6	6	7	**10:00-16:00**	**6**	**6**	**7**
16:00-19:00	6	6	7	**16:00-19:00**	**5**	**6**	**10**
19:00-00:52	4	10	15	**19:00-00:26**	**10**	**11**	**15**

Table 4 – Fatima Luas frequency (Saturday)

Period	**Westbound**			**Period**	**Eastbound**		
	Min	**Avg**	**Max**		**Min**	**Avg**	**Max**
07:22-12:00	10	14	20	**07:26-12:00**	**6**	**12**	**20**
12:00-19:00	4	8	11	**12:00-19:00**	**5**	**9**	**11**
19:00-23:52	5	10	12	**19:00-23:26**	**10**	**11**	**12**

Table 5 – Fatima Luas frequency (Sunday & Bank Holidays)

The LUAS provides frequent high capacity services to and from the City Centre.

4.3.3 Cycling and Walking

Local cycle facilities within DCC currently consist of Radial and Orbital Cycle Routes, which span most of the county. The radial routes mainly service west-east movements, while the orbital routes service east-west movements. There are a number of cycle paths adjacent to the site, particularly along the R110 – Dolphin's Barn Street (directly to the east the site) and the R11 – Parnell Road, which is the Canal Way Cycle Route (currently subject to improvement works).

<u>Grand Canal Pedestrian & Cycle Safety Improvements</u>

The Grand Canal Cycle & Pedestrian Safety Improvements Project is part of the Dublin City Council (DCC) core active travel network. It is funded by the National Transport Authority (NTA). It will improve walking and cycling facilities and provide safe crossings along a 3.8km route that extends from Dolphin Road at the junction with Slievenamon Road, to Grand Parade at the junction with Leeson Street.

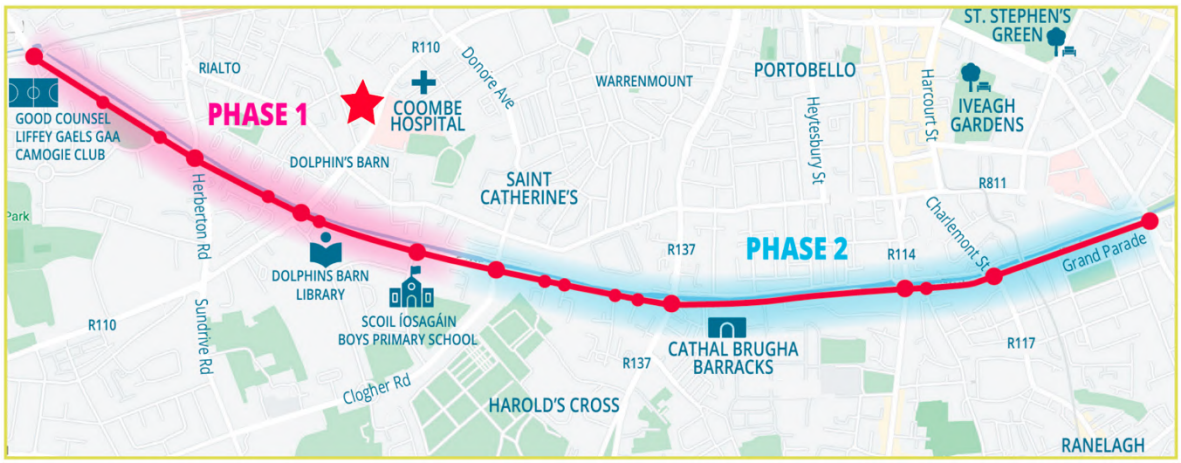


Figure 6– Grand Canal Pedestrian & Cycle Safety Improvements Project (subject site outlined by red star)

It is noted that the Grand Canal Pedestrian and Cycle Safety Improvement Projects is currently 60% complete and has been temporarily paused since May 2023. When this project was paused upgrade works had been substantially completed at three of the six major junctions. These are;

- Herberton Road
- Clogher Road
- Harolds Cross

In addition to works at major junctions, footpath build outs had also been completed at a number of minor junctions including;

- Slievenamon Road,
- Dolphin Road,
- Herberton Drive,
- Aughavannagh Road and,
- Greenmount Lane.

It is the intention of Dublin City Council to complete all outstanding works related to the Grand Canal Pedestrian & Cycle Safety Improvements Project as originally planned. A process of retendering for the remaining works has commenced and it is envisaged that works will recommence imminently.

It's noted that Herberton Road Dolphin Road Junction (approx. 760m from the subject site) will be upgraded to include traffic light controlled pedestrian crossings on all four sides.

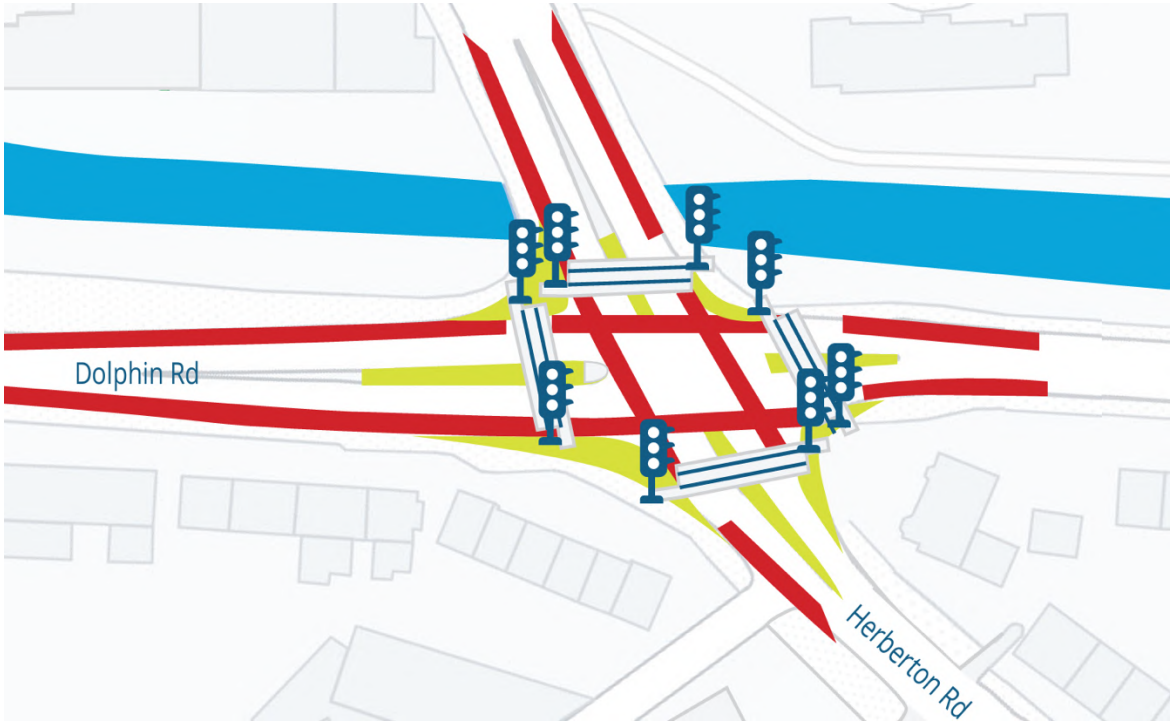


Figure 7– Herberton Road Dolphin Road Junctions proposed upgrades

It should be noted that these upgrade works will improve walking and cycling infrastructure in the immediate vicinity, which will significantly improve accessibility for this development.

5 PLANNING HISTORY

There is an extensive planning history for the subject site, which has been given consideration in the design of the scheme. An overview of previous applications on the subject site and in the area surrounding the site that are considered relevant to the subject application are now presented below:

5.1 Subject Site

Reg. Ref. 3853/17

Permission was sought by Majick Hour Limited on the 14th of September 2017 and as originally proposed, the development was described as:

- The demolition of former factory building and buildings which front onto Dolphins Barn Street (43-50) which have a total floor area of 3,243.5 sq m and the construction of a part 4 to part 7 storey residential / retail building to Dolphin's Barn St, stepping down to 3 storeys to the rear, over basement, total floor area of 13,150 sq m; comprising basement and part ground floor car park, part ground floor retail & 70 no. apartments (41 x 1 bed, 29 x 2 bed (23 dual aspect)) as build to let accommodation, from first to sixth floor levels.
- Balconies to be provided for the residential apartments on the eastern, western, southern, and northern elevations.
- Provision of 67 no. car parking spaces at basement level & 18 no. car parking spaces and 80 bike spaces at ground floor.

The development was revised in response to a further information request on 9 points (received on the 10th of November 2017):

- Re single aspect units on the northern elevations, Departmental Guidelines indicate that apartments with such aspects should only be permitted where the units overlook a substantial amenity space. In this regard you are advised that the planning authority (PA) consider that 25% of units with a northern single aspect represents an overconcentration of same. Requested to reduce.
- Daylight and sunlight analysis to demonstrate how both the proposed communal open space and apartment units can comply with and exceed minimum BRE Guidelines.
- Buy to rent should seek to create a residential community with distinctive resident experiences and character and should typically be backed up with a 24-7 management of concierge services to manage the housing project and deal with matters arising. Please revise.
- Buy to rent should be carefully designed taking account of additional facilities such as centrally managed family rooms which can be booked for social occasions etc. it is considered that the communal internal space provided is insufficient to provide such communal facilities. Please revise.
- The entrance lobby areas are of insufficient size to accord with the stated provisions of the Plan which seeks to provide entrances and lobbies which are spacious and welcoming. Please revise.
- Access arrangements to car parking areas within the development raise concerns regarding safety due to conflict between vehicles and potential queuing on the public road. Reconsider these arrangements / proposed layouts.
- The layout of access/egress from Dolphin's Barn Street appears to prioritise vehicles over pedestrians. As this crosses an existing footpath the applicant shall submit further details regarding levels, materials, signage and lining etc. Priority should be given to pedestrians.
- Submit drawings which clearly identify the full impact on pay and display car parking.
- Consider the potential for servicing to occur internally within the site. Provide details of the frequency and type of service vehicles.

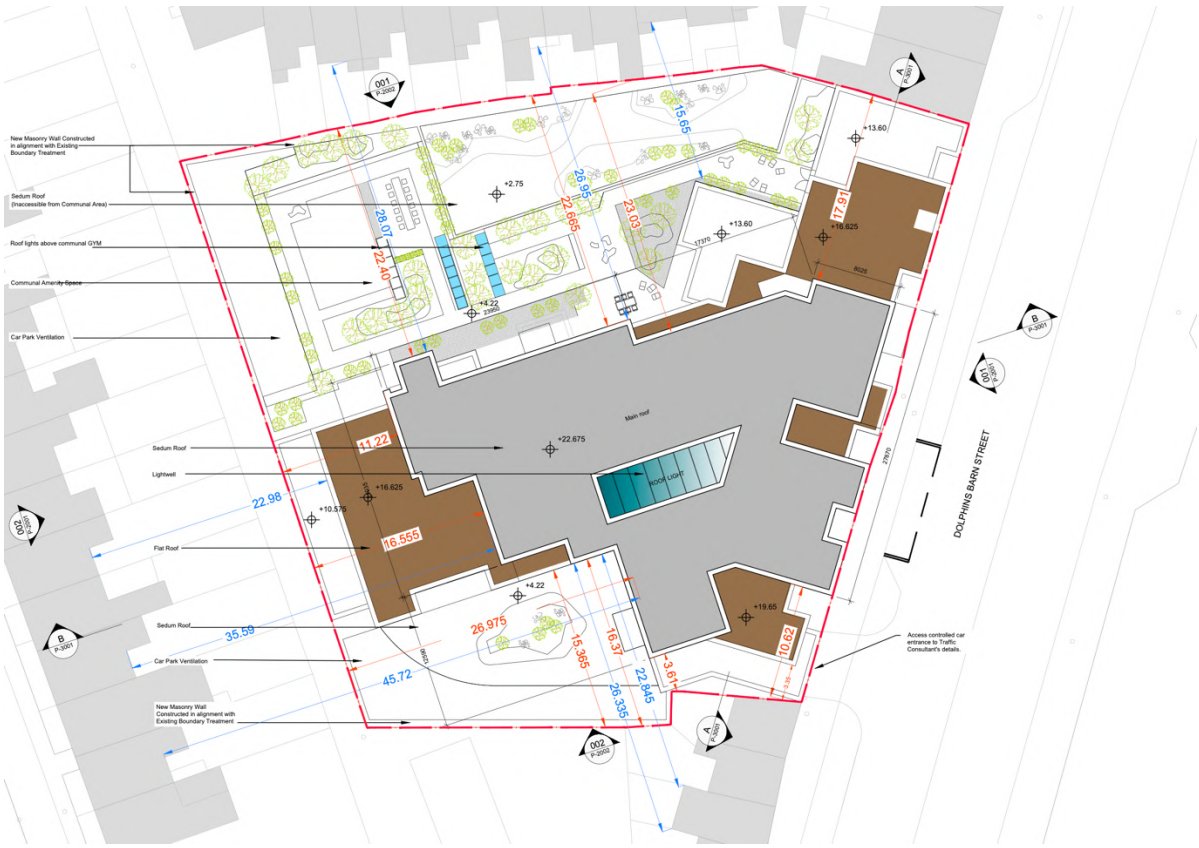


Figure 8 - Proposed Site Layout (submitted at FI stage)

The main amendments comprised:

- A significant reduction in the area at basement level from an area which occupied most of the site and required secant piled walls, to a small plant area near the centre of the site;
- A reduction in retail area;
- Provision of a gym and other communal areas and an ESB substation together with additional bicycle parking;
- An amended vehicular access layout at ground level;
- Alterations to the proposed building layout at floors 2-7 provide an increase in dual aspect apartments and a decrease in single aspect north facing apartments, together with an increase in communal spaces.
- The amendments involve a decrease in retail area from 1405m2 to 1135m2 and the absence of basement storage and servicing, car parking is reduced from 85 spaces to 20 spaces, and bicycle parking is increased from 80 spaces to 144 spaces.

The amendments involved a decrease in retail area from 1405m2 to 1135m2 and the absence of basement storage and servicing, car parking is reduced from 85 spaces to 20 spaces, and bicycle parking is increased from 80 spaces to 144 spaces.

Dublin City Council decided to **GRANT** planning permission on 27 June 2018 subject to 25 no. conditions.

Two third-party appeals were submitted to An Bord Pleanála on the 25th of July 2018 (ABP-302149-18). Following this, An Bord Pleanála **GRANTED** permission on 24 October 2018, subject to 22 no. conditions.

Reg. Ref SHD0030/21

The development lodged under SHD0030/21 was previously awaiting a decision. However, the applicant has since withdrawn this SHD application to facilitate the lodgement of this LRD.

It is noted that permission was sought by the same applicant Majick Hour Limited on the 21st of December 2021 for a similar scheme proposed to that granted under Reg. Ref. 3853/17. However, the development initially proposed was revised to include additional residential units, and the proposal was submitted as a Strategic Housing Development (SHD) scheme, considering the scheme proposed 100 plus units.

Overall, the design was informed by its context and has regard to the precedent set by the extant permission under Reg. Ref. 3853/17 and ABP Ref. 302149-18 on site and pursued to deliver an additional density of development having regard to the provisions of the Apartment Guidelines 2020 and the building Height Guidelines 2018.

The proposed Build-to-Rent residential and commercial development lodged under the SHD process was described as follows:

- The demolition of all existing buildings on site (comprising the former factory building to the rear of the site and buildings which front onto Dolphin's Barn Street (No's 43-50)), which have a total gross floor area of 3,243.5 sq.m;
- The construction of a part four to part nine storey Build-to-Rent (BTR) residential and commercial development comprising 1 no. commercial unit, with an area of 369 sq.m (for Class 1- Shop or Class 2- Office / Professional Services or Class 8- Medical Centre or Class 11 – Gym or Restaurant / Café, including ancillary takeaway use) at ground floor level, and 116 no. Build-to-Rent apartments and resident's support / amenity facilities from ground to eigth floor level;
- The 116 no. BTR apartments comprise of 22 no. studio units, 63 no. 1 bedroom units and 31 no. 2 bedroom units;
- The apartments are provided with balconies / terraces which are located on the eastern, western, southern and northern elevations of the building;
- The development includes ancillary resident support facilities, services and amenities at each level, with a reception/lobby area and communal amenity areas at ground floor level, first and eighth floor level;
- The proposal includes external communal open space areas and terraces at ground, first and eighth floor level, and provision of PV panels at roof level;
- The proposal includes 28 no. car parking spaces for the residential use, including 4 no. car share spaces, a bike store for 152 no. residential cycle spaces, 60 no. visitor bicycle parking spaces, 1 no. motorcycle space, plant rooms and a bin storage area at ground level;
- The proposal includes for alterations, retention, upgrade and increase in height of the boundary walls / treatment; and
- The proposal includes a vehicular entrance from Dolphin's Barn Street, pedestrian and cyclist access from Dolphin's Barn Street, alterations to the public footpaths / parking spaces, connections to foul and surface water drainage, hard and soft landscaping, the decommissioning, and provision of a new ESB sub-station, and all associated and ancillary works.



Figure 9 – Proposed GF site plan

The case was due to be decided by the 20th of April 2022. However, the application has since been withdrawn to facilitate the lodgement of the subject LRD. A decision was never made due to the current backlog with An Bord Pleanála.

Planning History Conclusion

It is submitted that full consideration has been given to the previous planning applications at the subject site, which in turn have shaped and guided the proposed LRD scheme now submitted to Dublin City Council via this LRD planning application.

The form and scale of the current scheme iteration is reflective of that of development now withdrawn under SHD0030/21. Recognition has been given to this proposal, and it has been used as a precedent for presenting the most appropriate form of development for this site as part of the subject proposal.

Overall, the above planning history confirms that the development of the site for residential purposes is accepted in principle.

The precedent developments for this application are discussed in further detail in Section 6 below, along with a comparison of the scheme subject to this LRD planning application and previous schemes lodged on the site.

Statutory Notices

No. 43-50 Dolphins Barn Street are included on the DCC Register of Derelict Sites as published 21st February 2025.

6 PROPOSED SCHEME

6.1 BTR Scheme, SHD Scheme and Current Proposal Comparison

As discussed in Section 4 of this report, an application for a Build To Rent (BTR) development scheme was granted permission by An Bord Pleanála on the 24th of October 2018 for 70 no. units on the subject site. Planning Application Reference 3853/17 refers.

Additionally, a Strategic Housing Development (SHD) development scheme was lodged to An Bord Pleanála on this site for the construction of 116 no. BTR apartments on the 21st of December 2021, which had regard to the precedent set by the extant permission under Reg. Ref. 3853/17 at that time. Planning Application Reference SHD0030/21 refers and is currently awaiting a decision from An Bord Pleanála.

The current LRD proposal design, layout, heights, and massing now submitted are reflective of the feedback from the Planning Authority on the previous granted BTR scheme, and comments from Dublin City Council returned to An Bord Pleanála relating to the SHD application on site, currently awaiting decision.

In this context, a fresh perspective has been taken and the scheme has been progressed with careful consideration to the revised Dublin City Development Plan 2022-2028, whilst having regard to the new standards set out in the recently adopted Sustainable and Compact Settlement Guidelines.

6.1.1 Key Changes Between the BTR, SHD and Current LRD schemes

A comparison of the key development parameters are set out below, comparing the now proposed development to previously granted/ lodged applications on the site:

DEVELOPMENT PARAMETER	DCC REG. REF. 3853/17 / ABP-302149-18 (Granted)	ABP REF. SHD0030/21 (Waiting ABP Decision)	CURRENT DEVELOPMENT PROPOSAL at LRD STAGE	POLICY REQUIREMENTS
Site Area	0.33 ha	0.3225 ha	**0.358ha**	**N/A**
Development Type	Build to Rent Development	Strategic Housing Development	**Large Scale Residential Development**	**N/A**
Unit Mix	Total: 70 no. units 1 Bed units: 39 no (55.7%) 2 Bed units: 31 no (44.28%)	Total: 116 no. units Studio units: 22 no (19%) 1 Bed units: 63 no (54%) 2 Bed units: 31 no (27%)	**119 no. units** • 6 no. 1 bed units (5.0%) • 64 no. 1 bed units + 10% (53.8%) • 2 no. 2 bed units (3 person) (1.7%) • 35 no. 2 bed (4 person) (29.4%) • 12 no. 2 bed (4 person) + 10% (10.1%)	**Section 15.9.1 of CDP** Subject site is in the Liberties Sub-City Area, which includes following unit mix: • A minimum of 15% 3 or more-bedroom units; and • A maximum of 25%-30% 1 bedroom/studio units. (allows for relaxation of unit mix for social housing needs and infill schemes) **Sustainable Urban Housing: Design Standards for New Apartments (July 2023)** 50% one bedroom or studio type units (with no more than 20-25% of the total proposed development as studios) & no minimum requirement for apartments with 3 or more

				bedrooms unless specified in a HNDA
Density	212 units per ha	359.7 units per ha	**332 units per ha**	**Height Strategy (appendix 3)** Increased height supported along public transport corridors & SDRA's Proposals must demonstrate compliance with the performance criteria **Sustainable Urban Housing: Design Standards for New Apartments (July 2023)** Central and/or Accessible Urban Locations: Subject to higher density development **Sustainable Residential Development and Compact Settlement Guidelines** City – Centre range 100 dph to 300 dph (net). Densities that exceed 300 dph (net) are open for consideration on a plan-led basis only and where the opportunity for densities and building heights that are greater than prevailing densities and building height is identified in a relevant statutory plan
Plot Ratio	3.20	3.27	**2.92**	**1.5-3.0**
Site Coverage	95%	63%	**33%**	**50-60%**
Communal Open Space	Total 693 sqm	Total 1,195sqm (9.4sqm/apartment): 384sqm at ground level (inc. 124sqm play) 384sqm at first floor level 349sqm 8th floor roof terrace (617sqm required)	**Total 707 sqm**	External Communal Amenity Space Required – 691 sqm
Public Open Space	N/A	N/A	**N/A – Approved Housing Body**	**Residential Development in the existing built-up area:** 10% (of site area)
Resident Amenity Spaces/ Communal Facilities	706sqm: concierge, gym, office space, storage, dining areas	482sqm (4.15sqm/apt): communal lounges, work study space,	**2 no. community hubs = 523 sqm** **Lobby & Foyer (including post boxes) = 56.8 sqm**	**Encouraged to provide for internal communal facilities for use by residents - include laundry rooms, community or meeting rooms,**

		games room, family room & 336.4sqm: reception, parcel room, waste management facilities, laundry		**management offices, co – working spaces etc.**
Height	Max 7 storeys	4-9 Storeys: 28.3m	**1-9 Storeys**	**Height Strategy (appendix 3)** SDRA 15 Liberties and Newmarket Square support's 6-8 storeys
Residential Floor Area	8, 563 sqm	10, 162.8 sqm (6,592.92sqm exc. ancillary & circulation space)	**10,467 sqm**	**N/A**
Dual Aspect	40% dual aspect provision 13 no. single aspect north facing (19%)	40% dual aspect provision 1 no. single aspect north facing	**Dual Aspect – 51 units or 43%**	33% dual aspect units in central and / or accessible urban locations
Car Parking spaces	20 no spaces	28 no spaces (27no. residential + 1no. commercial. Inc. 9no. car club, 1no. accessible, 3no. EV)	**15 no. car parking spaces** **12 no. standard for residential units.** **1 no. car sharing space for residential units.** **2 no. car parking spaces for community hub use including 1 no. accessible space.**	**Parking zone 1:** Max 0.5 per dwelling
Cycle Parking	144 no spaces	212 no spaces	**Total – 240 bicycle parking spaces** • 172 no. secure bicycle parking spaces for residents, • 60 no. visitor bicycle parking spaces, • 2 no. community hub long stay bicycle parking spaces • 6 no. community hub short stay bicycle	**Long Stay:** 1 x 68 bedrooms (68 1 bed units) = 68 long term 2 x 52 bedrooms (52 2 bed units) = 104 long term Total = 172 long term **Short Stay:** 120/2 = 60 short stay/visitor **Total = 232 spaces**
Motorcycle Parking	N/A	1 no. space	**N/A**	**N/A**
Access	Vehicular southernmost Dolphin's Barn St access from point on	Vehicular, pedestrian & cycle access from Dolphin's Barn Street	**Vehicular, pedestrian & cycle access from Dolphin's Barn Street**	**Appendix 5** Service Delivery and Access Strategy required for site specific circumstances to demonstrate adequate access and ability to service site

Bin Storage	Separate stores for commercial and residential. Access from Dolphin's Barn St.	N/A	**Bin Storage area provided at ground floor level:** • **Comm. & Res. Bin Store areas – 12.7 sq.m and 66.7 sq.m** **Accessed within site, adjacent to community hub.**	**Sustainable Urban Housing: Design Standards for New Apartments (July 2023)** Refuse facilities shall be accessible to each apartment stair/lift core
Demolition	All existing structures	All existing structures	**All existing structures**	**N/A**
Part V	N/A	11no. units (4no. studios, 5no. 1bed & 2no. 2bed)	**N/A – for an Approved Housing Body**	**10%**
Commercial Units	1 no. shop (1,135sqm)	1no. (shop/office/medical/gym/ restaurant/café inc. takeaway) (369 sqm	**N/A – for an Approved Housing Body**	**N/A**
Basement	275 sqm	N/A	**N/A**	**N/A**

Table 6 - Comparative Table of LRD Proposal and previous granted BTR scheme and proposed SHD scheme

As outlined above in Table 6, the main changes consist of an overall increase in height by increasing the number of storey's proposed from 7 under DCC Reg. Ref. 3853/17/ABP-302149-18 to 1-9, in addition to omitting the commercial element of the scheme, replacing this with two community hubs', which will be operated by the Approved Housing Body.

Overall, the scheme will provide social housing for an Approved Housing Body - The Iveagh Trust, which responds to the specific site context, through carefully positioned buildings that support and enhance links to Dolphin's Barn Street.

Key points in the design include:

- New higher density model of housing, which helps with walkability, minimizes sprawl and helps protect suburban green fields, all whilst activating urban cores;
- Two generously spaced community hubs for the benefit of future residents, which could be multi-purpose, providing and hosting a range of activities and services in response to changing community needs (note this is to be decided);
- Communal open space at the ground floor level, which will allow residents to gather as a community and benefit from sustainable and integrated space, contributing towards the health, recreation and social needs of this future community;
- A varied architectural approach sympathetic to context and views; and
- A unit mix that has been agreed with DCC's Housing Department for social housing needs and infill schemes, in order to provide much needed housing for those that cannot afford to buy their own homes and to utilize existing derelict space as it takes away from the character, appearance, and amenities of the area it is located in.

We trust that Table 6 will assist the Planning Authority in reviewing the key differences between the former proposals on the site and that of the current LRD proposal subject of this request.

6.2 Summary of Proposed LRD Development

The Iveagh Trust intend to apply to Dublin City Council for permission for a Large- Scale Residential Development on a site of c.0.358 ha at 43- 50 Dolphins Barn Street, Dublin 8.

The site is bound by Dolphin's Barn Street to the east, No. 51 Dolphin's Barn Street to the northeast, No. 7 Poole Terrace to the south and boundaries of rear gardens of the residential properties located on Reuben Street and Emerald Square to the west and north of the application site respectively. The proposed development consists of the following:

- The demolition of all existing buildings on site (comprising the former factory building to the rear of the site and buildings which front onto Dolphin's Barn Street (No's 43-50)), which have a total gross floor area of c.3,243.5 sqm.

- The construction of a 1-9 storey Large Scale Residential Development (LRD) comprising 119 no. apartments (70 no. 1 bed units and 49 no. 2 bed units) and a community hub space at ground floor level totalling c.523.5 sqm.

- All apartments are provided with balconies/terraces, which are located on the eastern, western, southern and northern elevations of the building.

- The proposal includes external communal open space areas (c.707 sqm) at ground floor level, and provision of PV panels at roof level.

- The proposal provides a total of 15 no. car parking spaces (12 no. for residents, 2 no. for the community hub, including 1 no. accessible parking space, and 1 no. car sharing space). 172 no. cycle parking spaces are provided for residents, and 60 no. cycle parking spaces are provided for visitors to the residential element of the development. 2 no. long stay cycle parking spaces, and 6 no. short stay cycle parking spaces are provided associated with the community hub element of the development.

- The proposal includes for alterations and upgrade of the site boundary walls / treatment.

- The proposal includes 1 no. shared pedestrian/ vehicular entrance point from Dolphin's Barn Street, alterations to the public footpath/street along Dolphins Barn Street, the provision of 2 no. ESB sub-station's, plant and storage rooms, a comms room, a LV switch room, a life safety room, bin stores and all associated and ancillary works.

- The associated site and infrastructural works include provision for water services; foul and surface water drainage and connections; attenuation proposals; permeable paving; all landscaping works including hard and soft landscaping; blue/green roofs; boundary treatment; internal roads and footpaths; electrical services; and all associated site development works above and below ground.

- The application may be inspected online on the following website set up by the applicant: www.dolphinsbarnstreetlrd.ie

We refer the Planning Authority to the proposed site plan and floor plans prepared CWOB Architects for further details regarding the proposed scheme layout.



Figure 10– Proposed Site Layout Plan – I'll update once we have the final red line boundary

Detailed Description

Residential Mix

The residential development mix provides for 119 no. units as follows:

- 6 no. 1 bed units (5.0%)
- 64 no. 1 bed units + 10% (53.8%)
- 2 no. 2 bed units (3 person) (1.7%)
- 35 no. 2 bed (4 person) (29.4%)
- 12 no. 2 bed (4 person) + 10% (10.1%)

Type	1 bed unit	1 bed unit + 10%	2 bed unit (3 person)	2 bed unit (4 person)	2 bed unit (4 person) (+ 10%)
Ground Floor		2	0	2	0
First Floor	1	9	0	3	3
Second Floor	1	9	0	6	2
Third Floor	1	9	0	6	2
Fourth Floor	1	10	0	5	1

Fifth Floor	1	8	0	4	1
Sixth Floor	1	8	0	4	1
Seventh Floor		4	0	4	1
Eight Floor		5	2	1	1
Unit Type Totals	**6**	**64**	**2**	**35**	**12**
Unit Ratio	**5.0%**	**53.8%**	**1.7%**	**29.4%**	**10.1%**

Table 7– Unit breakdown per floor

Residential Density

A residential density of 332 no. units per ha (gross density) is proposed on this site. The density is based on 119 units over the 0.358ha site. The density proposed is considered acceptable given the mandate in national planning policy and the connectivity to public transport within walking distance to the site.

Height

Heights of 1 to 9 storeys are proposed for the site. The site is located within an SDRA (15 Liberties and Newmarket Square), which are to be the focus of compact growth over the plan period with the objective to facilitate ongoing intensification, infill, and compaction. SDRA 15 includes the character area of Maryland, a key opportunity site, that the site is located in, which support's 6-8 storeys as a benchmark height for new developments in the SDRA area where conservation and design considerations permit. The Plan also states that opportunities exist for buildings of increased height in line with the considerations outlined under the performance criteria. The LRD proposed is considered suitable for increased building height, given its strategic location within the Inner City and an SDRA, its proximity to high quality public transport, sufficient cycle connections, in addition to a range of social infrastructure and employment hubs.

Landscaping and Open Space

As previously noted, there is no public open space provided within the scheme given that the development proposed is for an Approved Housing Body. However, this allows the scheme to maintain a strong urban edge onto Dolphins Barn Street as per the existing streetscape and provides enhanced communal amenity spaces within the site, which are secure for the benefit of the future residents. The communal open space areas are located at ground level situated along the west and south boundaries of the site and have been designed to include a play area, a sensory garden and a secret garden, which provides a total of 707 sqm of communal amenity space.

The site layout has been considered to create the open space consisting of informal gathering spaces, landscaped gardens, and play area. Facilities within the open space have been designed with seating and gathering areas located in a variety of locations, with more intimate spaces closer to the apartments. Green buffer zones are incorporated to create a green separation between all private open space terraces at ground level from the communal amenity spaces.

These external landscaped spaces include pedestrian routes through a variety of soft landscape treatments dispersed with seating areas and play areas. The communal open spaces are sensitively separated from the private open spaces via soft landscape features which prevents the general residents from entering the private open space areas of the ground floor units in a non-intrusive manner.

We refer the Planning Authority to the enclosed drawings and Landscape Design Statement prepared by Murray Associates Landscape Architects. The Landscape Design Statement demonstrates that the scheme prepared for this development has thoughtfully integrated different elements to offer diverse recreational and leisure opportunities for residents. The landscaping proposal enhances the development

and ensures that the wider residential amenity of the scheme is of high quality. Comprehensive landscaping proposals are included for the proposed development including a range of facilities for children of different ages, parents and the elderly.

Private Open Space

All apartments have access to private open space in the form of balconies and terraces in compliance with the standards set out in the 2023 Apartment Guidelines and the Dublin City Development Plan 2022-2028.

Dual Aspect

The scheme provides 43% dual aspects units, 51 no. units in total as identified on the enclosed Accommodation Schedule.

Refuse Storage

The Community Hub's and apartment units are provided with sufficient internal refuse storage space at ground floor level, adjacent to the main community hub area.

Car Parking

A total of 15 no. car parking spaces are provided (12 no. for residents, 1 no. car sharing space for residents and 2 no. spaces for the community hub, inclusive of 1 no. accessible space.

Access

The proposed vehicular, pedestrian and bicycle access point is provided to the development via Dolphin's Barn Street.

CGI's

We refer the Planning Authority to the enclosed verified views and CGI's, prepared by the 3D Design Bureau.

7 STATEMENT OF CONSISTENCY - STRATEGIC PLANNING CONTEXT

7.1 Strategic Planning Policy Documents

It is our considered opinion that the key policy documents for consideration as part of this Statement of Consistency are identified as follows:

- Housing for All: A new Housing Plan for Ireland;
- Project Ireland 2040: National Planning Framework (2018);
- Rebuilding Ireland: Action Plan for Housing and Homelessness (2016);
- Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019-2031
- Regional Planning Guidelines for the Greater Dublin Area 2010–2022
- Design Manual for Urban Roads and Streets 2019
- Smarter Travel – A New Transport Policy for Ireland 2009-2020
- Transport Strategy for the Greater Dublin Area 2022-2042
- Delivering Homes, Sustaining Communities (2008)
- Best Practice Guidelines - Quality Housing for Sustainable Communities
- The Planning System and Flood Risk Management (2009)
- Appropriate Assessment of Plans and Projects in Ireland - Guidance for Planning Authorities (2009)
- Sustainable Urban Housing - Design Standards for New Apartments (2023)
- Urban Development and Building Height Guidelines (2018)
- Design Manual for Urban Roads and Streets (DMURS) (2013)
- Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities (2024)

We would welcome comment on the proposed content of the application and would appreciate direction on the extent of the national and regional policy documents for this planning application.

7.1.1 Housing For All – All New Housing Plan for Ireland



The Housing for All (HFA) plan has been introduced by the Government in order to achieve a more sustainable housing system with a planning system that is fit for purpose and that will create long-term vibrant communities with the necessary supporting infrastructure. It caters for:

- Preventing homelessness
- Protecting tenants
- Supporting social inclusion

The plan focuses on:

- Introducing incentives and measures to bring vacant and derelict properties back into residential use.
- Supporting homeownership and increasing affordability.
- Preventing homelessness, protecting tenants and supporting social inclusion and increasing social housing delivery.
- Increase the levels of new housing stock with the goal of ending homelessness by 2030.
- Achieve a more sustainable housing system with a planning system that is fit for purpose and that will create long-term vibrant communities with the necessary supporting infrastructure.
- Increasing the capacity and efficiency of delivery in both public and private sectors.

- Over 300,000 new homes to be built by 2020, including a projected 54,000 affordable homes for purchase or rent and over 90,000 social homes.
- Setting out a pathway to economic, societal and environmental sustainability in the delivery of housing.

The HFA is to be the largest State led building programme in our history and is financed by the biggest State funding commitment ever. The HFA also has the largest ever housing budget in the history of the State to transform our housing system, with an excess of €20 bn in funding through the Exchequer, the Land Development Agency (LDA) and the Housing Finance Agency over the next five years.

It is also apparent from the HFA plan that high-density housing is to be supported. Within the plan, a new fund the Croí Cónaithe (Cities) Fund has been introduced to further the implementation of planning permissions for apartments. Housing policy objective 15, no. 15.1 states that the HFA plan will "*Introduce the Croí Cónaithe (Cities) Fund to ensure that planning permissions for apartments in high density areas already secured by 2021 are activated by the end of 2025 for build to sell.*"

In addition to this, the new fund will focus on "*activating housing supply through enhanced viability measures targeted at developing properties for individual household purchasers, including first-time buyers and right-sizers.*" The fund will "*stimulate activation of existing planning permissions for* ***build-to-sell apartment developments*** *of four floors or more, above a certain density threshold, and this will be complemented by the sanction of a tax to activate vacant lands for residential purposes.*"

Moreover, housing policy objective 11, no. 11.2 supports high-density housing: "*Develop section 28 Guidelines for Planning Authorities on Sustainable and Compact Settlement Guidance (SCSG), including guidance on housing typologies to facilitate innovative approaches to medium and higher densities.*"

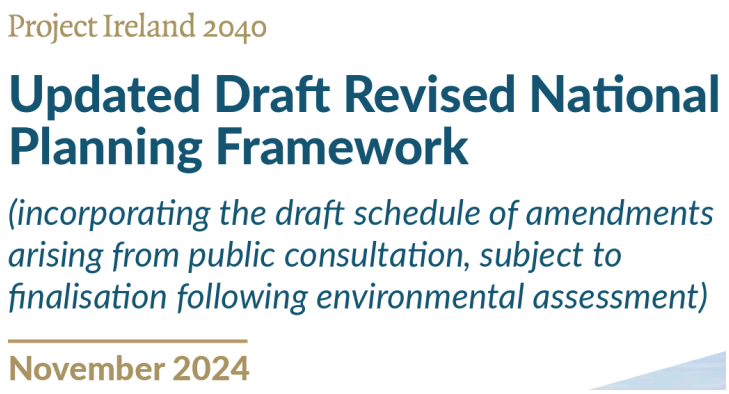
Additionally, housing policy objective 12, no 12.2 is to deliver a new approach to active land management: "*Develop proposals for new Urban Development Zones, to DHLGH deliver a coordinated and transparent approach to the delivery of residential and urban development, particularly on brownfield sites, meeting the compact growth objectives of the National Planning Framework.*"

Furthermore, the HFA plan will drive economic sustainability and reduce constructions costs. Objective 23, 23.11 states that the HFA plan will "*Reduce C&D waste and associated costs by working with the construction industry on demonstration projects to show how best practice (specifically in relation to urban high-rise apartment developments) waste segregation and other waste management measures, can reduce overall C&D disposal costs.*"

The subject proposal provides 119 no. new residential units which will contribute towards the government's target deliverance of 33,000 new residential units per year between 2021 and 2030.

We submit that the proposal is consistent with Housing for All – A New Housing plan for Ireland.

7.1.2 National Planning Framework – Project Ireland 2040



The National Planning Framework (NPF) is the Government's high-level strategic plan for shaping the future growth and development of our country out to the year 2040. It has been revised and updated to take account of changes that have occurred since it was published in 2018 and to build on the framework that is in place. It is a framework to guide public and private investment, to create and

promote opportunities for our people, and to protect and enhance our environment - from our villages to our cities, and everything around and in between.

The updated Framework reflects changes to government policy that have taken place since its initial publication six years ago and sets about achieving its vision by:

- Developing a region-focused strategy for managing growth; linking this to the Project Ireland 2040 National Development Plan;
- Using public and private lands for certain strategic purposes with a more active approach to the management of land;
- Supporting this with strengthened, more environmentally focused planning at local level; and backing the framework up in law, with oversight by the Office of the Planning Regulator;

With regards to this vision, there is a shared set of goals for every community across the country and these are expressed in the NPF as National Strategic Outcomes:

- Compact Growth.
- Enhanced Regional Accessibility.
- Strengthened Rural Economies and Communities.
- High-Quality International Connectivity.
- Sustainable Mobility.
- A Strong Economy, supported by Enterprise, Innovation and Skills.
- Enhanced Amenities and Heritage.
- Transition to a Carbon Neutral and Climate Resilient Society.
- Sustainable Management of Water, Waste and other Environmental Resources.
- Access to Quality Childcare, Education and Health Services.

The Framework focuses on:

- Growing our regions.
- Building stronger regions: accessible centres of scale.
- Compact, smart, sustainable growth.

As a strategic development framework, this Plan sets out the long-term context for the Country's physical development and associated progress in economic, social, and environmental terms and in an island, European and global context. Ireland 2040 will be followed and underpinned by supporting policies and actions at sectoral, regional, and local levels.

The NPF sets out that the Eastern and Midlands region will have approximately 470,000 additional people between 2022 and 2040 (c. 690,000 additional people over 2016-2040) i.e. a population of almost 3 million. However, the scale of growth that is projected in Ireland to 2040 coupled with the need to transition to a lower carbon society requires an increased delivery of housing and the improved integration of land-use and transport.

The national planning framework promotes the creation of mixed tenure communities by stating *"more affordable homes must be provided in our urban areas as part of the creation of mixed-tenure communities."*

The NPF recommends the following in relation to compact urban development:

"At a metropolitan scale, this will require continued focus on a number of large regeneration and redevelopment projects within the existing built-up area, and a more compact urban form, facilitated through well designed higher density development."

It's noted that significant development is required "*on sites that can be integrated into the existing built-up area of the city and that are serviced by existing or planned high capacity public transport, with a focus on largescale brownfield and greenfield Transport Orientated Development opportunities, particularly along high capacity rail corridors*", such as the subject site, considering the site lies along Dolphin's Barn Street, an important corridor to and from the core of the city centre. In addition, the NPF states that "*the future growth of Dublin requires a holistic approach to ensure that residential and employment development is better integrated and served by transport, infrastructure and amenities*". This also means "*ensuring that smaller scale opportunities for infill and brownfield development are supported and incentivised in order to be realised.*"

It is also apparent from the NPF that low-density housing development, and underused sites, have been a feature of Ireland's housing landscape in cities, towns, and the open countryside. To avoid urban sprawl and the pressure that it puts on both the environment and infrastructure demands, increased residential densities are required in the urban areas.

The sites zoning allows for residential development and is considered appropriately serviced with appropriate infrastructure to deliver on a sustainable form of development.

It is submitted that the current proposal for 119 no. new residential units and a community facility/hub will deliver on the above objectives of the NPF. We note specifically that the addition of 1 and 2 bed unit typologies is appropriate at this highly accessible site within the City Centre and an SDRA, catering to a wide demographic of potential future residents.

The following policies are considered key in the context of this site:

National Policy Objective 2
The projected level of population and employment growth in the Eastern and Midland Regional Assembly area will be at least matched by that of the Northern and Western and Southern Regional Assembly areas combined.

National Policy Objective 4
A target of half (50%) of future population and employment growth will be focused in the existing five cities and their suburbs.

National Policy Objective 7
Deliver at least 40% of all new homes nationally, within the built-up footprint of existing settlements and ensure compact growth and sequential patterns of growth.

National Policy Objective 8
Deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints and ensure compact and sequential patterns of growth.

National Policy Objective 10
Deliver Transport Orientated Development (TOD) at scale at suitable locations, served by high-capacity public transport and located within or adjacent to the built up area of the five cities or a metropolitan town and ensure compact and sequential patterns of growth.

National Policy Objective 11

Planned growth at a settlement level shall be determined at development plan-making stage and addressed within the objectives of the plan. The consideration of individual development proposals on zoned and serviced development land subject of consenting processes under the Planning and Development Act shall have regard

to a broader set of considerations beyond the targets including, in particular, the receiving capacity of the environment.

National Policy Objective 14
Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets that can accommodate changing roles and functions, increased residential population and employment activity, enhanced levels of amenity and design and placemaking quality, in order to sustainably influence and support their surrounding area to ensure progress toward national achievement of the UN Sustainable Development Goals.

National Policy Objective 16
To ensure that the targeted pattern of population growth of Ireland's cities to 2040 is in accordance with the targets set out in Table 4.1.

Note - Table 4.1 refers to 20-25% population growth from 2022-2040 (1,560,00 minimum target population by 2040).

National Policy Objective 22
In urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well-designed high-quality outcomes in order to achieve targeted growth.

National Policy Objective 42
To target the delivery of housing to accommodate approximately 50,000 additional households per annum to 2040.

National Policy Objective 43
Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.

National Policy Objective 45
Increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration, increased building height and more compact forms of development.

National Policy Objective 46
Continue to ensure the alignment of the National Planning Framework and the National Development Plan through delivery of the National Strategic Outcomes.

We submit that the proposal for a high-density residential development at this highly accessible location is consistent with the National Planning Framework and revisions to such for 2040.

7.1.3 Rebuilding Ireland: Action Plan for Housing and Homelessness



The action plan for housing and homelessness recognises that a significant increase in new homes is required. The action plan outlines a 5 pillar approach as follows:

- Pillar 1 - Address Homelessness
- Pillar 2 - Accelerate Social Housing
- Pillar 3 - Build More Homes
- Pillar 4 - Improve the Rental Sector
- Pillar 5 - Utilise Existing Housing

The plan outlines that "*Accelerating delivery of housing for the private, social and rented sectors is a key priority for the Government. Ensuring sufficient stable and sustained provision of housing that is affordable, in the right locations, meets peoples different needs and is of lasting quality is one of the greatest challenges facing the country at present.*"

The plan repeatedly states the need for housing to be in appropriate locations, "*In addition to the scale of housing provision, the delivery of housing in the right place is also central to enabling a good standard of living and improving quality of life. Locating housing in the right place provides the opportunity for wider family and social networks to thrive, maximises access to employment opportunities and to services such as education, public transport, health and amenities, while also delivering on sustainability objectives related to efficiency in service delivery and investment provision.*"

The proposed development supports Pillar 3 of the plan specifically by way of the delivery of 119 new residential units at a key location adjacent to services and amenities. The site has the benefit of accessibility to public transport services along Dolphin's Barn Street and is considered a significant opportunity site for the delivery of residential units. The proposal also supports Pillar 2, considering the subject development is for an Approved Housing Body – The Iveagh Trust.

We submit that the proposal is consistent with the Action Plan for Housing and Homelessness.

7.1.4 Regional Spatial & Economic Strategy for the Eastern and Midland Region 2019-2031



The *Regional Spatial and Economic Strategy for Eastern and Midland Regional Assembly* (RSES) was published and adopted in 2019. This Strategy provides the policy framework to manage spatial planning and economic development in the Region. The document consists of the following:

- **Spatial Strategy** – to manage future growth and ensure the creation of healthy and attractive places to live, work, study, visit and invest in.
- **Economic Strategy** – that builds on our strengths to sustain a strong economy and support the creation of quality jobs that ensure a good living standard for all.

- **Metropolitan Plan** – to ensure a supply of strategic development areas for the sustainable growth and continued success and competitiveness of the Dublin metropolitan area.
- **Investment Framework** – to prioritise the delivery of key enabling infrastructure and services by government and state agencies.
- **Climate Action Strategy** – to accelerate climate action, ensure a clean and healthy environment and to promote sustainable transport and strategic green infrastructure.

The site is identified as being located in the 'Dublin City and Suburbs' and is part of the Dublin Metropolitan Area.

The Dublin Metropolitan Area Strategy Plan (MASP) in Chapter 5 of the RSES identifies a number of large – scale strategic residential and economic development areas, that will deliver significant development in an integrated and sustainable manner in the metropolitan area. The requirement for the preparation of MASP was set out in Project Ireland 2040 - National Planning Framework. MASP provides for a 12-20 year strategic planning and investment framework for the Dublin Metropolitan area.

The following Housing and Regeneration Policy Objectives are considered relevant to the current proposal:

MASP Housing and Regeneration

"RPO 5.4: *Future development of strategic residential development areas within the Dublin Metropolitan area shall provide for higher densities and qualitative standards as set out in the 'Sustainable Residential Development in Urban Areas', 'Sustainable Urban Housing; Design Standards for New Apartments Guidelines and 'Urban Development and Building Heights Guidelines for Planning Authorities."*

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

Aside from the above core policy objectives, it's clear that the RSES supports continued population and economic growth in Dublin City and suburbs, with high quality new housing promoted and a focus on the role of good urban design, brownfield redevelopment and urban renewal and regeneration. It is set out that there is an opportunity to promote and improve the provision of public transport and active travel and the development of strategic amenities to provide for sustainable communities.

In terms of consolidation an re-intensification, the following policy objective is noted:

Consolidation an Re-Intensification

***"RPO 4.3**: Support the consolidation and re-intensification of infill/brownfield sites to provide high density and people intensive uses within the existing built up area of Dublin City and suburbs and ensure that the development of future development areas is co-ordinated with the delivery of key water infrastructure and public transport projects."*

We submit that the proposal complies with the RSES as it will deliver the appropriate residential density of 332 units per ha having regards to the 'Compact Settlement Guidelines' which replace the '2009 Sustainable Residential Development in Urban Areas' document, '2023 Sustainable Urban Housing – Design Standards for New Apartments' and '2018 Urban Development and Building Heights Guidelines for Planning Authorities'. The proposal site is ideally placed to provide the consolidation of Dublin city and suburbs with adequate supporting infrastructure to support the intensification of this brownfield infill site.

Having reviewed the key policies of the recently adopted RSES document, we are of the view that the current proposal complies with the spirit and intent of RSES for the following reasons:

- The development proposal delivers an appropriate level of residential density at 332units per ha and has had regard specifically to *standards as set out in the 'Sustainable Urban Housing - Design Standards*

for New Apartments Guidelines for Planning Authorities (2023), the 'Sustainable Residential Development and Compact Settlement Guidelines (2024)' and the 'Urban Development and Building Heights Guidelines for Planning Authorities (2018)' in ascertaining an appropriate residential density, height, and car parking provision for the site.

- The current proposal delivers a consolidated approach to development in that it maximises on height, delivers an appropriate site coverage and residential density along a key public transport corridor.
- The proposal utilises a prime infill site within Dublin City. The delivery of residential development at this location is considered appropriate to this central area of Dublin.

We submit that the proposal is consistent with the Regional Spatial and Economic Strategy for the Eastern & Midland Region.

7.1.5 Smarter Travel - A New Transport Policy for Ireland 2009-2020



The Government has committed in 'Smarter Travel - A Sustainable Transport Future: A New Transport Policy for Ireland 2009 - 2020' to reducing the total share of car commuting from 65% to 45%, a rise in non-car trips by 55% and that the total vehicle miles travelled by the car fleet will not increase.

The key goals of the Guidelines are as follows:

- Future population employment growths will predominantly take place in sustainable compact forms which reduces the need to travel for employment and services.
- 500,000 more people will take alternative means to commute to work to the extent that the total share of car commuting will drop from 65% to 45%.
- Alternatives such as walking, cycling and public transport will be supported and provided to the extent that these will rise to 55% of total commuter journeys to work.
- The total kilometres travelled by the car fleet in 2020 will not increase significantly from current levels.
- A reduction will be achieved on the 2005 figure for Greenhouse gas emissions from the transport sector.

Achieving sustainable transport will require a suite of actions that will have complementary impacts in terms of travel demand and emissions. These are as follows:

- Actions to reduce the distance travelled by private car and encourage smarter travel.
- Actions aimed at ensuring that alternatives to the car are more widely available.
- Actions aimed at improving the fuel efficiency of motorised transport.
- Actions aimed at strengthening institutional arrangements to deliver the targets.

Smarter Travel acknowledges that good progress is being made in meeting the above targets and actions by providing better guidance on planning and development through the delivery of Planning Guidelines.

A Traffic & Transportation Assessment Report prepared by Stephen Reid Consulting Engineers is submitted as part of this planning application, which ensures that, in-so-far-as-possible, the impacts of traffic are reduced and minimised where practical.

We submit that the proposal for a residential development at this highly accessible location is supportive of the objectives of Smarter Travel - A New Transport Policy for Ireland (2009-2020).

7.1.6 Transport Strategy for the Greater Dublin Area 2022-2042

The National Transport Authority has prepared the Transport Strategy for the Greater Dublin Area 2022-2042, which replaces the previous framework, titled the Transport Strategy for the Greater Dublin Area 2016-2035, which was approved by the then Minister for Transport, Tourism and Sport in 2016.

The Vision of this strategy is for the Greater Dublin Area to be a sustainable, well-connected, inclusive city-region with a good quality of life for all by 2042.

The Strategy includes four overarching objectives to achieve the vision, which are as follows:

- An enhanced natural and built environment
- Connected communities and better quality of life
- Strong sustainable economy
- An inclusive transport system

The Strategy sets out measures to achieve the vision and objectives for the GDA. These include creating a better environment and meeting our environmental obligations by reducing car dependency and increasing more sustainable transport options (walking, cycling, increasing walking & public transport use etc.), enhancing the health and quality of life of our society by improved connectivity and delivering safe and integrated transport options, supporting sustainable economic activity and growth, and delivering a high quality, equitable and accessible transport system for all.

We wish to highlight that the current proposal for residential development provides a slight reduction in car parking spaces, providing a total of 15 no. car parking spaces. However, this can be achieved as a direct result of the proximity of high-quality public transport, pedestrian and cycle connections, employment centres and local services and facilities to the site.

We submit that the proposal for a high-density residential development at this highly accessible location is supportive of the objectives of the Transport Strategy for the Greater Dublin Area 2022-2042.

8 STATEMENT OF CONSISTENCY - SECTION 28 MINISTERIAL GUIDELINES

Each of the relevant strategic policy documents are now considered below and their relevance to the subject site and the developments compliance with same, is assessed in detail.

8.1 Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities (2024)



The *Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities (2024)* set out policy and guidance in relation to the planning and development of urban and rural settlements with a focus on residential development and the creation of compact sustainable settlements.

These Guidelines replace the Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities published in 2009 and provide updated guidance to take account of current policy and economic, social and environmental considerations. There is a renewed focus in the Guidelines on the renewal of existing settlements and on the interaction between residential density, housing standards and quality design and placemaking to support sustainable and compact growth.

Given the NPF priorities for compact growth and reflecting the variety of settlements and settlement contexts where residential development takes place. The Government considers that it is necessary to expand on the number of density bands contained in the 2009 Guidelines to ensure that densities are efficient while, at the same time, tailored to the settlement context.

Section 3.3 identifies settlements, area types and density ranges for cities and metropolitan (MASP) areas. It's noted that the strategy for all cities is to support consolidation and intensification within and close to the existing built-up footprint of the city and suburbs area and metropolitan towns; and to support sustainable urban extension at locations served by public transport.

8.1.1 Areas and Density Range

Section 3.3.1 of the *Guidelines* reviews what are termed 'settlements, area types and density ranges' for various site locations. In terms of categorisation, Table 3.1 of the *Guidelines* outlines density ranges for Dublin. The ranges are broken down into 'City - Centre'; 'City - Urban Neighbourhoods'; 'City - Suburban/Urban Extension'; 'Metropolitan Town'; and 'Metropolitan Village'.

In terms of categorisation, it would be our opinion that the subject site would fall under the definition of **'City - Centre'** which is defined in the guidelines as follows:

"The city centres of Dublin and Cork, comprising the city core and immediately surrounding neighbourhoods, are the most central and accessible urban locations nationally with the greatest intensity of land uses, including higher order employment, recreation, cultural, education, commercial and retail uses. It is a policy and objective of these Guidelines that residential densities in the range ***100 dph to 300 dph (net)*** *shall generally be applied in the centres of Dublin and Cork."*

Residential densities in the range 100 dph to 300 dph (net) shall generally be applied at the city core and immediately surrounding neighbourhoods, where the subject site is located. Densities that exceed 300 dph (net) are open for consideration on a plan-led basis only and where the opportunity for densities and

building heights that are greater than prevailing densities and building height is identified in a relevant statutory plan.

The site is located within the Inner City and within a Strategic Development and Regeneration Area (SDRA15 Liberties and Newmarket Square), which are a focus of compact growth with the objective to facilitate increased density and height. The site further support's 6-8 storeys as a benchmark height for new developments in this SDRA area. Considering this, and that the Guidelines allow for exceptions regarding increased densities, the proposed density of 332 units per ha is justified for the subject site. The Planning Authority has been consulted regarding the density of the proposed scheme at S.247 and S.32B pre planning stages and has deemed that the proposed density is appropriate for the subject site.

These guidelines note that the density ranges should be considered and refined based on considerations of proximity and accessibility to services and local character and amenity of the area. We have included these considerations below for the convenience of the Planning Authority.

Consideration of Proximity and Accessibility to Services

It's noted that the site falls under **'High-Capacity Public Transport Node or Interchange', considering the site is proximate to a number of public transport services, including both Luas and bus routes, which include existing and planned high frequency (i.e. 10-minute peak hour frequency) services within 1,000 metres (1km) walking distance.**

High-Capacity Public Transport Node or Interchange -

- Lands within 1,000 metres (1km) walking distance of an existing or planned high-capacity urban public transport node or interchange, namely an interchange or node that includes DART, high frequency Commuter Rail11, light rail or MetroLink services; or locations within 500 metres walking distance of an existing or planned BusConnects 'Core Bus Corridor' stop.
- Highest densities should be applied at the node or interchange and decrease with distance.
- 'Planned public transport' in these Guidelines refers to transport infrastructure and services identified in a Metropolitan Area Transport Strategy for the five cities and where a public authority (e.g. National Transport Authority, Transport Infrastructure Ireland or Irish Rail) has published the preferred route option and stop locations for the planned public transport.

As previously stated, the site is located on a Public Transport Corridor along Dolphin's Barn Road, which is serviced by a number of different routes that operate during peak hours and provide connections to nearby urban centres. The site is also located on the proposed Bus Connects route with spine/branch routes, orbital routes and other city bound routes proximate to the subject site. The subject site is also proximate to the Fatima Luas red line station, which is within c. 600m walking distance of the site. This station provides access to Conolly Station and The Point - East and Saggart - West. This forms part of the wider Luas network throughout the Greater Dublin Area and links the site directly to Dublin City Centre and the Green Luas line.

The site is considered to be a highly accessible location, suitable for the provision of additional residential units and increased building heights. Therefore, the proposal residential density of 332 units per ha (based on a full development site area of 0.358ha and development proposal of 119 units), is considered acceptable at this location.

Considerations of Local Character and Amenity

These guidelines note that new developments should respond to the receiving environment in a positive way and should not result in a significant negative impact on the character, including historic character, amenity or the natural environment.

As previously stated in this report, the design ameliorates impacts on surrounding properties, whilst striking a balance that provides for an appropriate scale and density of development in recognition of the sites strategic and highly accessible location along Dolphin's Barn Street, an important corridor to and from the core of the city centre. The proposed context-driven use of mixed heights at different locations further mitigates against potential negative impacts on existing developments, which retains all levels of existing residential amenity afforded to adjoining properties.

Overall, the design has been informed by its context and has regard to the precedent on site for 7 storeys set by the extant permission under Reg. Ref. 3853/17 and ABP Ref. 302149-18 and the emerging context surrounding the site has existing buildings, developments under construction or granted planning permissions that range from 6 – 12 + storeys.

Additionally, the subject site is located within SDRA 15 Liberties and Newmarket Square, which includes the character area of Maryland, a key opportunity site, that support's 6-8 storeys as a benchmark height for new developments in the SDRA area where conservation and design considerations permit.

Considering this, the site context will then be similar to that of the aforementioned developments.

8.1.2 Separation Distances (SPPR 1)

It is submitted that minimum separation distances of 16 m are followed and exceeded in certain sections of the development site, with the lowest separation distances being between the north-eastern and south-eastern edge, particularly considering the proposed development borders house nos. 51 and 7 along Dolphin's Barn Street, a major public transport corridor, and the highest being between the southern edge of the site and existing dwelling's along Reuben Street (nos. 50 – 25.49 m) and Emerald Square (nos. 4-11 minimum 20 m) (refer to proposed site layout plan).

Distances have been determined based on considerations of privacy and amenity, informed by the layout, design and site characteristics of the subject development.

8.1.3 Minimum Private Open Space Standards for Houses (SPPR 2)

SPPR 2 states that apartment units shall be required to meet the private and semi-private open space requirements set out in the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities 2023 (and any subsequent updates).

For building refurbishment schemes on sites of any size or urban infill schemes on smaller sites (e.g. sites of up to 0.25ha) the private open space standard may be relaxed in part or whole, on a case-by-case basis, subject to overall design quality and proximity to public open space.

Apartments Units

Table 8 below outlines the minimum floor area for private amenity space for apartment units, which shall be applied, considering private open space ranges from 5-8.4 sqm for 1-bedroom apartments and 6.2-16.5 sqm for 2-bedroom apartments proposed. Each unit shall be provided with a balcony or terrace area and will be sufficiently screened to provide for privacy.

Minimum floor area for private amenity space	
Studio	4 sq.m
One bedroom	5 sq.m
Two bedrooms (3 person)	6 sq.m
Two bedrooms (4 person)	7 sq.m
Three bedrooms	9 sq.m

Table 8 – Minimum floor area for private amenity space

8.1.4 Public Open Space

Policy and objective 5.1 – Public Open Space states that new residential development shall provide public open space of not less than a minimum of 10% of net site area and not more than a minimum of 15% of net site area save in exceptional circumstances. In addition, it's noted that for strategic and sustainable development sites, the minimum public open space requirement will be determined on a plan-led basis, having regard to the overall approach to public park provision within the area.

As previously mentioned under Section 8.1.11, the proposal does not provide public open space, given the location of the development on a small urban infill site, and that the end user will be The Iveagh Trust, an Approved Housing body. However, the proposed LRD provides communal amenity space externally within the scheme for the use by residents only.

8.1.5 Car Parking – Quantum, Form and Location (SPPR 3)

It is a specific planning policy requirement of these Guidelines that "city centres and urban neighbourhoods", such as the subject site, shall have a maximum rate of 1 no. space per dwelling for car parking provision.

It's noted that the maximum car parking standards do not include bays assigned for use by a car club, designated short stay on–street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.

We note that the proposal shall provide a slight reduction, with a total proposed provision of 15 no. spaces as follows:

- 12 no. standard car parking spaces for residential units
- 1 no. car sharing space for residential units
- 2 no. car parking spaces for community hub use including 1 no. accessible car parking space.

It should be noted that this provision is in line with the operational requirements of the approved housing body, including the management and operation of the proposed community hub areas for use by residents. The Approved Housing Body has also confirmed that the tenants of this proposal will not require additional car parking spaces to that proposed. However, spaces are designated for residential use. It is submitted that this provision is wholly realistic and appropriate for the type and location of the development due to the following reasons:

- The development proposed is for The Iveagh Trust, an approved housing body. The parking spaces proposed align with the operational requirements of The Iveagh Trust, including the management and operation of the proposed community hub areas for use by residents. The Approved Housing Body

has also confirmed that the tenants of this proposal will not require a lot of car parking spaces, although spaces designated for residential use have been provided.

- The subject development is within 600m walking distance of an existing high-capacity urban public transport node, being the Fatima Luas red line station. The site is also along a proposed Bus Connects route on the R110 - Dolphin's Barn Road, which currently provides 2 no. bus stops within approximately a 1-minute walk. Dolphin's Barn Road also comprises the proposed Bus Connects route from Greenhills to the City Centre with spine/branch routes, orbital routes and other city bound routes. These accessible bus services will promote bus use as a viable alternative to private car use, further shifting the modal share to sustainable travel;
- The Grand Canal Cycle and Pedestrian Safety Improvements Project is 60% complete the remaining works are envisaged to recommence imminently. The route is 3.8km and extends from Dolphin's Road at the junction with Slievenamon Road, to Grand Parade at the junction with Leeson Street. This project shall provide high-quality walking and cycle infrastructure along the development site route for the use of residents.

The quantum of car parking proposed at the development is further expanded upon and motivated in the Traffic and Transportation Assessment enclosed herewith as part of this planning submission.

8.1.6 Bicycle Parking and Storage (SPPR 4)

It is a specific planning policy requirement of these Guidelines that all new housing schemes (including mixed-use schemes that include housing) include safe and secure cycle storage facilities to meet the needs of residents and visitors.

The following requirements for cycle parking and storage are recommended:

(i) Quantity – in the case of residential units that do not have ground level open space or have smaller terraces, a general minimum standard of 1 cycle storage space per bedroom should be applied. Visitor cycle parking should also be provided. Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/ enlargement, etc. It will be important to make provision for a mix of bicycle parking types including larger/heavier cargo and electric bikes and for individual lockers.

(ii) Design – cycle storage facilities should be provided in a dedicated facility of permanent construction, within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction. Cycle parking areas shall be designed so that cyclists feel safe. It is best practice that either secure cycle cage/compound or preferably locker facilities are provided.

The proposal provides 172 no. bicycle parking spaces for residents and 60 no. visitor bicycle parking spaces, (a total of 232 no. bicycle parking spaces for residents and residential visitors), in addition to 2 no. community hub long stay bicycle parking spaces and 6 no. community hub short stay bicycle parking spaces for the community hub use, which accords with the requirements set out above, totalling 240 cycle parking spaces for the scheme.

8.1.7 Daylight

The Guidelines state that the provision of acceptable levels of daylight in new residential developments is an important planning consideration, in the interests of ensuring a high-quality living environment for future residents. It is also important to safeguard against a detrimental impact on the amenity of other sensitive occupiers of adjacent properties.

The applicant has appointed Chris Shackleton Consulting to carry out a sunlight and daylight assessment of the impact that the proposed development will have on the existing neighbouring properties in terms of sunlight, daylight & shadow. In addition, the assessment has also examined how the proposed development performs in terms of light.

As discussed in the LRD meeting, the assessment references the granted but lapsed permission on site (Reg. Ref.: 3853/17 and ABP Ref.: 302149-18). This has been used as the baseline condition and shall additionally provide assessment against baselines of the existing and withdrawn SHD application.

The aerial view below shows the context for the site and the closest neighbouring window groups.



Figure 11 – Aerial view illustrating the context for the site & closest neighbouring window groups

Impact on Neighbours

Adjacent Properties – Light from the Sky Impact on Neighbouring Properties:

With regards to impact on surrounding neighbours (refer to Figure 11), tests were carried out to establish the quantity and quality of skylight (daylight) available to the room's windows. It's noted that locations tested were based on guideline recommendations for the closest facades which have windows with potential for impact.

The impact on the neighbours was tested against the granted but lapsed proposal under Reg. Ref. 3853/17 and ABP Ref. 302149-19 and 96% (100% if marginals are included) of the tested windows complied with the 27%, 0.8 ratio requirements for habitable rooms. The average change ration for VSC is 0.97.

The proposed development generally complies with the requirements of the BRE guidelines in relation to maintaining skylight availability for neighbours against the granted but lapsed baselines. The results are also consistent with those of the granted/lapsed permission, with the impact being neutral/positive.

Adjacent Properties – Sunlight into Living Spaces:

Testing was also carried out for the amount of sunlight that windows in living rooms and/or conservatories can receive over both annual and winter periods. While not all windows relate to living rooms, all of them were tested for completeness. It's noted that only windows, which face within 90° of due South require testing.

The impact on the neighbours was tested against the granted but lapsed proposal under Reg. Ref. 3853/17 and ABP Ref. 302149-19 and 100% of the tested windows complied with the annual APSH and 83% (100%

including negligible) with the winter WPSH requirements for sunlight or overall requirement. The average change ratio for sunlight is APSH:0.93 and WPSH:1.73.

The proposed development generally complies with the requirements of the BRE guidelines in relation to both annual and winter sunlight availability to neighbours. The results are also consistent with those of the granted/lapsed permission and the nett APSH and WPSH is neutral.

Adjacent Properties – Sunlight on the Ground (Shadow) Gardens and Open Spaces:

Testing was also completed for the availability of sunlight in amenity areas of the following properties:

- Rear gardens to window groups 1, 2 & 3

The impact on neighbours tested against the granted but lapsed proposal under Reg. Ref. 3853/17 and ABP Ref. 302149-19. It's noted that 95% (100% if we include marginals) of tested neighbouring amenity spaces passed the BRE 2-hours of sunlight on the 21st of March or 0.8 ratio requirement. The average change ratio for the tested amenity spaces is 1.05

The proposed development generally complies with the requirements of the BRE guidelines for impact on amenity Sunlight/Shadow. The results are consistent with those of the granted/lapsed permission and shadow impacts are neutral.

Summary – Adjacent Properties

The assessment notes that neighbouring properties will generally not be affected by the proposed development and the impacts on Skylight, Sunlight and Shadow have been tested in accordance with the best practice guidelines.

The change/impact to neighbouring buildings in the adjoining residential areas was also tested against the granted but lapsed proposal under Reg. Ref. 3853/17 and ABP Ref. 302149-19 and the following was concluded:

- **Skylight- VSC**
  - **96**% *(100% if marginals are included)* of tested windows pass the relevant VSC checks.
  - Average VSC change ratio is nominal at 0.97
  - The results are consistent with those of the granted/lapsed permission and the nett change to impact is neutral/positive.
- Sunlight APSH & WPSH
  - **100%** tested windows pass the relevant Annual Sunlight APSH requirements.
  - **83%** *(100% including negligible)* pass the relevant Winter Sunlight WPSH requirements
  - The average change ratio for sunlight is APSH:**0.94** and WPSH: **1.73**

- **Shadow**
  - **95%** *(100% including marginals)* of the Gardens tested comply with the BRE requirements
  - The average change ratio for shadow/sunlight is **1.05**

Overall, the assessment concludes that the impacts of the proposed development are generally consistent with those of the granted but lapsed permission and may be classified as neutral/beneficial.

Summary - Development Performance

Performance of the proposed design -

- Target Illuminance ET
  - **97%** *(99% including marginals)* of rooms comply with the BS/EN 17037 Annex NA room targets for 50% of the floor area tested.
  - The average compliant areas achieving the relevant target Lx for
    - all bedrooms is **86%** and
    - all Living/Kitchen spaces **68%**
    - both in excess of the required 50%

- Sunlight to rooms:
  - **76%** *(78% including marginals)* of Living rooms comply with the 1.5hr BRE test on the 21st March.
  - **This is generally consistent with the BRE defined "careful layout design" 80% target.**

- Sunlight on the Ground SOG (Shadow)
  - The new provided amenity space complies with the BRE 2hr requirements

The assessment concludes that the application generally complies with the recommendations and guidelines of Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice BR209 (Version 3, 2022) when considered in terms of an infill and regeneration project in an un-developed lot.

We refer the Planning Authority to the Sunlight and Daylight Assessment prepared by Chris Shackleton Consulting for additional information.

8.2 The Planning System and Flood Risk Management (2009)



The Planning System and Flood Risk Management Guidelines were published by the Minister for the Environment, Heritage & Local Government in November 2009 under Section 28 of the Planning & Development Act 2000 (as amended).

The purpose of the Guidelines is that Planning Authorities must implement the Guidelines in ensuring that where relevant, flood risk is a key consideration in the assessment of planning applications.

We refer to the enclosed Flood Risk Assessment Report, prepared by JBA Consulting Engineers for full details on the assessment carried out in line with the above guidelines. The key conclusions of this document are as follows:

- There are no historical records indicating any flood events at the subject site in recent times.
- Based on review of the CFRAM flood maps, the site is classified within Flood Zone C, indicating a low risk of both fluvial and coastal flooding based on available flood mapping data, and is therefore excluded from further flood risk assessment at this stage.
- Pluvial flood mapping from Flood ResilienCity revealed significant flood risks but lacked sufficient resolution. A review of the ground topography based on LiDAR data, confirms that the local topography will route surface water away from the site.

8.3 Guidance on Appropriate Assessment for Planning Authorities (2009)

Under Article 6(3) of the EU Habitat Directive and Regulation 30 of SI no. 94/1997 "European Communities (Natural Habitats) Regulations (1997)" any plan or project which has the potential to significantly impact on the integrity of a Natura 200 site (i.e., SAC or SPA) must be subject to an Appropriate Assessment. This requirement is also detailed under in the Planning and Development Acts (2000 - 2010).

We confirm that an AA Screening Report forms part of this LRD application.

8.4 Sustainable Urban Housing: Design Standards for New Apartments (July 2023)



'Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities July 2023' are intended to promote sustainable housing, by ensuring that the design and layout of new apartments provide satisfactory accommodation for a variety of household types and sizes, including families with children over the medium to long term.

These guidelines in their current format were originally issued in 2018, as an update of the Sustainable Urban Housing: Design Standards for New Apartments guidelines published in 2015. The 2020 update related to 'Shared Accommodation'/'Co-living' as detailed in Section 5.0. These 2023 Guidelines are issued as a further technical update in relation to 'Build-To-Rent' accommodation and to update some other references, where necessary.

The Design Standards for new Apartment's detail 3 no. locations where apartment developments are generally suitable. These are defined as:

1. 'Central and / or Accessible Urban Locations
2. Intermediate Urban Locations
3. Peripheral and / or Less Accessible Urban Locations.'

The development is classed as being in an 'Central and / or Accessible Location' within the guidelines which are defined as the following in section 2.4:

"Such locations are generally suitable for small- to large-scale (will vary subject to location) and higher density development (will also vary), that may wholly comprise apartments, including:

- *Sites within walking distance (i.e. up to 15 minutes or 1,000-1,500m), of principal city centres, or significant employment locations, that may include hospitals and third-level institutions;*
- *Sites within reasonable walking distance (i.e. up to 10 minutes or 800-1,000m) to/from high-capacity urban public transport stops (such as DART or Luas); and*
- *Sites within easy walking distance (i.e. up to 5 minutes or 400-500m) to/from high frequency (i.e. min 10-minute peak hour frequency) urban bus services.*

The range of locations outlined above is not exhaustive and will require local assessment that further considers these and other relevant planning factors."

As previously stated in Section 3 of this report, the subject development is conveniently located on a Public Transport Corridor along Dolphin's Barn Road, which is serviced by a number of different routes that operate during peak hours and provide connections to nearby urban centres. The site is also located on the proposed Bus Connects route with spine/branch routes, orbital routes and other city bound routes proximate to the subject site. The site is also within c. 600m walking distance to the Fatima Luas red line station, which provides access to Conolly Station and The Point - East and Saggart – West. This forms part of the wider Luas network throughout the Greater Dublin Area and links the site directly to Dublin City Centre and the Green Luas line.

Specific Planning Policy Requirements

The current proposal provides for 120 no. residential units and this statement of consistency sets out the compliance of the proposal with the key policy requirements and standards as they relate to the proposed apartment units within the scheme as follows:

Specific Planning Policy Requirement 1

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

Applicant Response to SPPR1

The proposed residential mix provides for 119 no. units as follows:

- 6 no. 1 bed units (5.0%)
- 64 no. 1 bed units + 10% (53.8%)
- 2 no. 2 bed units (3 person) (1.7%)
- 35 no. 2 bed (4 person) (29.4%)
- 12 no. 2 bed (4 person) + 10% (10.1%)

We submit the proposal complies with the above SPPR given that the development is for an approved housing body, and that the Development Plan allows for a relaxations of unit mix for social housing needs and infill schemes, such as the proposed development.

Specific Planning Policy Requirement 2

For all building refurbishment schemes on sites of any size, or urban infill schemes on sites of up to 0.25ha:

- ***Where up to 9 residential units are proposed, notwithstanding SPPR 1, there shall be no restriction on dwelling mix, provided no more than 50% of the development (i.e. up to 4 units) comprises studio-type units;***
- ***Where between 10 to 49 residential units are proposed, the flexible dwelling mix provision for the first 9 units may be carried forward and the parameters set out in SPPR 1, shall apply from the 10th residential unit to the 49th;***
- ***For schemes of 50 or more units, SPPR 1 shall apply to the entire development;***

All standards set out in this guidance shall generally apply to building refurbishment schemes on sites of any size, or urban infill schemes, but there shall also be scope for planning authorities to exercise discretion on a case-by-case basis, having regard to the overall quality of a proposed development.

Applicant Response to SPPR2

We note that the subject site area exceeds 0.25ha. SPPR 2 does not apply in this instance.

Specific Planning Policy Requirement 3

Minimum Apartment Floor Areas:

- ***Studio apartment (1 persons) 37 sqm***
- ***1-bedroom apartment (2 persons) 45 sqm***
- ***2-bedroom apartment (3 person) 63 sqm***
- ***2-bedroom apartment (4 persons) 73 sqm***
- ***3-bedroom apartment (5 persons) 90 sqm***

Applicant Response to SPPR3

The proposed apartment units comply with the minimum apartment floor areas as follows, particularly considering the floor area parameters set out in SPPR 3 above shall generally apply to apartment schemes and do not apply to purpose-built housing, such as the subject site considering the proposal is for an AHB:

- ***1-bedroom apartment (2 persons)*: 48.86 – 60.23 sqm**
- **2-bedroom apartment (3 persons): 69.2 – 72.36 sqm**
- ***2-bedroom apartment (4 persons):* 73.08– 86.69 sqm**

For further information in this regard, please refer to the enclosed architectural drawings and 'Housing Quality Assessment' schedule prepared by C+WOB Architects, which provide confirmation that the proposed development is consistent with the design standards of these Guidelines.

Specific Planning Policy Requirement 4

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

(i) A minimum of 33% of dual aspect units will be required in more central and accessible urban locations, where it is necessary to achieve a quality design in response to the subject site characteristics and ensure good street frontage where appropriate.

(ii) In suburban or intermediate locations it is an objective that there shall generally be a minimum of 50% dual aspect apartments in a single scheme.

(iii) For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise further discretion to consider dual aspect unit provision at a level lower than the 33% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects."

Applicant Response to SPPR4

The development in this instance is located in central and highly accessible location along Dolphin's barn Street. The proposed development delivers 43% dual aspect units. We note specifically that a total of 51 of the 119 no. units proposed deliver dual aspect.

Given this, the proposed development complies with the dual aspect ratio required of the Apartment Guidelines.

Specific Planning Policy Requirements 5

"Ground level apartment floor to ceiling heights shall be a minimum of 2.7m and shall be increased in certain circumstances, particularly where necessary to facilitate a future change of use to a commercial use. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha planning authorities may exercise discretion on a case-by-case basis, subject to overall design quality."

Applicant Response to SPPR5

We can confirm that the ground floor of the proposed scheme provides floor to ceiling heights of 2.7m.

We note the Guidelines state the following:

"Building Regulations Technical Document F deals with Ventilation. It provides guidance on ceiling height in habitable rooms. The suggested minimum floor to ceiling height, consistent with good room design, the use of standard materials and good building practice is ***generally 2.4m****".*

Given this, the proposed development complies with the floor to ceiling height requirements of the Apartment Guidelines.

Specific Planning Policy Requirements 6

"A maximum of 12 apartments per floor per core may be provided in apartment schemes. This maximum provision may be increased for building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, subject to overall design quality and compliance with building regulations."

Applicant Response to SPPR6

SPPR 8 (v) is the predominant policy on the number of apartments per core. However, we can confirm that the number of apartments per floor per core ranges from does not exceed 12 apartments per floor per core.

In addition to the Specific Planning Policy Requirements noted above the 'Guidelines' sets out additional requirement for the following items:

Internal Storage

Unit Type	Min. Storage Requirements	Proposed
1-bed	3 sqm	3 sq. m - 3.5sq.m
2-bed (3 person)	5 sqm	5 sq.m - 5.7 sqm
2-bed (4 persons)	6 sqm	6sq.m - 6.8 sq.m

Table 9 - Storage Requirement and Provision

We submit that compliance with the minimum required areas for internal storage space is achieved in all units.

Private Amenity Space

The proposed development complies with the requirements set down in respect of private amenity open space in the guidelines. All of the units are provided with private open space comfortably in excess of the minimum, as shown in the Housing Quality Assessment prepared by C+WOB Architects.

Unit Type	Min. Private Open Space Req.	Proposed
1-bed	5 sqm	5 sqm – 16.8 sq.m
2-bed (3 person)	6 sqm	15 sq.m - 16.5 sqm
2-bed (4 persons)	7 sqm	7 sq.m sq.m– 12.8 sqm

Table 10 - Private Amenity Space Requirement and Provision

We submit that compliance with the minimum required areas for private amenity space is achieved in all units. We submit this is consistent with the design standards and is acceptable in this instance given the overall design quality put forward.

All balconies will meet or exceed the minimum depth requirement of 1.5 m.

Communal Amenity Space

Unit Type	Minimum Area per unit	Requirement
1-bed	5 sqm	70 x 5 = 350 sqm
2-bed (3 person)	6 sqm	2 x 6 = 12 sqm
2-bed (4 persons)	7 sqm	47 x 7 = 329
Total		**691 sqm**

Table 11- Communal Amenity Space Requirement and Provision

The current proposal exceeds the requirements and provides for a total of 707 sqm of communal open space at provided ground level, which is over and above 691 sqm required.

We submit to the Board that the proposal is consistent with the overall principles of the Sustainable Urban Housing: Design Standards for New Apartments (2023)

9.6 Urban Development and Building Height Guidelines (2018)



The publication of the **'Urban Development and Building Heights, Guidelines for Planning Authorities (2018)'** is intended to set out national planning policy guidelines on building heights in relation to urban areas. These guidelines are the most recent form of guidance from the Minister on the matter of building height and were formally adopted in December of 2018. We note that section 1.14 of the document sets out the following:

"Accordingly, where SPPRs are stated in this document, ***they take precedence over any conflicting, policies and objectives of development plans, local area plans and strategic development zone planning schemes.*** *Where such conflicts arise, such plans/ schemes need to be amended by the relevant planning authority to reflect the content and requirements of these guidelines and properly inform the public of the relevant SPPR requirements.*

The Urban Development and Building Height Guidelines are the predominant context for assessment of height in this case.

From the outset, it is noted that the Building Height Guidelines (2018) expressly seek to increase building heights at appropriate urban locations and adjacent to key public transport corridors.

"In relation to the assessment of individual planning applications and appeals, it is Government policy that building heights must be generally increased in appropriate urban locations. There is therefore a presumption in favour of buildings of increased height in our town/city cores and in other urban locations with good public transport accessibility."

Specific Planning Policy Requirements

The following Specific Planning Policy Requirements are considered particularly relevant to the current site context and the compliance of the scheme with these SPPRs is set out below.

SPPR 3 (A)

> ***"It is a specific planning policy requirement that where:***
>
> ***(A) 1. an applicant for planning permission sets out how a development proposal complies with the criteria above; and***
>
> ***2. the assessment of the planning authority concurs, taking account of the wider strategic and national policy parameters set out in the National Planning Framework and these guidelines; then the planning authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise."***

Applicant Response to SPPR 3A

The performance of the proposal vis a vis the building height criteria is further assessed below in sub-section 'Development Management Criteria'.

Development Management Criteria

The Guidelines clearly set out that in the event of making a planning application, the applicant shall demonstrate to the satisfaction of the Planning Authority that the proposed development satisfies criteria. The relevant criteria, followed by an applicant response is set out below to clearly set out for the Planning Authority to demonstrate that the current proposal respects the outlined Development Management Criteria.

At the scale of the relevant city / town	
Assessment Criteria	**Response**
"The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport.	The site is well served by public transport, including both Luas and bus routes, in addition to GoCar and Bleeper Bike services. The site is located along the R110 - Dolphin's Barn Road, which currently provides 2 no. bus stops within approximately within a short walking distance of the subject site (approx. 15m & 1-minute walk). These bus stops are served by Dublin Bus Service Nos. 27, 56a, 74, 77a and 151, which operate during peak hours, every 10/15/20/30 minutes, and provides connections to the City Centre, Tallaght, Dundrum, Citywest, Docklands, Ringsend, Clarehall, Foxborough, Newcastle and Ashington for example. The site is also located on the proposed Bus Connects route from Greenhills to the City Centre with spine/branch routes, orbital routes and other city bound routes proximate to the subject site. The site is also located approx. 600m) from the Fatima Luas stop, which provides frequent high-

	capacity services to Connolly Station and The Point – East and Saggart – West. There are also a number of cycle paths adjacent to the site, particularly along the R110 – Dolphin's Barn Street (directly to the east the site) and the R11 – Parnell Road, which is the Canal Way Cycle Route (currently subject to improvement works). Therefore, the site is considered to be a highly accessible location, suitable for the provision of additional residential units and increased building heights, particularly considering both the Building Height Guidelines and the Compact Settlement Guidelines (January 2024) support such for developments that have good public transport accessibility, with high capacity, frequent services, and good links to other modes of transport.
Development proposals incorporating increased building height, including proposals within architecturally sensitive areas, should successfully integrate into/ enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views. Such development proposals shall undertake a landscape and visual assessment, by a suitably qualified practitioner such as a chartered landscape architect.	It is submitted that Verified Views of the proposed development site have been prepared by 3D Design Bureau. These are included as a photomontage booklet now submitted as part of the Planning Application Pack. This booklet provides comparative images of the existing site condition versus the proposed for the assessment of the Planning Authority. It is the considered opinion of the project design team that the scheme now proposed demonstrates successful assimilation into the surrounding existing context. We refer the Planning Authority to the submitted Photomontages Booklet prepared by 3D Design Bureau for details.
On larger urban redevelopment sites, proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale of adjoining developments and create visual interest in the streetscape."	The proposed development would not reduce the visual amenity of the surrounding area. Careful consideration has been given to the existing surrounding area and appropriate set back distances have been maintained to not reduce the level of amenity experienced by surrounding dwellings. The context-driven use of mixed heights at different locations are provided and mitigate against potential negative impacts on existing developments, which retains all levels of existing residential amenity afforded to adjoining properties. The scale of the proposed development of 1-9 storeys is considered to integrate appropriately with its surroundings and has no detrimental effect on existing character and residential amenity, whilst providing an element of increased height to define a strong urban edge to Dolphin's Barn Street, an important corridor to and from the core of the city centre.

At the scale of district/ neighbourhood/ street	
The proposal responds to its overall natural and built environment and makes a positive contribution to the urban neighbourhood and streetscape.	The proposal responds to the natural and built environment of Dolphin's Barn and makes a positive contribution to the urban neighbourhood and streetscape by creating a profile on the streetscape by facilitating ongoing intensification, infill, and compaction on this brownfield site, which currently contains a group of vacant terrace buildings fronting onto Dolphin's Barn Street and a disused industrial unit, in various states of dereliction. Careful consideration has been given to the proposal regarding how it addresses existing neighbouring properties, with particular attention given to integrating the scheme into and enhancing the character of the surrounding area. The high-quality design submitted provides an appropriate development which will provide a precedent for development on nearby similar sites. The development aims to deliver a new high quality residential development catering to the demand for new units as outlined in national policy documents on a currently underutilised brownfield site.
The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of slab blocks with materials / building fabric well considered.	Careful consideration has been given to ensure that a monolithic appearance is avoided. Different materials, and fenestration as well as changes in massing across the site will break up the uniform appearance of the site and create visual interest. The changes in height from 4 to part 9 storeys on the site creates a unique building profile, avoiding the feel of a monolithic one-dimensional development.
The proposal enhances the urban design context for public spaces and key thoroughfares and inland waterway/ marine frontage, thereby enabling additional height in development form to be favourably considered in terms of enhancing a sense of scale and enclosure while being in line with the requirements of "The Planning System and Flood Risk Management – Guidelines for Planning Authorities" (2009).	JBA Consulting undertook a Flood Risk Assessment for the proposed development at Dolphin's Barn and concluded that there are no historical records indicating any flood events at the subject site in recent times. JBA noted that the Grand Canal is the primary hydrological structure within the region. It originates from the Grand Canal Dock adjacent to the River Liffey, extends toward the River Shannon, and its course approaches the designated redevelopment area, flowing within 333 metres to the south of the proposed site at Parnell Road. The site is classified within Flood Zone C, indicating a low risk of both fluvial and coastal flooding based on available flood

	mapping data, and is therefore excluded from further flood risk assessment at this stage. Pluvial flood mapping from Flood ResilienCity revealed significant flood risks but lacked sufficient resolution. Three topographic profiles, based on LiDAR analysis, confirm that the local topography will route surface water away from the site. The stormwater system should be designed in accordance with the principles of Sustainable Drainage Systems (SuDS) as per the recommendations of the Greater Dublin Strategic Drainage Study (GDSDS). The proposed design should integrate a 20% increase in rainfall rates to address climate change impacts. Within the Dublin City Council Development Plan 2022 - 2028, a 300mm threshold between the ground floor levels and the surrounding hardstanding area is recommended to protect against surface water inundation. The Finished Floor Level (FFL) at different points is higher than the street level, with differences of 210 mm and 333 mm, respectively and the natural slope of the road from Dolphin Street towards Cork Street ensures water flows away, minimizing flood risks at entrances and parking areas from stormwater exceedance. According to the Planning System and Flood Risk Management Guidelines the proposed development site is considered highly vulnerable. However, because the site is located in Flood Zone C, for both fluvial and coastal risk, it is considered appropriate, and the Justification Test is not required. Surface water flood risk and climate change impacts have also been screened out. The Flood Risk Assessment was undertaken in accordance with 'The Planning System and Flood Risk Management' guidelines and is in agreement with the core principles contained within.
The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area within which the development is situated and integrates in a cohesive manner.	The high-quality design proposed will ensure that the development will be legible and attractive when viewed from the wider area. Internally, the site provides pedestrian and cyclist linkages which integrates the development to Dolphin's Barn Street.
The proposal positively contributes to the mix of uses and/ or building/ dwelling typologies available in the neighbourhood."	The mix of 1- and 2-bedroom apartments is appropriate for an Approved Housing Body, particularly considering the Plan allow for standards

	to be relaxed for social housing needs and/or where there is a verified need for a particular form of housing, such as the subject site. In addition, the Apartment Guidelines provide flexibility in terms of unit mix for building refurbishment schemes on sites of any size, urban infill schemes on site up to 0.25 ha, schemes up to 9 units and for schemes between 10 and 49 units. The Plan further states that these standards may be relaxed for social housing development. Considering the proposed scheme is for an Approved Housing Body and is being developed on an infill site, the proposal is therefore in accordance with the Development Plan and Sustainable Urban Housing: Design Standards for New Apartments (July 2023) requirements for residential mix and unit mix.
At the scale of the site/building	
The form, massing and height of proposed developments should be carefully modulated so as to maximise access to natural daylight, ventilation and views and minimise overshadowing and loss of light.	The design of the subject scheme, particularly the orientation of the residential units was carefully considered to minimise the potential for overlooking and overshadowing of each other.
Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision outlined in guides like the Building Research Establishment's 'Site Layout Planning for Daylight and Sunlight' (2nd edition) or BS 8206-2: 2008 – 'Lighting for Buildings - Part 2: Code of Practice for Daylighting'. **Where a proposal may not be able to fully meet all the requirements of the daylight provisions above, this must be clearly identified and a rationale for any alternative, compensatory design solutions must be set out, in respect of which the planning authority or An Bord Pleanála should apply their discretion, having regard to local factors including specific site constraints and the balancing of that assessment against the desirability of achieving wider planning objectives. Such objectives might include securing comprehensive urban regeneration and or an effective urban design and streetscape solution.**	We confirm that a Daylight and Sunlight Assessment has been completed and submitted by Chris Shackleton Consulting. The assessment concludes that the application generally complies with the recommendations and guidelines of Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice BR209 (Version 3, 2022) when considered in terms of an infill and regeneration project in an un-developed lot.
Site Specific Assessment	

Specific impact assessment of the micro-climatic effects such as down-draft. Such assessments shall include measures to avoid/ mitigate such micro-climatic effects and, where appropriate, shall include an assessment of the cumulative micro-climatic effects where taller buildings are clustered.	It is considered by the design team that the building height of maximum 9 no. storeys does not present any potential for microclimatic impacts either to the proposed private open space balconies on the upper floors, or to surrounding developments. All communal open space for the development is provided at ground floor level.
In development locations in proximity to sensitive bird and / or bat areas, proposed developments need to consider the potential interaction of the building location, building materials and artificial lighting to impact flight lines and / or collision.	**<u>Bird Surveys</u>** A bird scoping survey was conducted on the 28th of May as part of the PEA. The survey aimed to identify birds of high conservation concern, as well as habitats that may support these species on Site. This included a scoping survey for breeding and wintering birds. As this Site consists of mainly buildings and urban habitat, the survey included an assessment of any entrance points into the buildings, flat roof surfaces and rafters, any sheltered ledges or crevices, as well as a search for nests or evidence of nesting birds. The Site contained very limited suitable habitat for any wintering bird species. The Site is comprised entirely of buildings and footpaths. The Site contained roosting feral pigeons (*Columba livia)* along girders and support beams within the entranceway to the Site. A small number of common passerine species were noted at the Site including wren (*Troglodytes troglodytes*), robin (*Erithacus rubecula*), blue tit (*Cyanistes caeruleus*), and blackbird (*Turdus merula*). No red listed or Annex I species were recorded on Site. The stands of invasive butterfly bush may provide occasional nesting opportunities for small passerine species but does not provide significant nesting habitat for any bird species, including red listed or Annex I species. Similarly, while they could not be observed, the flat roofs on some of the buildings may provide potential habitat for nesting gulls. Due to the limited and low suitability nesting habitat available at the Site, further breeding bird surveys are not considered necessary as there will be no significant loss of habitat. Mitigation measures that will prevent any harm occurring to bird species during construction works will be detailed below. This will include but is not limited to vegetation clearance and demolition works occurring outside of the breeding bird season which spans from the 1st of March to the

	31st of August inclusive, unless under the Supervision of an Ecological Clerk of Works (ECOW) that has confirmed no nests are present prior to the commencement of works. **Likelihood of Collision Impacts** The physical location of buildings and structures can influence the likelihood of bird collisions, with structures placed on or near areas regularly used by large numbers of feeding, breeding, or roosting birds, or on local flight path, such as those located between important foraging and roosting areas, can present a higher risk of collision. The Site is located in the heart of Dublin City Centre and is not deemed to be located in a sensitive area in terms of bird flight paths i.e., it is not located along the coast, or adjacent to any SPAs designated for wetland bird populations. **Building Height** The Proposed Development entails the construction of apartments and as such, the risk of migrating birds colliding with the structure due to its height is deemed to be negligible (Migrat-ing species tend to commute far above this with Swans and Geese flying up to 2500ft (ca.750m) during migration along Irish Coasts (Irish Aviation Authority, 2020). Birds that fly over the Site to commute between feeding grounds at various locations would fly lower than this, however, once the proposed structures are made of visible materials i.e., not entirely comprised of reflective materials such as glass, the birds would simply fly around or over them. In the context of the Site location, the building height is not proposed to be significantly taller than any structures around it, and so birds are not likely to have to change altitude or make sharp movements to avoid the Proposed Development. **Building Appearance** The overall façades of the proposed buildings are diverse, with a varied material composition interspersing any reflective areas. These architectural design features provide important visible cues as to the presence and extent of the proposed structures to any commuting/foraging bird species should they be in the vicinity of the Site. This overall visual heterogeneity of the building façades will be sufficient to further ensure that the risk of bird collisions as a result of the Proposed Development is negligible. These architectural design features are

	part of the overall design of the Proposed Development and are not considered to represent specific mitigation measures to prevent collisions, however, they will contribute to the overall effect in this regard. It is noted that birds are not deemed to be at any particular risk of collisions with the proposed buildings at the Site. As such, based on the heights of the proposed structures, their physical appearance and the nature of their location, it is deemed that birds including any 'at-risk' species, do not have the potential to be impacted by the Proposed Development in terms of collisions and the risk is therefore deemed to be **imperceptible** in the absence of any mitigation. **Bat Surveys** A preliminary bat roost assessment (PBRA) of Potential Roosting Features (PRFs) within the Site was also conducted on the 28th of May 2024. The PBRA recorded three PRFs. These were a tower structure, a broken window and two bricked up windows with exposed crevices. The PRFs were classified overall as having "Low" bat roosting potential (Collins, 2023) based on the type of PRFs, the Site location, lack of habitat connectivity, and the significant lighting present at the Site from the surrounding urban landscape. The Site also required one bat emergence survey during which no roosting bats were found. Incidental bat recordings were picked up from bats in the vicinity of surveyors and equipment. Bat activity was generally quite low with a small number of bats utilizing the Site for foraging. While a small number of bats were recorded foraging, it is noted that the Site is overgrown with the invasive plant species butterfly bush which is scheduled to be removed and replaced with native species. While this may result in the temporary loss of forage, it would not be considered a significant loss, and the removal of an invasive species and replanting of native species is considered to provide an overall net positive ecological benefit. It is also important to note that the detections recorded are not representative of individual bats, but rather activity. Due to the small nature of the Site, it is likely that the same bats are being recorded multiple times across each detector as they repeatedly circle the same area.

	A comprehensive bat report is provided under separate cover (Enviroguide, 2024a) which includes appropriate mitigations to prevent harm or disturbance to bats utilising the Site for foraging. No other protected species or habitats which have the potential to support protected species were recorded on Site. The proposed mitigation measures have been recommended to prevent harm to any species that may be utilising the Site and following their successful implementation, no significant negative effects on any protected species or habitats are expected as a result of the Proposed Development.
An assessment that the proposal allows for the retention of important telecommunication channels, such as microwave links	As the subject buildings are not considered to be of significant height this assessment is not required in this instance.
An assessment that the proposal maintains safe air navigation.	Given the development is removed from any airports or air strips this report is not required.
An urban design statement including, as appropriate, impact on the historic built environment	There are no Protected Structures onsite, and the site is not located within an Architectural Conservation Area. The development proposes no potential impact on any nearby protected structures. Refer to the Design Statement prepared by C+W O'Brien for additional information.
Relevant environmental assessment requirements, including SEA, EIA, AA and Ecological Impact Assessment, as appropriate.	The Site was subject to a Preliminary Ecological Appraisal (PEA) walkover survey on the 28th of May 2024 in conjunction with an invasive species survey. The PEA assessed the ecology of the Site and noted very little biodiversity, largely due to the Site's location. The Site is situated in the heart of Dublin city centre and is comprised of hardstanding areas of buildings and footpaths. The only flora present were stands of the non-native invasive species butterfly bush (*Buddleia davidii*). The PEA identified some small passerine bird species flying through the Site along with some potential for roosting bats. No other habitats or species or habitats of significance were recorded. Following the findings of the PEA, a screening for appropriate assessment (AA) was recommended, along with a bat emergence survey and the compiling of an invasive species management plan. No other surveys were required. The results of the bat surveys

	and invasive species survey and the AA screening accompany this application. On the basis of the screening exercise carried out (included as part of this LRD planning application), it can be concluded, on the basis of the best scientific knowledge available and objective information, that the possibility of any significant effects on the above listed European sites, whether arising from the project itself or in combination with other plans and projects, can be excluded in light of the above listed European sites' conservation objectives. Thus, there is no requirement to proceed to Stage 2 of the Appropriate Assessment process; and the preparation of a NIS is not required.

Table 12 – Development Management Criteria

In consideration of above, the current proposal for 119 no. apartment units can be positively considered on this site by the competent authority. Specifically, the proposal has addressed the specific development criteria requirements of the Guidelines and is in compliance with the key SPPRs. Most notably the site's location is considered to address the very spirit and intent of the Guidelines that being one proximate to public transport and a variety of services.

We submit that the preliminary proposal is consistent with the Urban Development and Building Height Guideline for Planning Authorities (2018).

9 STATUTORY PLANNING CONTEXT

9.1 Dublin City Development Plan 2022-2028

The Dublin City Development Plan 2022-2028 is the relevant statutory planning context governing the subject site. This Plan will remain valid for 6 years, subject to any review, variations, extensions, or alterations made during the lifetime of the permission.

It is submitted that it is the design team's full intention for the subject scheme to be in compliance with the site zoning, key development objectives and key development standards.

The subject site is now put forward in accordance with this Development Plan policy context.

9.1.1 Zoning

The subject site is zoned '*Z4 - Key Urban Villages/Urban Villages*', with an objective '*to provide for and improve mixed-services facilities.*'

Section 14.7.4 of the Plan states that Key Urban Villages and Urban Villages (formerly District Centres) function is to serve the needs of the surrounding catchment providing a range of retail, commercial, cultural, social and community functions that are easily accessible by foot, bicycle, or public transport; in line with the concept of the 15-minute city.

It's noted that Key Urban Villages form the top tier of centre outside the city centre. They typically have retail outlets of a greater size selling convenience and comparison goods or provide services of a higher order. The catchment area generally extends spatially to a greater extent than that of Urban Villages and Neighbourhood Centres. Urban Villages zoned Z4 are typically smaller in scale and provide a more localised role for the daily shopping needs and local services of a residential community.

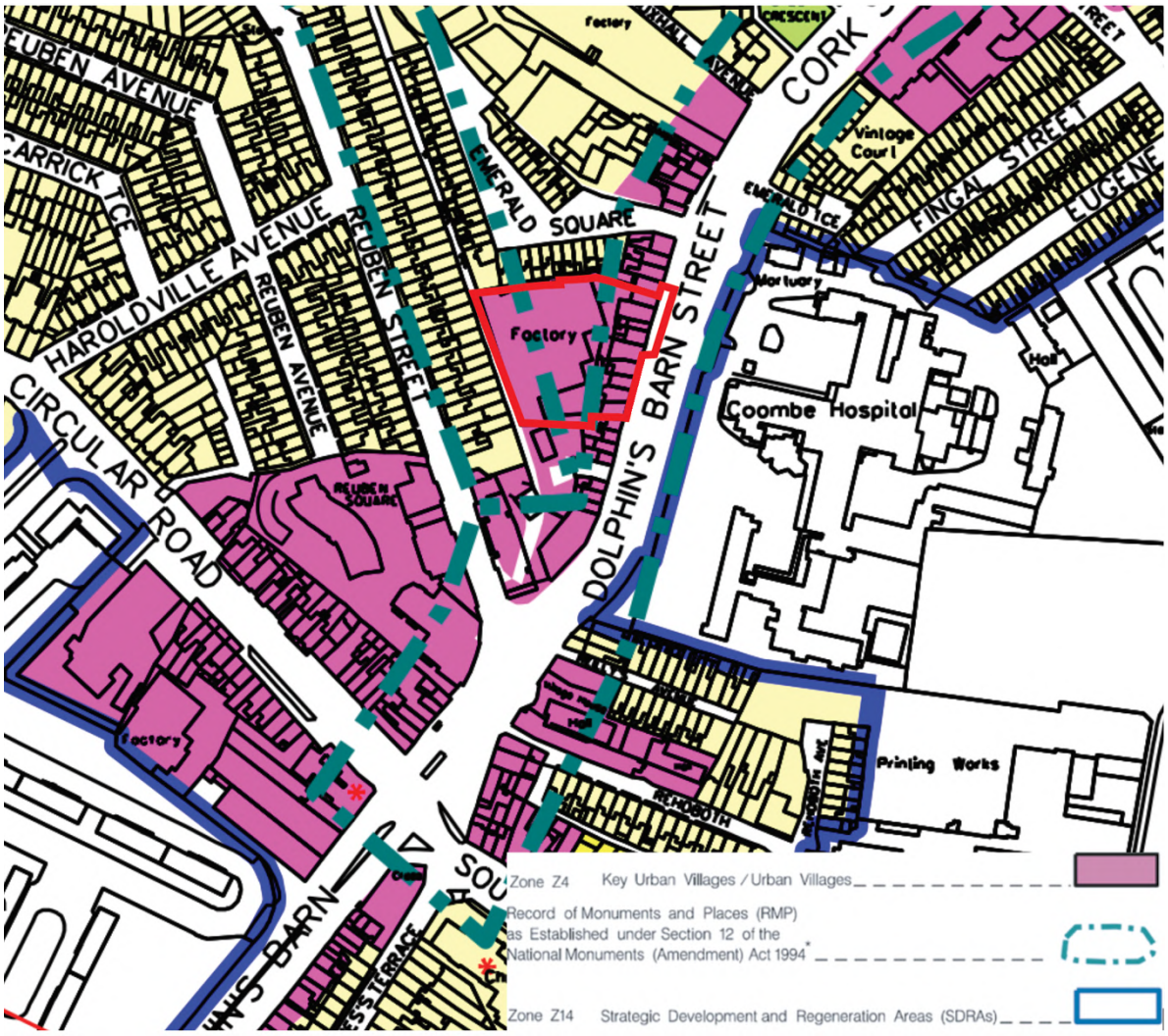


Figure 12 – DCC Development Plan 2022-2028 Zoning Map E (extract with subject site outlined in red)

As illustrated in Figure 13 below, the subject site is located within the Inner City and within a Strategic Development and Regeneration Area (SDRA15 Liberties and Newmarket Square). The subject site is also located north/northwest of SDRA11 St. Teresa's Gardens regeneration area, to the northeast of SDRA 12 Dolphin House, to the southeast of SDRA14 St. James' Healthcare Campus and Environs and to the northeast of Key Urban Village Crumlin Shopping Centre. In accordance with the strategic regeneration areas as identified in the City Development Plan, the surrounding urban area is undergoing significant regeneration measures with the aim of creating a reinvigorated and improve urban area with a broad range of commercial, retail, residential, social, community, and leisure uses.

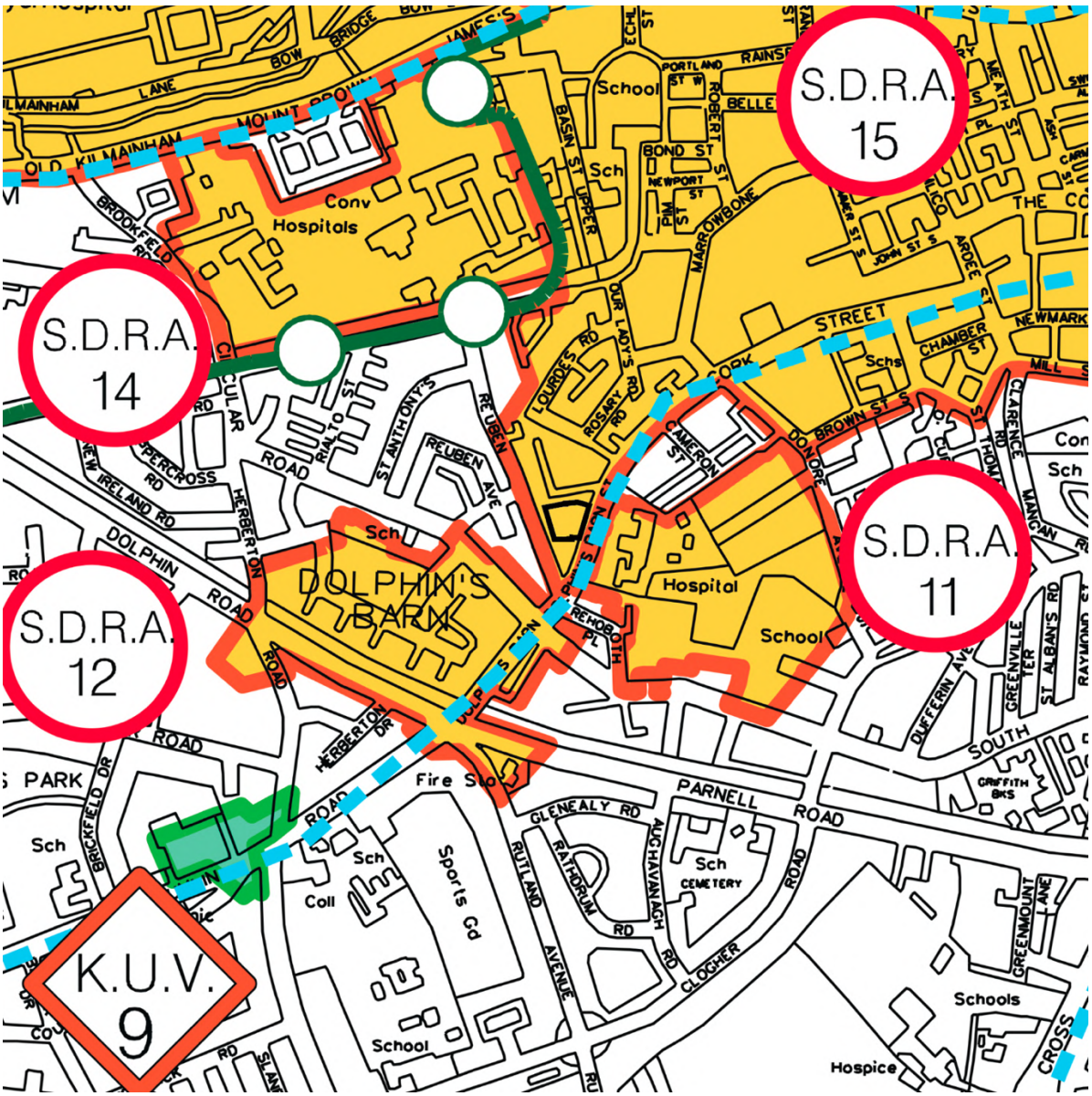


Figure 13 – DCC Development Plan 2022-2028 Strategic Development and Regeneration Areas & Key Urban Villages – Map K (extract with subject site outlined in black)

General principles regarding development in Key Urban Villages/Urban Villages are set out below. Proposals for development within these areas should be in accordance with these principles in addition to complying with the land-use zoning:

- **Mixed-Use:** Promote an increased density of mixed-use development including residential development with diversity in unit types and tenures capable of establishing long-term integrated communities.

- **Density**: Ensure the establishment of higher density development capable of sustaining quality public transport systems and supporting local services and activities. Encourage the development/redevelopment of under-utilised sites and intensification of underutilised areas such as surface parking. Opportunity should be taken to use the levels above ground level for additional commercial/retail/services or residential use.

- **Transport:** Ensure provision is made for quality public transport systems. Provide improved access to these systems and incorporate travel plans, which prioritise the primacy of pedestrian and cyclist movement and address the issue of parking facilities and parking overflow. Ensure that enhanced connectivity and permeability is promoted.

- **Commercial/Retail**: Promote the creation of a vibrant retail and commercial core with animated streetscapes. A diversity of uses should be promoted to maintain vitality throughout the day and evening.

- **Community and Social Services:** Encourage these centres to become the focal point for the integrated delivery of community and social services.

- **Employment**: Encourage the provision of employment uses incorporating office, work hub, live-work units, professional and financial services, and the creation of small start-up units.

- **Built Environment:** Ensure the creation of high-quality, mixed-use urban districts with a high-quality public realm, distinctive spatial identity and coherent urban structure of interconnected streets and child-friendly, accessible public spaces and urban parks. Development should have regard to the existing urban form, scale and character and be consistent with the built heritage of the area.

The uses permitted in principle under this zoning objective are:

> *"Amusement/leisure complex, assisted living/retirement home, bed and breakfast, buildings for the health, safety and welfare of the public, café/tearoom, car park, car trading, childcare facility, civic offices,* ***community facility****, craft centre/ craft shop, cultural/recreational building and uses, delicatessen, education, embassy office, enterprise centre, financial institution, garden centre/ plant nursery, guesthouse, halting site, homebased economic activity, hostel (tourist), hotel, industry (light), live-work units, media associated uses, medical and related consultants, mobility hub, motor sales showroom, office, off-licence, off-licence (part), open space, park and ride facility, petrol station, place of public worship, primary health care centre, public house, public service installation, recycling facility,* ***residential****, restaurant, science and technology-based industry, shop (district), shop (local), shop (neighbourhood), sports facility and recreational uses, takeaway, training centre, veterinary surgery.."*

All considered, the current proposal is considered a positive contribution to the Liberties and Newmarket SDR.

9.1.3 Archaeological Zone –

It is noted that a section of the site is located within the zone of archaeological potential for Record of Monuments and Places (RMP) 1994 DU018-020 (historic city) as Established under Section 12 of the National Monuments (Amendment) Act. However, the site is not located within a conservation area and there are no protected structures on the site.

As referenced under the archaeological and architectural assessment submitted under the proposed SHD scheme (SHD0030/21), there is a former city watercourse DU018-043001/DU018-020576, which itself runs outside of the proposed development area to the west, which is subject to statutory protection as above.

The assessment noted that the existing structures on the subject site represent a mixture of 18th and 19th century structure, many of which have been altered significantly and are now in poor condition. It was noted that none of the structures are protected structures or listed in the NIAH Survey. The development area is located c. 800m southwest of the closest ACA and the closest protected structure consists of a former bank (RPS 2308), located c. 155m southwest.

In addition, it was stated that the proposed construction of a 1-9 storey development will not visually impact on the historic built environment, due to the distances (and existing developments) between the site and buildings that are subject to statutory protection. It was further noted that the height of the proposed development will not negatively affect the closest ACA and that the lack of visual impact on the historic built environment has already been illustrated by the fact that permission for a seven-story development was previously granted (Planning Refs: DCC Reg. Ref. 3853/17 and ABP Ref. 302149-18).

It is submitted that the applicant is willing to accept a condition attached to a grant of permission to satisfy the requirements of the City Archaeologist prior to and during the construction stage. It is suggested that this is worded the same as, or similarly to, condition no. 22 as attached to the grant of permission previously issued on the site under DCC Reg Ref. 3853/17.

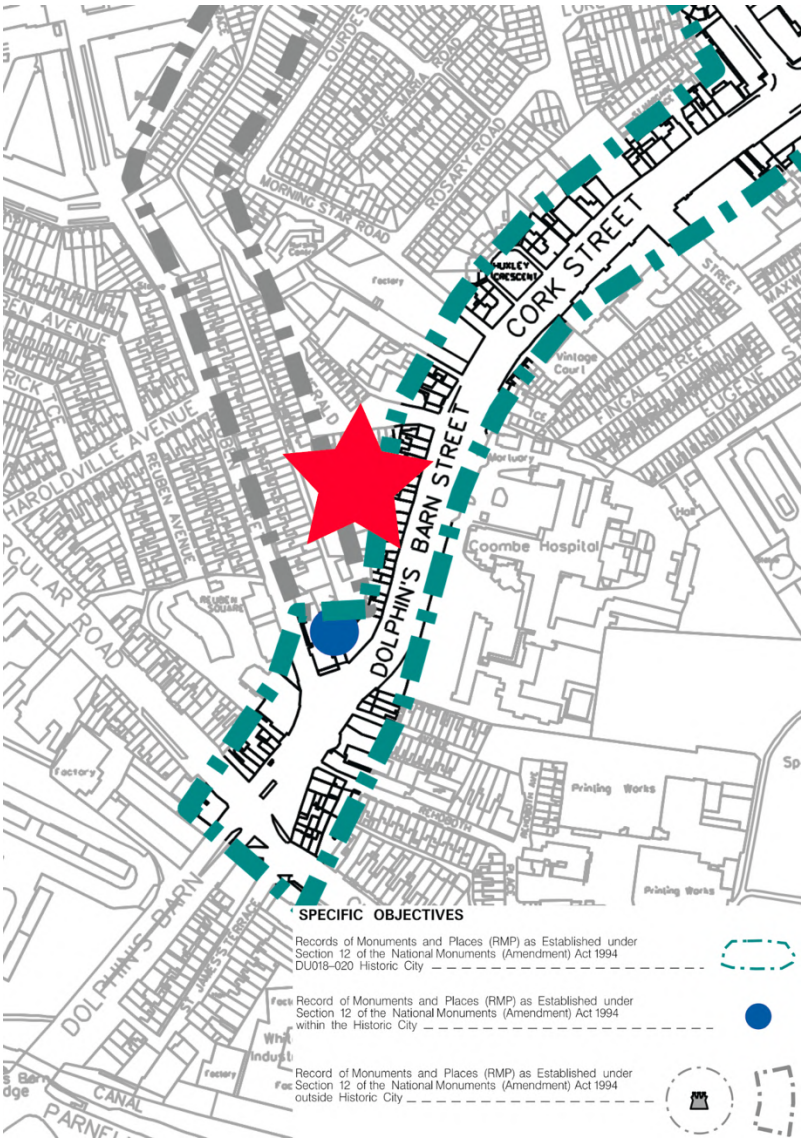


Figure 14 – Map L – historic city (subject site identified by red star)

9.1.4 Strategic Development Regeneration Areas

As outlined above, the subject site has been identified on map K as a designated Strategic Development Regeneration Areas -SDRA 15 Liberties and Newmarket Square.

This SDRA corresponds to the area defined by the Liberties Local Area Plan 2009. With the expiration of the Local Area Plan (LAP) in May 2020, SDRA 15 seeks to incorporate relevant elements of the LAP, as appropriate, that have yet to be realised.

It is further noted that while considerable urban consolidation and regeneration of the Liberties area has occurred in recent decades, significant opportunities for regeneration and enhancement still exist, as identified in the guiding principles for SDRA 15. It's also an objective of the plan to recognise the unique role the Liberties plays in Dublin's character and to ensure that regeneration safeguards the Liberties' strong sense of community identity and cultural vibrancy into the future.

Character Area 8 - Maryland

As illustrated in Figure 15, the subject site is located within the character area of Maryland, a key opportunity site, which is generally characterised by low level residential development. Two areas of redevelopment potential are also identified in the Guiding Principles Map that have the potential to increase connectivity within this character area.

It is noted that in this area, where residential amenity considerations allow, base heights that should be pursued for new developments should be 6 storeys.

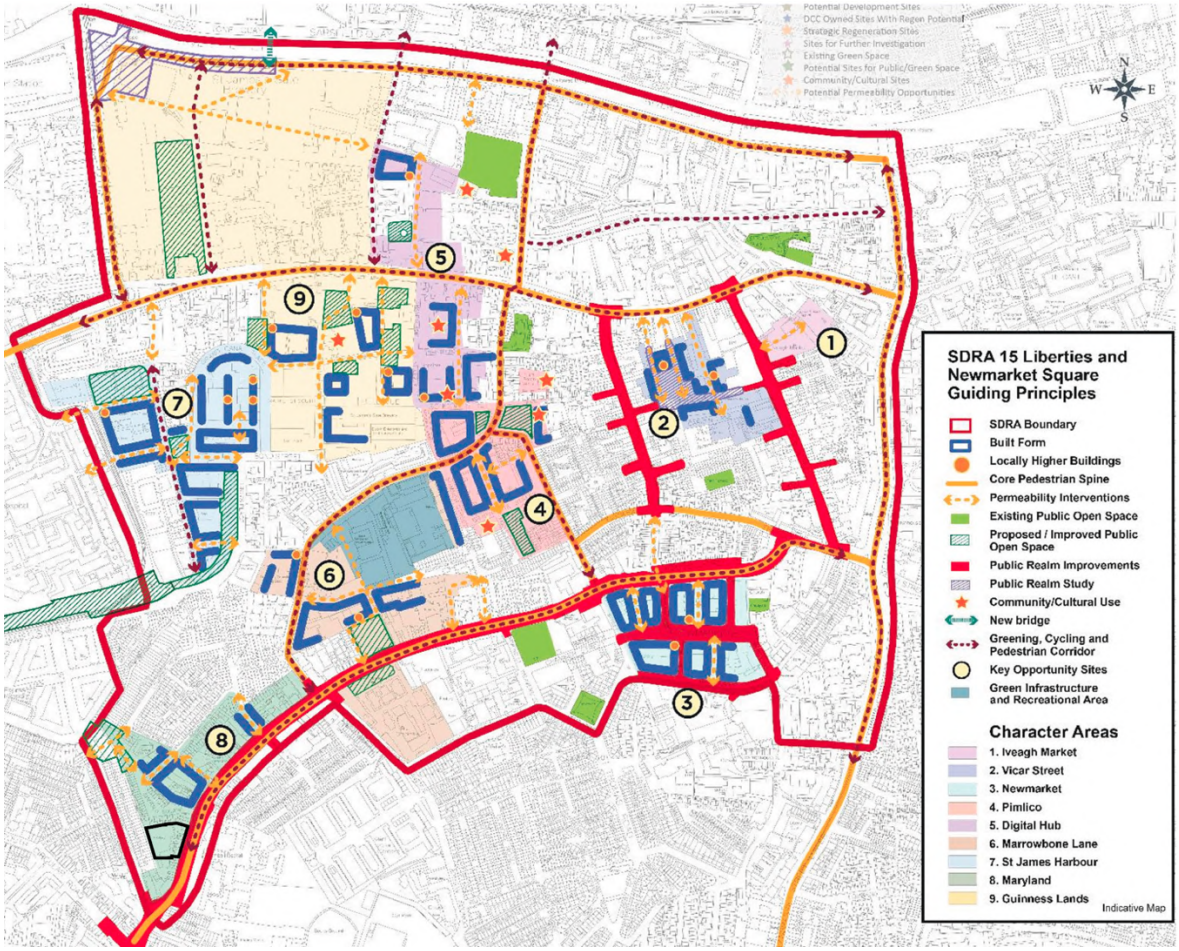


Figure 15 – DCC Development Plan 2022-2028 SDRA 15 Liberties and Newmarket Square (extract with subject site outlined in black)

9.1.5 Height

Section 3 and 4 of the Dublin City Development Plan 2022-2028 refer to Height and Strategic Development Regeneration Areas (SDRA's). It's stated that SDRA's are to be the focus of compact growth over the plan period with the objective to facilitate ongoing intensification, infill, and compaction.

As referred to above, the subject site is located within SDRA 15 Liberties and Newmarket Square, which includes the character area of Maryland, a key opportunity site, which support's 6-8 storeys as a benchmark height for new developments in the SDRA area where conservation and design considerations permit.

According to the Development Plan, opportunities exist for buildings of increased height in line with the considerations outlined under the performance criteria, particularly considering the LRD proposed is considered suitable for increased building height, given its strategic location within the Inner City and an SDRA. The site is proximate to high quality public transport, in the form of the adjacent Core Bus Corridor, future Bus Connects routes and is within 600m of the Fatima Luas Red Line. There are also sufficient cycle connections adjacent to the site, that are subject to improvements, which will enhance accessibility at this site. In addition, the site benefits from a range of social infrastructure and employment hubs, particularly the designated zone of employment at Ushers Quay, which future residents can utilize.

The Z4 zoning is also capable of catering for a quality infill residential development at this brownfield site, which currently contains a group of vacant terrace buildings fronting onto Dolphin's Barn Street and a disused industrial unit, in various states of dereliction. The design and scale of the proposal contributes to the wider streetscape and the context-driven use of mixed heights at different locations mitigates against potential negative impacts on existing developments, in an area well served by existing amenities and services, which retains all levels of existing residential amenity afforded to adjoining properties. The scale of the proposed development, 1-9 storey, is considered to integrate appropriately with its surroundings and has no detrimental effect on existing character and residential amenity, whilst providing an element of increased height to define a strong urban edge to Dolphin's Barn Street, an important corridor to and from the core of the city centre.

9.1.6 Density

Section 3 and 4 of the Development Plan's Height Strategy (appendix 3) set out the requirements for Residential Density. It's noted that the Plan's assessment of development of increased height, scale and density in the city aligns with the Section 28 Apartment Guidelines (July 2023), considering the site is located within a central and/or accessible urban location, which is suitable for higher density development.

Location	**Net Density Range (units per ha)**
City Centre and Canal Belt	100-250
SDRA	**100-250**
SDZ/LAP	As per SDZ Planning Scheme/LAP
Key Urban Village	60-150
Former Z6	100-150
Outer Suburbs	60-120

Table 13 – Density ranges (extract from DCC Development Plan 2022-2028)

Additionally, the subject site being along a public transport corridor and within the Liberties and Newmarket SDRA 15 has been identified as a location for where increased height will be supported in the Plan.

Overall, the design seeks to ameliorate impacts on surrounding properties, whilst seeking to strike a balance that provides for an appropriate scale and density of development on the subject site in recognition of its strategic and highly accessible location. In terms of height and density, the existing buildings at the junction of Dolphin's Barn Street and Reuben Square present high-density developments at Earls Court, adjacent to the subject site, which range from three to twelve storeys in height. Other building heights in

the surrounding area range from two to eight storeys. The area to the rear of the site is predominantly residential including Reuben Street and Emerald Square.

Figure 16 further demonstrates the emerging context surrounding the site, which has existing buildings, developments under construction or granted planning permissions that range from 6 – 12 + storeys.



Figure 16 – Emerging context (extract from C + W O'Brien Architects LRD Report)

The overall development provides for a residential density of 332 no. units per ha (gross density) based on the substantive development area of 0.358ha, and a proposal for 119 units on a central site.

We note that the proposed density of 332 no. units per ha is justified considering it is a policy and objective of the Sustainable and Compact Settlement Guidelines that residential densities in the range of 100 dph to 300 dph (net) shall generally be applied in the centres of Dublin. Densities that exceed 300 dph (net) are also open for consideration on a plan-led basis only and where the opportunity for densities and building heights that are greater than prevailing densities and building height is identified in a relevant statutory plan. Considering this and development plan policy relating to SDRA 15, which support's 6-8 storeys as a benchmark height for new developments, the precedent on site for 7 storeys and that the prevailing contexts ranges from 6 – 12+ storeys in height, the proposed residential density is considered appropriate to the site, particularly given that the scheme adjoins a major public transport corridor and is within an existing built-up area.

9.1.7 Plot Ratio and Site Coverage

The plot ratio of the proposed development is c.2.92, while the site coverage is 33%, based on a total net site area of 0.358 hectares. The proposed plot ratio and site coverage of the development have arisen from designing the scheme to provide minimum impact on the surrounding residential properties and responding to site constraints. The proposed plot ratio is generally consistent with guidance for development in regeneration areas.

Area	Indicative Plot Ratio	Indicative Site Coverage
Central Area	2.5-3.0	60-90%

Regeneration Area	1.5-3.0	50-60%
Conservation Area	1.5-2.0	45-50%
Outer Employment and Residential Area	1.0-2.5	45-60%

Table 14 – Indicative plot ratio & site coverage (extract table 2 – DCC Development Plan)

Higher plot ratio and site coverage may be permitted in certain circumstances such as adjoining major public transport corridors, where an appropriate mix of residential and commercial uses is proposed to facilitate comprehensive re-development in areas in need of urban renewal, to maintain existing streetscape profiles and where a site already has the benefit of a higher plot ratio. It should be noted that the site coverage figure is 33% due to the communal amenity space, car parking and cycle parking for the scheme all being provided at the ground floor level.

Having regard to the infill nature of the site and the need to create a profile on the streetscape, the proposed plot ratio and site coverage are considered acceptable at this location.

9.1.8 Unit Size/Layout

Section 15.9.2 of the Development Plan refers to Specific Planning Policy Requirement 3 of the Apartment Guidelines, which sets out the minimum floor areas for apartments.

The minimum standards for apartments, as set out in the guidelines are as follows:

Unit Type	**Bedspace**	**Floor Area Requirement**
Studio	1 bedspace	37 sqm
1 Bed	**2 bedspaces**	**45 sqm**
2 Bed	**4 bedspaces**	**73 sqm**
3 Bed	5 bedspaces	90 sqm

Table 15 – Minimum floor area requirements for apartments

It's noted that the floor areas for the 1 and 2-bedroom apartments proposed exceed the requirements outlined above. We refer to the Housing Quality Assessment and Schedule of Accommodation documents prepared by CWOB as part of this application pack for details.

9.1.9 Unit Mix

According to Section 15.9.1 of the Development Plan, Specific Planning Policy Requirement 1 of the Apartment Guidelines states that housing developments may include up to 50% one bedroom or studio type units (with no more than 20-25% of the total proposed development as studios) and there shall be no minimum requirement for apartments with three or more bedrooms unless specified as a result of a Housing Need and Demand Assessment (HNDA) carried out by the Planning Authority as part of the development plan process.

As illustrated in Figure 17 below, the subject site is located within the Liberties – Dublin 8 (indicated by the black star), which was identified for sub-city HDNA analysis. The outcome of these the HNDA indicated increased demand for two and three person households and declining demand regarding single person households.

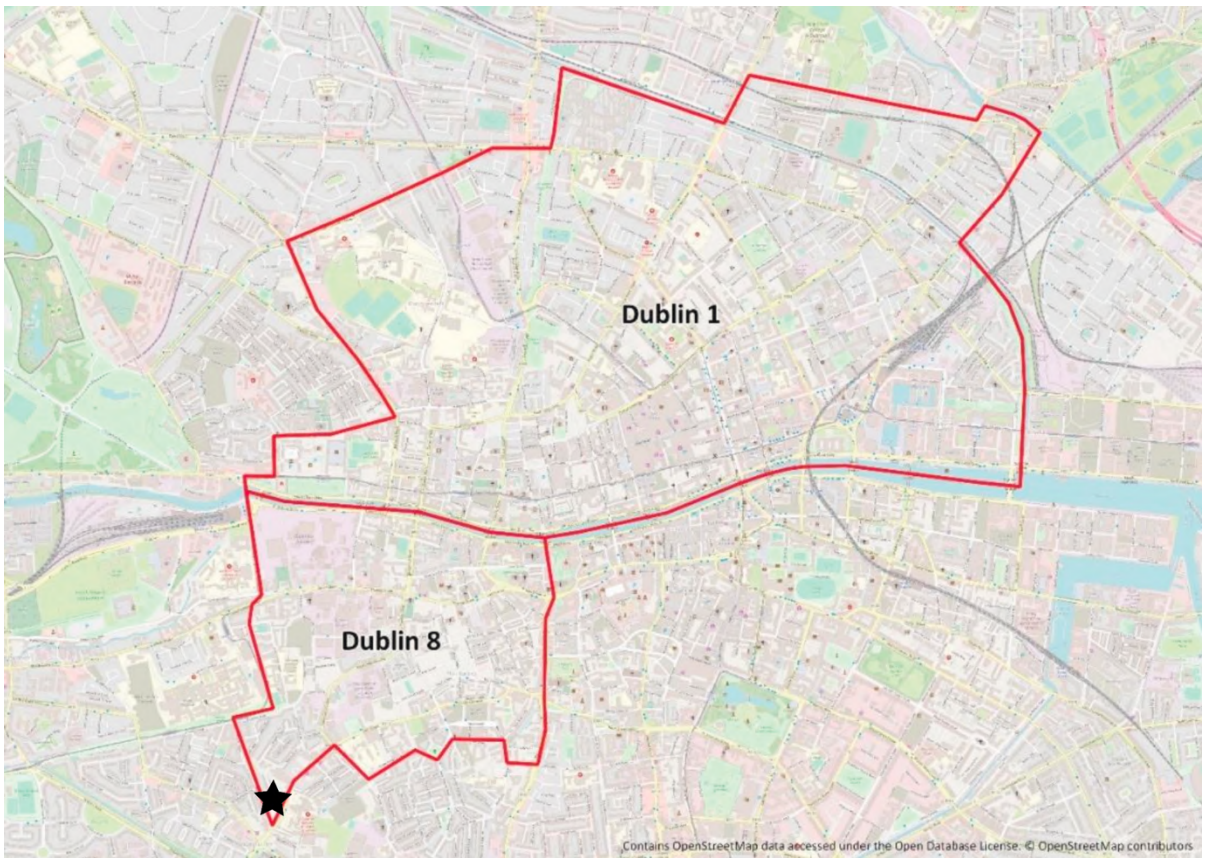


Figure 17 – Dublin City HDNA sub areas with subject site outlined by black star (extract from Figure 1-2 – appendix 3)

It's noted that residential accommodation of 15 residential units for more in the Liberties Sub-City Area shall include the following mix of units:

- A minimum of 15% three or more-bedroom units; and
- A maximum of 25%-30% one bedroom / studio units.

However, the Plan states that standards may be relaxed for other social housing needs and/or where there is a verified need for a particular form of housing, such as the subject site. The unit mix has been agreed with DCC's Housing Department, and correspondence confirming same is now submitted to the Dublin City Council Planning Department as part of this application pack for consideration.

The mix within this development proposal is as follows:

- 6 no. 1 bed units (5.0%)
- 64 no. 1 bed units + 10% (53.8%)
- 2 no. 2 bed units (3 person) (1.7%)
- 35 no. 2 bed (4 person) (29.4%)
- 12 no. 2 bed (4 person) (10.1%)

Considering the proposed scheme is for an Approved Housing Body and is being developed on an infill site, the proposal is therefore in accordance with the Development Plan and Sustainable Urban Housing: Design Standards for New Apartments (July 2023) requirements for residential mix and unit mix requirements as listed in the Dublin City Development Plan 2022-2028 can be relaxed. The unit mix has been agreed with the Dublin City Council Housing Department.

9.1.10 Dual Aspect

Section 15.9.3 of the Development Plan refers to Specific Planning Policy Requirement 4 of the Apartment Guidelines, which requires a minimum of **33% dual aspect units in central and / or accessible urban locations** and 50% of units in suburban and / or intermediate locations. It's noted that the Planning Authority will encourage all developments to meet or exceed 50% dual aspect within the development unless specific site characteristics dictate that a lower percentage may be appropriate.

However, in prime city centre locations, adjoining or adjacent to high quality, high frequency public transport, 33% dual aspect may be accepted in locations where there are specific site constraints such as urban infill sites up to 0.25ha or where there is a need to maintain a strong street frontage. In the outer city (beyond the canal ring) and within the SDRA's, schemes with a minimum of 33% dual aspects units will only be considered in exceptional circumstances.

The design team has made every effort to avoid single aspect north facing units in conjunction with Chris Shackleton Consulting (refer to Section 7.1.7). The aspect of all units has been considered carefully to optimise the orientation of the site and sun/day light to apartment units. Dual aspect units are provided where possible while the proposed layouts also avoid overlooking between units while achieving passive surveillance into the communal areas and adjacent public streets.

It is submitted that there are no single aspect north facing units achieved due to unit design and layout achieving aspect in more than one direction.

This equates to 43% dual aspect units out of a total 119 proposed 1 and 2-bed apartment units. This is fully compliant with the above policy and is in excess of the minimum 33% dual aspect units.

9.1.11 Landscape and Open Space

As previously stated, the proposal does not provide public open space, given the location of the development on a small urban infill site, and that the end user will be an Approved Housing body. However, the proposed LRD provides communal amenity space externally within the scheme for the use by residents only, which is in addition to any private open space requirements.

The Development Plan requires the provision of communal open space for apartments as follows: -

Unit Type	Minimum Area per Unit	Requirement
Studio	4 sqm	N/A
1 bedroom	5 sqm	1 bed: 70 x 5 sqm = 350 sqm Total = 350 sqm
2 bedroom (3 person)	6 sqm	2 bed: 2 x 6 sqm = 12 sqm Total – 12 sqm
2 bedrooms (4 bed)	7 sqm	2 bed: 47 x 7 sqm = 329 sqm Total = 329 sqm
Three bedrooms	9 sqm	NA
Total		**691 sqm**

Table 17 – Communal Open Space Standards

The current proposal exceeds the requirements outlined above with a provision of 759 sqm of communal open space provided at ground level, in the form of a communal garden/courtyard spaces, which are split between 3 no. areas (secret garden, play area & sensory surface). The layout of the communal open space areas has been arranged to ensure that these spaces are safe, secure and well maintained. The spaces will have the benefit of passive surveillance from the proposed apartments.

The current proposal delivers on the full communal open space requirement at grade at 759sqm, which is over and above the 691 sqm required.

Regarding private open space, the following recommendations are set down in the City Development Plan for apartments: -

Unit Type	Minimum Area per Unit	Requirement
Studio	4 sqm	N/A
1 bedroom	5 sqm	1 bed: 70 x 5 sqm = 350 sqm Total = 350 sqm
2 bedrooms (3 persons)	6 sqm	2 bed: 2 x 6 sqm = 12 sqm Total – 12 sqm
2 bedrooms (4 persons)	7 sqm	2 bed: 47 x 7 sqm = 329 sqm Total = 329 sqm
Three bedrooms	9 sqm	NA
Total		**691 sqm**

Table 18 – Private Open Space Standards for apartments

All the unit types comply and exceed the minimum standards for private open space. Each unit shall be provided with a balcony or terrace area and will be sufficiently screened to provide for privacy. We refer the Planning Authority to the Housing Quality Assessment and Schedule of Accommodation prepared by CWOB for details.

For full details on the nature and design of communal and private open space, we refer the Planning Authority to the drawings and landscape design rationale prepared by Murray Associates, the scheme's Landscape Architects.

9.1.12 Internal Communal Facilities

According to Section 15.9.10 of the Plan, the proposed scheme is encouraged to for internal communal facilities for use by residents, such as laundry rooms, community or meeting rooms, management offices, co – working spaces etc. Other uses such as gyms or co-working spaces can also be provided and available to non-resident users also.

As advised above, the proposed LRD scheme shall provide internal communal facilities as listed below:

- 2 no. community hubs fronting Dolphins Barn Street
- Lobby & Foyer including parcel area.

9.1.13 Car Parking

Under the provisions of the Development Plan, the Dublin City Council area is divided into three areas for the purpose of parking control. As illustrated on Map J below (refer to Figure 18), the subject site falls under Parking Zone 1, which is generally within the Canal Cordon and within North Circular Road in recognition of active travel infrastructure and opportunities and where major public transport corridors intersect.

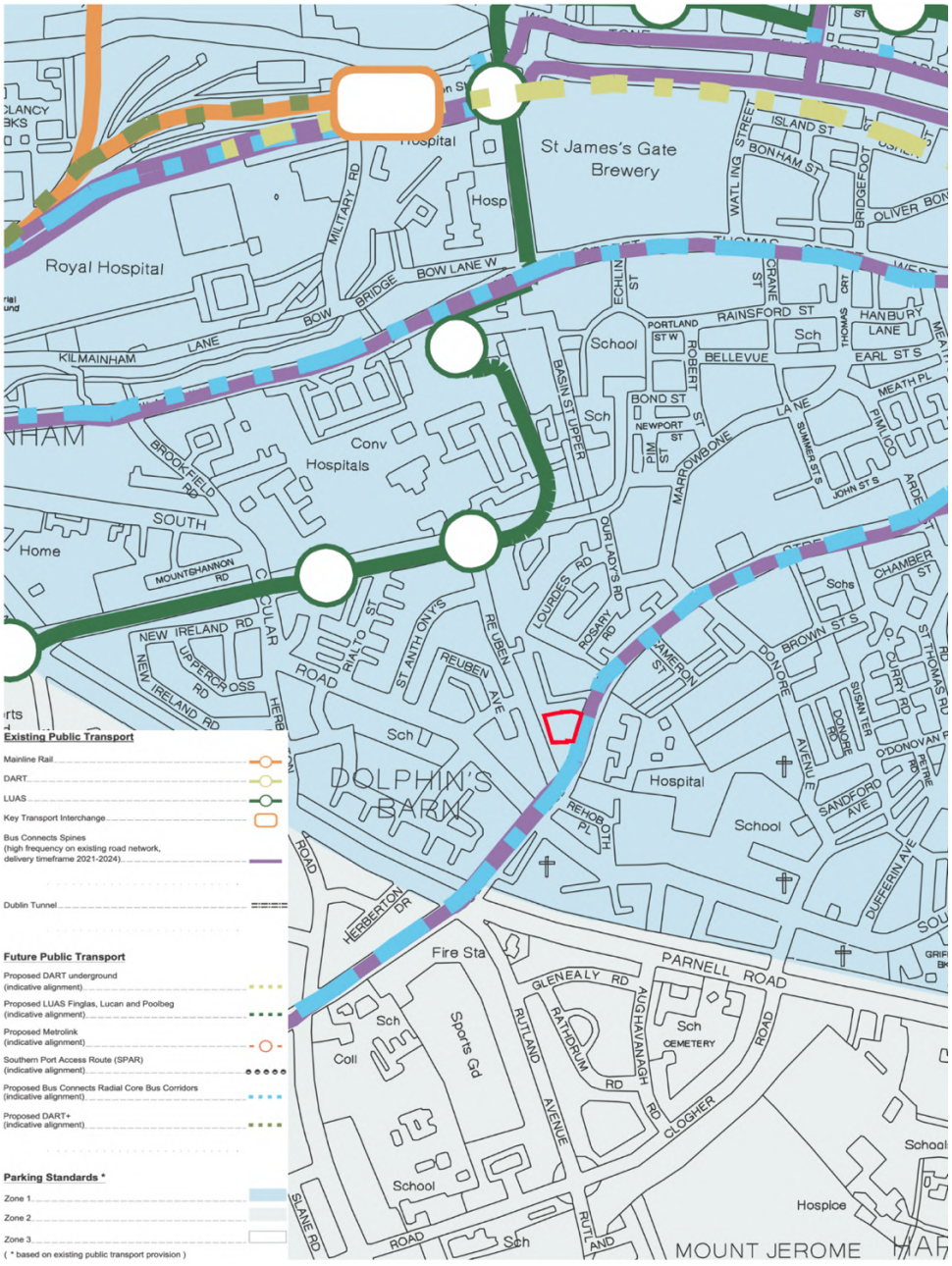


Figure 18 – Parking standards (extract from DCC development plan 2022-2028 - Map J)

Category	Land-Use	Zone 1	Requirement	Proposed
Accommodation	Houses Apartments/ Duplexes	0.5 per dwelling	Maximum 0.5 per dwelling	15 no. car parking spaces (12 no. standard car parking spaces for residents, 1 no. car sharing space for residents, 2 no. car parking spaces for the community hub including 1 no. accessible space.

Table 19 – Maximum car parking standards for various land uses (extract from table 2 of the DCC development plan 2022-2028)

With regards to the above, the Plan states that a relaxation of maximum car parking standards will be considered in Zone 1 and Zone 2 for any site located within a highly accessible location. A deviation from

the car parking standards can and should be considered by the Planning Authority subject to the fact that the development proposed is for an Approved Housing Body. It is noted that the parking spaces proposed align with the operational requirements of The Iveagh Trust, including the management and operation of the proposed community hub areas for use by residents. The Approved Housing Body has also confirmed that the tenants of this proposal will not require car parking spaces.

Considering this and the site's proximity to high frequency public transport and walkability to local services, a relaxation of the car parking requirements for this site is considered appropriate.

9.1.14 Bicycle Parking

According to Section 3 of the Development Plan (Appendix 5), all new developments are required to fully integrate cycle facilities into the design and operation of the schemes, in accordance with Table 20.

Having regard to the Sustainable Urban Development: Guidelines for New Apartments (July 2023), cycle parking for residential apartment units shall be provided at a rate of 1 secure cycle parking space per residential bedroom and 1 visitor cycle parking space for every two units. Relaxations of this standard may be considered in certain instances where the applicant can justify the proposed quantum having regard to location, quality of facilities, flexibility for future enhancement / enlargement and availability of alternative transport facilities.

Category	Land-Use	Zone	Long Term	Short Stay/Visitor
Accommodation	Residential Apartment (Include provision for e-bikes/cargo bikes/bike trailers/adapted bikes)	All Zones	1 per bedroom	1 per two apartments
Requirement	N/A	N/A	1 x 69 bedrooms (69 1 bed units) = 69 long term 2 x 51 bedrooms (51 2 bed units) = 102 long term Total = 171 long term	120/2 = 60 short stay/visitor
Community and Religious	Community	All Zones	1 per 5 staff	1 per 100 sq. m. Gross Floor Area (GFA)
Requirement	N/A	N/A	1 per 5 staff = 1 long term space required	5 short-stay cycle spaces (for visitors)

Table 20 – Bike parking standards (extract from Table 1 DCC development plan 2022-2028)

The proposed development includes provision of 172 no. secure bicycle spaces for residents at ground floor level and 60 no. spaces at ground floor level for visitor parking, which provides a total of 232 no. bicycle parking spaces for residents.

For the community hub use, a separate allowance of 2 long stay cycle spaces (for staff) and 6 short-stay cycle spaces (for visitors) is provided within the development, with regard to the Development Plan minimum standard of 1 long stay per 5 staff and 1 short-stay per 100 sq. GFA.

The bicycle parking areas have been located to be easily accessible for residents and visitors entering both from the south-eastern access point off Dolphins Barn Road.

It is further considered that this level of bicycle parking provision will encourage the use of this active transit mode and other facilities and amenities within the vicinity of the scheme.

9.1.15 Service Delivery and Access Strategy

Section 2.4 of the Plan (appendix 5) states that service areas shall be provided where possible within the curtilage of the site. It's noted that these areas are to be used exclusively for service and delivery vehicles.

The refuse trucks will access the site and manoeuvre through the courtyard area. It is important to note that DCC has prohibited collection on the street, which necessitated the change in the site's entrance point. As a result, the revised entrance ensures that waste collection can be carried out efficiently and in compliance with local regulations.

9.1.16 Refuse Storage

Section 1.1. of the Plan (appendix 7) refers to waste storage and states that provision shall be made for the storage and collection of waste materials in apartment schemes in accordance with the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities.

Section 4 of the apartment guidelines states that such refuse facilities shall be accessible to each apartment stair/lift core and designed with regard to the projected level of waste generation and types and quantities of receptacles required. It's further noted that within apartments, there should be adequate provision for the temporary storage of segregated materials prior to deposition in communal waste storage and in-sink macerators are discouraged as they place a burden on drainage systems.

In accordance with the Development Plan and Apartment Guidelines, the LRD scheme proposes adequate provision for the temporary storage of segregated materials within the proposed individual units, in addition to adequate waste storage facilities for future residents, that are accessible to each apartment unit.

9.1.17 Demolition

In compliance with Section 15.7.1 of the Development Plan, where demolition is proposed, the applicant has provided a construction/demolition and waste management plan for the site, prepared by JJ Campbell Consulting Engineering. This plan notes that C&D waste will arise on site mainly from demolition of the buildings and excavation of made ground for the foundations. It is anticipated that waste materials will have to be moved off site. It is the intention to engage specialist waste service Contractors, who will possess the requisite authorisations, for the collection and movement of waste off-site, and to bring the material to a facility which currently holds a Waste Permit.

Regarding the above, it is proposed to demolish all existing buildings on site (comprising the existing former factory to the rear of the site and building which front onto Dolphin's Barn Street (nos. 43-50), which have a total gross floor area of 3,243.5 sqm. The subject site does not contain any buildings, which are listed on the Record of Protected Structures (RPS) in the 2022-2028 City Development Plan.

9.1.18 Flood Zone

A Flood Risk Assessment has been conducted for the subject site by JBA Consulting. Based on review of the CFRAM flood maps, the site is classified within Flood Zone C, indicating a low risk of both fluvial and coastal flooding based on available flood mapping data, and is therefore excluded from further flood risk assessment at this stage.

Pluvial flood mapping from Flood ResilienCity revealed significant flood risks but lacked sufficient resolution. A review of the ground topography based on LiDAR data, confirms that the local topography will route surface water away from the site.

9.1.19 Daylight

The Guidelines state that the provision of acceptable levels of daylight in new residential developments is an important planning consideration, in the interests of ensuring a high-quality living environment for future residents. It is also important to safeguard against a detrimental impact on the amenity of other sensitive occupiers of adjacent properties.

The applicant has enlisted Chris Shackleton Consulting to carry out a Sunlight, Daylight & Shadow assessment, which has been prepared in accordance with the recommendations of Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice - Third Edition (BRE 2022) and the Department Apartment Guidelines. The assessment confirms that the design as submitted in relation to Impact on Neighbours is consistent with the granted/lapsed permission Reg. Ref.: 3853/17 and ABP Ref.: 302149-18. It's further stated that the proposed design will provide quality well-lit rooms which will show results in relation to light consistent with urban development of this scale.

10 CONCLUSION

On review of the LRD scheme, we can confirm that the proposal is in accordance with relevant statutory documents governing the site and that there is an appropriate planning context for this proposal. We note specifically that this new LRD proposal has had specific regard to new policy, objectives and standards for residential mix, height and density and we are of the considered view that the current proposal is consistent with the provisions of the Dublin City Development Plan 2022-2028.

The proposed development has also been advanced following careful consideration of the feedback provided by Dublin City Council representatives present at the Section 247 meeting and Section 32B LRD meeting. In light of this, we now invite the Planning Authority to consider the proposal now put forward in the application documents attached herewith. We note the following key summary points:

- The subject site is located at a transitional location within an inner-city area of Dublin City, at 43 – 50 Dolphins Barn Street. It is a prime underutilised infill site that is opportunely located, in terms of proximity to public transport and local amenities/services, making it an ideal location to deliver much needed residential accommodation.

- A total of 119 no. residential apartment units are proposed, which are broken down as 70 no. 1-beds, 2 no. 2-beds (3 person) and 47 no. 2-beds (4 person) units within a part four to part nine storey apartment blocks. The residential units proposed are of exceptional quality, with high amenity layouts and communal facilities. Careful attention has been given to the protection of the existing levels of amenity afforded to the surrounding properties.

- Two community hubs are proposed at ground floor level, which will be managed by The Iveagh Trust. As suggested by DCC's Arts Officers, Ray Yates and Sínead Connolly, these hubs will provide for, and host, a range of activities and be booked by arts organisations for classes, information events and demos, as well as used by the residents of the proposed residential element of the development.

- Variation in building height along with a mix of residential units, ground floor level resident amenities, all combine to provide a rich living environment close to a host of facilities within this urban location on the fringe of Dublin City Centre within the Canal Belt.

- The proposed development with its active frontage from both community hubs along Dolphin's Barn Street creates a welcoming pedestrian environment, active public realm and further develops the sites relationship with the existing shops and services on Dolphin's barn Street and Cork Street.

- It is our considered view that the proposal now submitted delivers on the ambitions of relevant National Guidelines (e.g. Housing for All, NPF, Rebuilding Ireland and RSES) and we ask that that is considered in the review of this proposal.

- The proposed use is acceptable in principle at this site and under the 'Z4' zoning. There is therefore an appropriate planning context for this proposal along with two community hubs proposed.

- We confirm that we have addressed insofar as possible all feedback and Opinion Items received from Dublin City Council.

The applicant is eager to proceed with a permission for this site and it is hoped that this application will be the all-encompassing permission that will enable construction to commence on site.

All considered, the current proposal represents a significant development opportunity for the immediate locality in that it delivers a suitable residential scheme on zoned and serviced lands. This accords with the national policy mandate for the delivery of housing and services at appropriate locations.