



RESPONSE TO AN BORD PLEANÁLA OPINION

In respect of

DUNDRUM CENTRAL SHD

PROPOSED STRATEGIC HOUSING DEVELOPMENT ON LANDS AT CENTRAL MENTAL HOSPITAL, DUNDRUM ROAD, DUNDRUM, DUBLIN 14

Prepared For:

LAND DEVELOPMENT AGENCY

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Contents

1.0	INTRODUCTION.....	1
2.0	RESPONSE TO ISSUES RAISED BY AN BORD PLEANÁLA.....	2
2.1	ABP Issue No. 1 – Development Strategy	3
2.2	ABP Issue No. 2 – Design Strategy	9
2.3	ABP Issue No. 3 – Architectural Heritage.....	18
2.4	ABP Issue No. 4 – Traffic and Transportation	19
2.5	ABP Issue No. 5 – Residential Amenities.....	25
3.0	ABP REQUEST TO PROVIDE ADDITIONAL INFORMATION	27
3.1	ABP Requirement No. 1 – Housing Quality Assessment.....	27
3.2	ABP Requirement No. 2 – Phasing Plan	27
3.3	ABP Requirement No. 3 – Microclimate Analysis	27
3.4	ABP Requirement No. 4 – PA Opinion	28
3.5	ABP Requirement No. 5 – Irish Water	28
3.6	ABP Requirement No. 6 – Site Specific Management Plan.....	28
3.7	ABP Requirement No. 7 – Archaeological Impact Assessment.....	28
3.8	ABP Requirement No. 8 – Ecological Impact Assessment	29
3.9	ABP Requirement No. 9 – Tree Survey, Plans and Arboricultural Assessment.....	29
3.10	ABP Requirement No. 10 – Construction and Waste Management.....	29
3.11	ABP Requirement No.11 – Material Contravention	30
4.0	CONCLUSION.....	31
	Appendix A – Copy of Opinion	32
	Appendix B – Response to Planning Authority’s Opinion.....	40

1.0 INTRODUCTION

This response document addresses issues raised by An Bord Pleanála (ABP) in its Opinion issued to the Applicant in October 2021, on foot of the Pre-Application Consultation stage of the subject SHD Application (ABP Ref. 310640-21).

Specifically, it outlines how the Applicant has addressed the issues highlighted in ABP's *Notice of Pre-Application Consultation Opinion* (the 'Opinion') of October 2021. (Appendix A.) (See Section 2)

In addition, pursuant to article 285(5) (b) of the Planning and Development (Strategic Housing Development) Regulations 2017, the Board notified the prospective applicant that in addition to the 5 no. issues highlighted in the Board's Opinion, other specific information that should be submitted to ensure a full application. This is detailed in Section 3 of this Response.

Please note that the Opinion is a pre-condition to the making of a valid application direct to the Board and has been published into the public domain by An Bord Pleanála. This response to the Opinion and any references in this application generally are made to establish the formal proofs for the making of a valid application and for narrative and historical context. Having regard to section 6(9) of the Planning and Development (Housing) and Residential Tenancies Act 2016, as amended, no reliance whatsoever is placed on the Opinion for the purposes of this formal planning process.

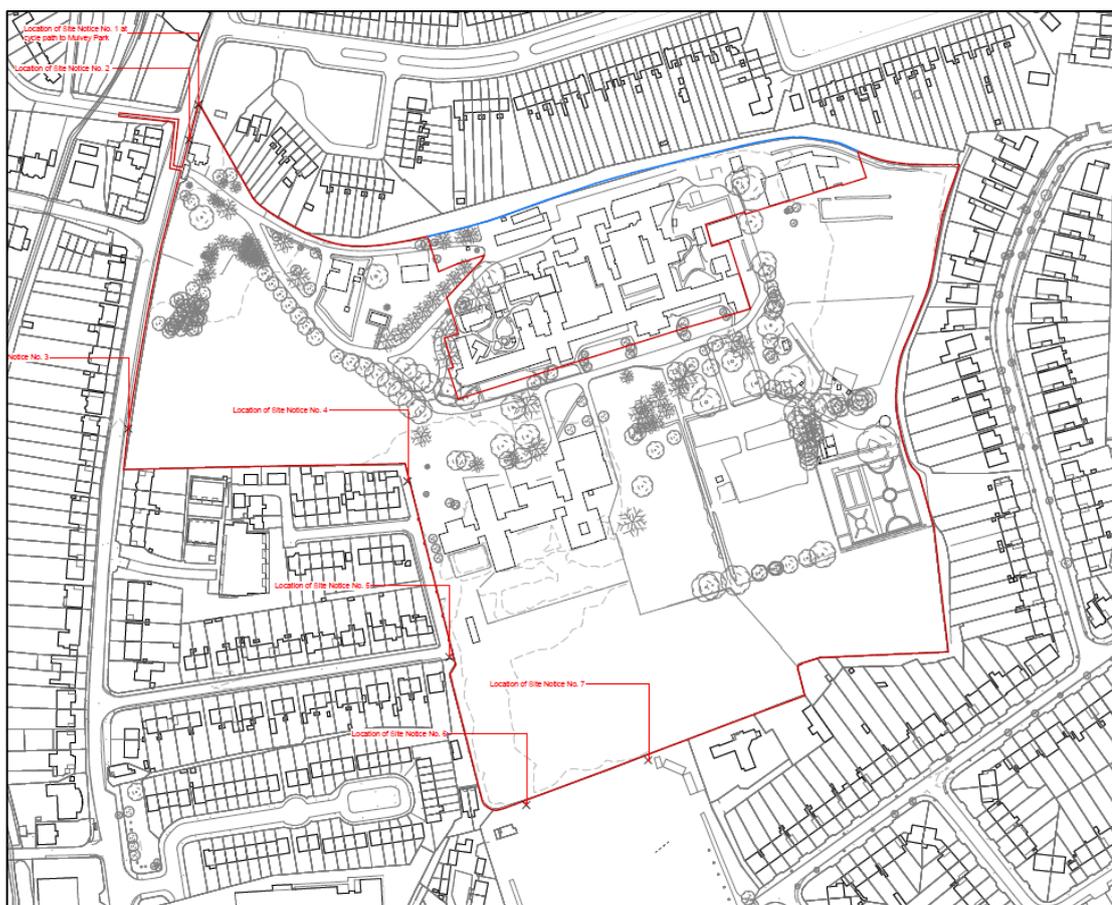


Figure 1.1: Extract from the Site Location Plan, prepared by Reddy A+U.



2.0 RESPONSE TO ISSUES RAISED BY AN BORD PLEANÁLA

The Board's Opinion states:

"An Bord Pleanála has considered the issues raised in the pre-application consultation process and, having regard to the consultation meeting and the submission of the planning authority, is of the opinion that the documents submitted with the request to enter into consultations require further consideration and amendment to constitute a reasonable basis for an application for strategic housing development.

An Bord Pleanála considers that the following issues need to be addressed in the documents submitted that could result in them constituting a reasonable basis for an application for strategic housing development."

The Board has requested specific information to be provided in relation to the following 5 No. items:

1. Development Strategy
2. Design Strategy
3. Architectural Heritage
4. Traffic and Transportation
5. Residential Amenities

We set out below how each of the requirements has been addressed. Firstly, we provide an overview of the changes that have occurred between the Pre-Application SHD scheme and the current proposed SHD scheme. See Table 2.1 below for a tabulated comparison between the Pre-Application SHD scheme and the final SHD scheme.

- Changes to development strategy and therefore, SHD red line boundary;
- Changes to Block 02, including the reduction of height close to the Main Hospital Building to improve interface;
- Changes to Block 03, including the reduction of height from 11 to 6 storeys (including 7 storey element due to part lower ground floor), adjustment of unit types surrounding internal courtyard to achieve bigger courtyard and the addition of podium parking;
- Changes to Block 04, including the reduction of one storey;
- Changes to Block 05, including the reduction of one storey;
- Changes to Block 06, including the reduction of height by 2 storeys floors at each wing adjacent to neighbouring buildings to the west to improve relationship with neighbouring development;
- Changes to Block 08, further breaking up of built form to lessen monolithic nature;



- Changes to Block 07, including the reduction of height from 11 to 6 storeys to improve relationship with Hospital and increase sunlight to courtyard;
- Changes to Block 09, including breaking up of rhythm to achieve a visually less monolithic building and provide break in block adjacent to neighbouring development to improve relationship;
- Changes to Block 10 including, reduction in height and addition of break in footprint of the building to increase sunlight to courtyard and daylight access to proposed units and to reduce impact of building on Dundrum Road properties from a daylight perspective;
- Buildings set at a higher finished floor level above existing grade in some locations to achieve natural drainage;
- Increased the car parking ratio in response to Planning Authority concerns;
- Alterations to the design of works to the Gate Lodge to increase permeability and to facilitate new cyclist connection to Mulvey Park;
- Introduction of softer/ greener civic space; and
- Introduction of pond in south green space.

Table 2.1: Comparison between Pre-Application Scheme and Final SHD Scheme

Development Statistic	Pre-Application SHD Scheme	Final SHD Scheme (current scheme)
Site Area	10.9 ha	9.6 ha
No. of Residential Units	1,259 no. units	977 no. units
Non-Residential Floorspace	4,450 sq m	3,889 sq m
Gross Residential Density	115 units p/h	102 units p/h
Net Residential Density	117 units p/h (based on net site area of 7.1 ha)	150 units p/h (based on net site area of 6.54 ha excluding public open space and Gate Lodge*)
Plot Ratio	1:2:1	1.11
Site Coverage	32.6%	32%
Height	2 – 11 storeys	2 – 6 storeys (with 7 storey elements at Block 03 and 10 due to lower ground floor)
Car Parking	540 no. spaces (390 no. residential spaces (0.3 spaces per unit) and 150 no. non-residential and visitor)	547 no. spaces (489 no. residential spaces (0.5 spaces per unit) and 58 no. non-residential and visitor)

2.1 ABP Issue No. 1 – Development Strategy

The ABP Opinion states:



“Further consideration in relation to the proposed dual application strategy for the subject landholding. Should the dual application strategy be pursued, as opposed to a single planning application for the entire holding, the applicant should seek to demonstrate that each application can be assessed and developed as a ‘standalone’ project in the event that, inter alia, one of the proposed developments is refused permission. The applicant should also seek to demonstrate that both applications are coordinated and no conflict arises between the two proposals. In that regard, further consideration should be given to the precise details of each application, and, in particular the following should be considered in the context of a dual application strategy :

- *how the main hospital building is to be accessed;*
- *what car parking, if any, it to be provided to serve the main hospital building with its new use;*
- *where any such car parking is to be provided and in which application is this to be addressed (noting, inter alia, limitations arising in SHD applications for ‘other uses and implications if one application is granted permission and the other refused permission);*
- *bicycle parking, service yards, storage etc serving the main hospital building and its new use and where such uses are to be accommodated within the application site boundary;*
- *demolition works adjoining/adjacent the main hospital building (considering which application such works are to be sought under and implications for the other application if such works are refused), and*
- *all of the above, and other matters, should be considered in the context of the degree of overlap that may arise across the two separate applications (if pursued) and the need to deliver both a coordinated approach for the redevelopment of the landholding and also the need to submit ‘standalone’ applications.*

If the dual strategy is to be pursued, there should be clear distinction between what is proposed in each application. Furthermore, should the dual application strategy be pursued, further consideration should be given as to whether a consecutive, as opposed to a concurrent, approach should be taken in relation to the making of the applications.”

Applicant’s Response

1. Overview of Development Strategy

We confirm that the development strategy surrounding the delivery of the Masterplan for the entire land holding comprises a dual application approach, including:

- a SHD planning application to An Bord Pleanála (this application); and*
- a Section 34 planning application to Dún Laoghaire-Rathdown County Council.*

Both planning application proposals have been designed to ‘standalone’ to enable independent assessment and implementation. They will be submitted in a consecutive fashion with the submission of the Section 34 application following the determination of the SHD application. In addition, both applications have been cumulatively assessed for the purposes of the EIAR.



The Masterplan provides a comprehensive plan for the entire landholding and underpins the two planning applications. Importantly, the development strategy prioritises the delivery of a significant number of homes, in line with the specific remit of the LDA to provide new homes and make them available to individuals and families through the schemes provided by the enactment of the Affordable Housing Bill 2020.

The rationale for the proposed development strategy is set out in detail below.

2. Rationale for the Proposed Development Strategy

The application site's INST Objective designation and the associated policy requirements under Policy RES5: *Institutional Lands* and Section 8.2.3.4: *Additional Accommodation in Existing Built-up Areas*, contained within the *Dún Laoghaire-Rathdown County Development Plan 2016-2022*, requires the preparation of a Masterplan for the lands. The relevant policy extracts are set out below.

Section 8.2.3.4 *Additional Accommodation in Existing Built-up Areas* of the Development Plan provides information surrounding the policy requirements for those lands subject to the 'INST' objective, including:

"The principal aims of any eventual redevelopment of these lands will be to achieve a sustainable amount of development while ensuring the essential setting of the lands and the integrity of the main buildings are retained. In order to promote a high standard of development a comprehensive masterplan should accompany a planning application for institutional sites" (page 179).

As per Section 8.2.3.4 and 2.1.3.5 (which contains Policy RES5: *Institutional Lands*) of the Development Plan, the policy requirements for the masterplan (and related planning applications) includes:

"Every planning application lodged on institutional lands shall clearly demonstrate how they conform with the agreed masterplan for the overall site. Should any proposed development deviate from the agreed masterplan then a revised masterplan shall be agreed with the Planning Authority".

In accordance with the above policy requirements, the Applicant has prepared a comprehensive Masterplan for the Central Mental Hospital lands which provides a detailed proposal for these Institutional lands in their entirety. The Masterplan proposal has evolved over a 12-18 month period and has been subject to a detailed consultation process with the public, Dún Laoghaire-Rathdown County Council and An Bord Pleanála, in line the Development Plan requirements, the SHD process and the LDA's responsibilities as a state body. The consultation process is further detailed in Section 2.7 of the *Planning Report* prepared by Tom Phillips + Associates.

The delivery mechanism for the Masterplan itself is not prescribed by planning policy; there are no planning policy or legislative requirements that direct a particular development strategy. The development strategy for the Central Mental Hospital lands is underpinned by the Masterplan proposal which provides a detailed framework for planning application proposals at the site. The strategy reflects a number of site-specific circumstances, their interaction with the SHD provisions, and the LDA's remit to deliver a significant number of new homes.

As noted briefly above, the particular development strategy for the delivery of the Masterplan comprises the lodgement of a Strategic Housing Development (SHD) for the main residential element of the Masterplan (this planning application) which will be considered by An Bord Pleanála under the SHD provisions, and a further planning application to DLRCC under Section 34 of the *Planning and Development Act 2000* (as amended) relating to the non-residential adaptive re-use of the existing buildings and some further residential development.

At this point, we briefly note that the *Environmental Impact Assessment Report* (EIAR) which accompanies this SHD planning application includes cumulative impact assessment of the SHD proposal and the Section 34 proposal. This recognises the close relationship between the two planning application proposals and ensures full environmental assessment should both developments be implemented, as planned.



Figure 2.1: Extract from Reddy A+U Dwg. No. 1003, showing the Masterplan Site Plan and respective red line boundaries for the SHD and future Section 34 proposal.

The development strategy is largely influenced by the SHD legislative provisions which limit the quantum of non-residential floorspace that can be applied for in an SHD application. In this regard, the internal form of the main hospital building (which forms an important component in realising the sustainable development of the lands) reflects its historical (and current) use as a high security mental health facility, which, paired with the sensitivity of the building fabric from a built heritage perspective, results in significant constraints surrounding the future use of the building. The Masterplan proposal for the main hospital building reflects this; the proposed enterprise centre use is considered to be an appropriate use of the building, giving consideration to existing internal layout and the amount of unacceptable intervention that would be required to achieve residential conversion. By virtue of the scale of the main hospital building, the proposed adaptive re-use to a non-residential use is not achievable



through the SHD process and is therefore proposed to follow the Section 34 planning application process.

Further to this, the Masterplan proposal includes a quantum of residential development to the rear of the main hospital building which is included within the Section 34 proposal. This recognises the integral relationship between this particular area of residential development and the main hospital building and the potential complexities from an assessment perspective should it form part of this SHD proposal (as raised by DLRCC and ABP during pre-application consultation). The revised placement of the red line boundary between the two proposals therefore responds to the concerns raised in this regard.

Additionally, the preparation and submission of the planning applications has been constrained by the delayed vacation of the Central Mental Hospital complex by the HSE and associated service users. This has resulted in restricted access to the main hospital building for the detailed survey work that is required to support an application for the adaptive re-use of the building.

Despite this, the early development strategy for the delivery of the Masterplan proposal reflected the current dual application approach but sought to submit the two planning applications concurrently. This approach was initially adopted to respond to concerns raised by DLRCC in respect of the dual application strategy and the perceived risk that the adaptive re-use of the main hospital building would be delayed/ not materialise in the absence of the submission of one single planning application to DLRCC for the entire lands.

Nevertheless, the suggested concurrent submission of the planning applications then attracted significant concern from DLRCC at the tripartite meeting stage in respect of the potential assessment complexities that could arise in a scenario where the determining authorities are different for two closely related applications. This concern was voiced particularly in respect of conservation impact assessment i.e. the impact of new development on character of the proposed Protected Structures.

Taking this into account, we now confirm that the two applications will be submitted consecutively, with the submission of the Section 34 planning application following the determination of this SHD application. The development strategy therefore mitigates such concerns; the SHD proposal will now be determined by the Board, before DLRCC are required to assess the Section 34 proposal. This will enable a clear planning baseline for the purposes of the assessment of the Section 34 application; the latter application will have the benefit of review of the SHD planning decision and its related assessment and can ensure any issues arising can be addressed in full.

This development strategy also prioritises the SHD and delivery of a significant number of new homes in line with the LDA's remit.

Lastly, we acknowledge DLRCC's preference for the full Masterplan proposal/ entire landholding to be submitted as one single application under Section 34. It is considered, however, that the proposed development strategy utilises a well-established statutory planning mechanism introduced to fast track to the delivery of residential development, which aligns with the LDA's remit to deliver housing. Despite this, very significant pre-planning consultation has been undertaken with both third parties and DLRCC to ensure that local interests have been fully considered as part of the Masterplanning process.



3. Confirmation of ‘standalone’ nature of projects

With this in mind, and in direct response to ABP Issue No.1, we confirm that the two planning application proposals have been carefully designed and coordinated to ensure that no conflicts arise from a planning assessment perspective. Each application proposal stands alone from both an assessment and delivery perspective but equally, can be seamlessly delivered in tandem. The refusal or significant amendment of one of the planning application proposals would not preclude the assessment or delivery of the other. This includes the following elements, as referred to specifically in the Board’s Opinion. We highlight that the details surrounding the Section 34 application could be subject to minor changes, due to the outstanding survey work within the main hospital building and the outcome of any associated pre-planning discussions with DLRCC.

Issues to address in context of Dual Strategy	Applicant’s Response
How the main hospital building is to be accessed;	<p>The main hospital building and the wider Section 34 proposal will be accessed via the same access road as the SHD proposal. The access road is an overlapping component of the two red line boundaries and would not conflict from an assessment or implementation perspective.</p> <p>The proposed access road for the SHD scheme joins into the existing road to the rear of the hospital to maintain access.</p>
What car parking, if any, is to be provided to serve the main hospital building with its new use;	A number of car parking spaces required to serve the Section 34 proposal (enterprise centre and residential development) will be provided. These will be contained within the Section 34 red line boundary, alongside any other ancillary development required to demonstrate compliance with the relevant planning policy.
Where any such car parking is to be provided and in which application is this to be addressed (noting, inter alia, limitations arising in SHD applications for ‘other uses’ and implications if one application is granted permission and the other refused permission);	All car parking associated with the SHD proposal is contained within the SHD redline boundary. As noted above, the car parking associated with the Section 34 proposal will be contained within its respective red line boundary. On this basis, each planning application proposal will be capable of being assessed on its own merits, including in relation to car parking. No ‘other uses’ associated with the main hospital building will be located within the SHD red line, including existing car parking provision. In this regard, we further note that any existing car parking provision associated with the main hospital, currently located across the site will be removed/



	<p>discontinued and will not form part of the SHD proposal.</p> <p>Refer to Dwg. No. DCD-RAU-ZZ-SW-ZZ-DR-A-1009 'Site Wide Parking Plan SHD', prepared by Reddy A+U.</p>
<p>Bicycle parking, service yards, storage etc serving the main hospital building and its new use and where such uses are to be accommodated within the application site boundary;</p>	<p>All ancillary development and facilities required to support the proposed land uses will be accommodated within the Section 34 red line boundary. The Section 34 proposal will not rely upon any component of the development contained within the SHD planning application scheme to meet relevant planning policy requirements.</p> <p>The SHD proposal includes the removal of walls to the immediate east of the main hospital building. This is included within the SHD red line boundary.</p>
<p>Demolition works adjoining/adjacent the main hospital building (considering which application such works are to be sought under and implications for the other application if such works are refused), and</p>	<p>All demolition work associated with the main hospital building form part of the Section 34 planning application proposal and are contained within the respective red line boundary. There are no cross overs with the SHD planning application in this regard.</p>
<p>All of the above, and other matters, should be considered in the context of the degree of overlap that may arise across the two separate applications (if pursued) and the need to deliver both a coordinated approach for the redevelopment of the landholding and also the need to submit 'standalone' applications.</p>	<p>The full response to ABP Issue No.1 provides a full rationale for the proposed development strategy which comprises a dual application approach. As a result, each planning application proposal has been designed as a standalone scheme which will be capable of being implemented, independent of the other. The consecutive approach towards the submission and determination of the two planning applications mitigates any concern regarding potential assessment complexities and uncertainties.</p>

Having regard to the details provided above, we confirm that we have responded in full to ABP's Issue No. 1.

2.2 ABP Issue No. 2 – Design Strategy

The ABP Opinion states:

“Further consideration and/or justification of the documents as they relate to the design strategy for the site in respect of:

- (a) *The interface with the Main Hospital Building, the Chapel, Infirmary and the proposed works and demolition work to the boundary wall, the public*



- realm at Dundrum Road and the interface with Rosemount Green to the south, as they relate to the design and layout of the proposed development and the desire to ensure that the proposal provides a high quality, positive intervention at this location. Particular regard should also be had to creating suitable visual relief in the treatment of elevations and interface with adjacent lands. An architectural report, urban design statement and additional CGIs/visualisations should be submitted with the application.*
- (b) A contextual layout plan which indicates the layout of adjoining developments, photomontages and cross sections at appropriate levels, including details of how the proposed development interfaces with contiguous uses/lands and adjoining roads (within Anneville, Larchfield, Friarsland, Mulvey Park, Rosemount Green and Dundrum Road)).*
 - (c) Response to the issues raised in the Conservation Division Report of Dun Laoghaire Rathdown County Council regarding phasing as contained in the Planning Authority's Opinion dated 23rd July 2021.*
 - (d) Response to the issues raised by the Planning Department of Dun Laoghaire Rathdown County Council, as contained in the Planning Authority's Opinion dated 23rd July 2021.*
 - (e) Justification/rationale regarding compliance with local planning policy. The further consideration and/or justification should address the objectives "to protect and/or provide for institutional use in open lands" that pertain to the site having regard to the provisions of the Dun Laoghaire Rathdown Development Plan 2016-2022.*
 - (f) Rationale/justification regarding the suitability of the proposed site to accommodate the proposed height and housing mix with regard to the provisions of the Dun Laoghaire Rathdown County Development Plan 2016-2022 and relevant national and regional planning policy including the 'Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas' (including the associated 'Urban Design Manual'); The 'Design Standards for New Apartments – Guidelines for Planning Authorities' (2020) and the 'Urban Development and Building Heights – Guidelines for Planning Authorities' (2018).*
 - (g) In addition to the consideration of local statutory policy and national policy and guidelines, particular regard should be had to demonstrating that the proposal satisfies the criteria set out inter alia in section 3.2 and SPPR3 of the Urban Development and Building Heights, Guidelines for Planning Authorities (December 2018). The applicant should satisfy themselves that the design strategy for the site, as outlined in red, provides the optimal outcome for the subject lands.*

The response should also include a report that specifically addresses the proposed materials and finishes and the requirement to provide high quality and sustainable finishes and details. Particular attention is required in the context of the visibility of the site and to the long-term management and maintenance of the proposed development. A Building Life Cycle report shall also be submitted in accordance with section 6.3 of the Sustainable Urban Housing: Design Standards for New Apartments (2020).

The further consideration/justification should have regard to, inter alia, the guidance contained in the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2020, the Urban Development and Building Height Guidelines for Planning Authorities 2018; the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009) and the accompanying



Urban Design Manual; the Design Manual for Urban Roads and Streets 2013; and the Dun Laoghaire Rathdown Development Plan 2016-2022.

The further consideration of these issues may require an amendment to the documents and or design proposals submitted.”

Applicant’s Response

Item 2(a)

Item 2(a) requires further consideration and/or justification in respect of:

“The interface with the Main Hospital Building, the Chapel, Infirmary and the proposed works and demolition work to the boundary wall, the public realm at Dundrum Road and the interface with Rosemount Green to the south, as they relate to the design and layout of the proposed development and the desire to ensure that the proposal provides a high quality, positive intervention at this location. Particular regard should also be had to creating suitable visual relief in the treatment of elevations and interface with adjacent lands. An architectural report, urban design statement and additional CGIs/visualisations should be submitted with the application.”

Firstly, we confirm that an *Architectural Design Report*, inclusive of an urban design statement, has been prepared by Reddy A+U and is enclosed with this planning application. We further highlight that the proposed development is supported by a large array of CGIs of the proposed development which effectively illustrate the relationship of the proposed development with the surrounding context, including the existing buildings within the wider subject lands.

Secondly, we note that since the pre-application stage, the extent of the red line boundary has been amended to exclude the Main Hospital Building, the Infirmary, the Chapel and the proposed residential development to the rear (for the reasons outlined in response to Item 1). The main point of assessment in this context is therefore the acceptability of the proposed built form (Blocks 02-10) on the setting of the heritage assets located within the wider site boundary. Notwithstanding this, we note that the interface between all elements of the Masterplan scheme and the heritage buildings is addressed in the *Masterplan Report*.

Chapter 14 of the EIAR relates to Architectural Heritage and provides a detailed assessment of the impacts of the proposed development upon the site’s heritage, including an assessment upon the setting of the Main Hospital Building, the Chapel, the Infirmary and the perimeter wall. Refer also to the *Gate Lodge Condition Report and Drawings* and the *Perimeter Wall Survey Report and Drawings* prepared by Reddy A+U and Alastair Coey Architects which provide details of the proposed intervention.

Further to the above, Reddy A+U provide an *Architectural Response to ABP Opinion* which addresses Item 2(a) from an architectural perspective and demonstrates how the proposed design strategy results in a high quality and positive design intervention at this location. This response has regard to the relationship between the proposed development, the existing heritage buildings, the boundary wall, the public realm and adjacent lands and development. Refer to the *Architectural Response to ABP Opinion* for details.

In our view, this is supported by Chapter 13 of the EIAR which provides a Landscape/Townscape and Visual Impact Assessment (TVIA) which has regard to the impact of the



proposed development upon the townscape fabric and the visual impacts of the proposal from surrounding viewpoints.

From townscape perspective, the TVIA concludes that the proposed development would result in substantial change to the subject lands given the introduction of new mid to large scale buildings together with changes to the wider landscape/ open space. Nonetheless, it further positively acknowledges the retention of key site features, for example, the main heritage buildings, the walled garden and the mature trees (in their majority). In terms of the relationship of the proposed development with the surrounding area, the TVIA states that the currently completely insular site will be transformed into a modern, outwardly bold, high density residential development. It then goes on to conclude that the townscape impact of the development is deemed to be moderate/ positive. The relevant extract is provided below:

“The campus style of the development allows for physical and visual permeability thorough the site where tree planting can be retained and supplemented. Furthermore, the architectural design style varies between buildings giving an organic / evolved feeling that helps to integrate it more readily with the surrounding context. It is considered that these design objectives are successful in integrating this development within its townscape setting particularly in a relative sense against the existing baseline of a ‘perceptual void’.”

The TVIA further concludes that the proposed development would not result in significant adverse visual impacts upon the receiving environment. Chapter 13 of the EIAR should be referred to for the detailed assessment of the 17 no. selected viewpoints.

Item 2(b)

Item 2(b) requires further consideration and/or justification in respect of:

“A contextual layout plan which indicates the layout of adjoining developments, photomontages and cross sections at appropriate levels, including details of how the proposed development interfaces with contiguous uses/lands and adjoining roads (within Anneville, Larchfield, Friarsland, Mulvey Park, Rosemount Green and Dundrum Road).”

The following documents and drawings support the planning application submission and fulfil the requirements of the above ABP item:

- Chapter 13 of the EIAR (TVIA) is supported by a number of photomontages which demonstrate the visual impact of the proposed development upon the surrounding area from a large selection of viewpoints, including both long and short views. See Volume 3 of the EIAR.
- CGI Photomontages, prepared by Macroworks
- Site Plan, Existing Dwg. No. DCD-RAU-02-SW_XX-DR-A-1001
- Site Plan, Proposed Dwg. No. DCD-RAU-02-SW_XX-DR-A-1002
- Site Wide, Contiguous Elevations, SHD -DCD-RAU-02-SW_ZZ-DR-A-2001
- Site Wide, Sections 01, SHD - DCD-RAU-02-SW_ZZ-DR-A-3001
- Site Wide, Sections 02, SHD - DCD-RAU-02-SW_ZZ-DR-A-3002
- *Architectural Response to ABP Opinion.*



The above drawings and documents detail the relationship between the proposed development and the surrounding context, including the interface between the development and Annaville, Larchfield, Friarsland, Mulvey Park, Rosemount Green and Dundrum Road. We therefore contend that the application submission enables a detailed assessment of the impact of the proposed development upon neighbouring development and the wider surrounding area.

Item 2(c)

Item 2(c) requires further consideration and/or justification in respect of:

“Response to the issues raised in the Conservation Division Report of Dun Laoghaire Rathdown County Council regarding phasing as contained in the Planning Authority’s Opinion dated 23rd July 2021.”

A full response to the Dun Laoghaire Rathdown County Council (DLRCC) Chief Executive’s Report is provided at Appendix B. However, for ease of reference, we note the DLRCC Conservation comments regarding phasing below:

“The proposed dual planning application strategy results in two inter-dependent applications being decided by two different authorities, which even if they were lodged in tandem would have different decision timeframes and would result in a decision being made in isolation. More importantly conditions linking both schemes (from a phasing perspective, for example) could not be attached to any potential grant(s).”

“Additionally, as noted in the Conservation Officer Report Section 1.5.4 of the Architectural Heritage Protection Guidelines for Planning Authorities states: ‘...Proposals for the existing structure should normally be made and considered together with those for any new development...’. On that basis, the Planning Authority considers that in terms of phasing and the adaptive reuse of the hospital building should occur on Phase 1 of the site’s redevelopment. Such outcome would be more difficult to secure under the proposed planning strategy.

We would ask that the works to the Main Hospital Building form part of an earlier phase for the reasons set out above.”

Firstly, we note that a detailed rationale and justification for the proposed development strategy has been provided in relation to ABP Item No.1. The response to Item No.1 directly deals with the challenges referred to in DLRCC’s comments above. Whilst the key points are addressed below, the response to Item No.1 should be referred to for a detailed context surrounding the development strategy.

Crucially, we refer to the constraints and delays associated with accessing the Main Hospital Building for the survey works required to support a planning application for its adaptive re-use. We further note that whilst the Applicant is committed to the delivery of the adaptive re-use of the Main Hospital, the development strategy, in the context of the delayed vacation of the HSE and service users from the site/ building, prioritises the fast-track delivery of a large quantum of affordable housing through the SHD process, in line with the LDA’s remit and responsibility. The principle of phasing related planning conditions, as referred to by DLRCC,



have the potential to significantly delay and/or even preclude the delivery of housing at the site.

Furthermore, we draw attention to the rationale for the consecutive approach to the submission of the SHD and Section 34 application in respect of the Main Hospital Building and other development. We note that the adaptive re-use of the Main Hospital Building sits outside of the red line boundary for this SHD proposal. We therefore agree that the imposition of such planning conditions would involve the conditioning of land outside of the red line which is not considered to align with good planning practice.

Notwithstanding this, the consecutive approach to the submission of the two planning applications will enable a clear planning baseline for the purposes of the assessment of the Section 34 application; the latter application will have the benefit of review of the SHD planning decision and its related assessment and can ensure any issues arising can be addressed in full.

As part of this, we further confirm, contrary to DLRCC's assertions, that the two application proposals are not inter-dependent. Each application proposal stands alone from both an assessment and delivery perspective but equally, can be seamlessly delivered in tandem to ensure the realisation of the site wide Masterplan.

Item 2(d)

Item 2(d) requires further consideration and/or justification in respect of:

"Response to the issues raised by the Planning Department of Dun Laoghaire Rathdown County Council, as contained in the Planning Authority's Opinion dated 23rd July 2021."

A full response to the Dun Laoghaire Rathdown County Council (DLRCC) Chief Executive's Report is provided at Appendix B.

Item 2(e)

Item 2(e) requires:

"Justification/rationale regarding compliance with local planning policy. The further consideration and /or justification should address the objectives "to protect and / or provide for institutional use in open lands" that pertain to the site having regard to the provisions of the Dun Laoghaire Rathdown Development Plan 2016-2022."

The enclosed *Statement of Consistency* prepared by Tom Phillips + Associates addresses the Institutional (INST) objective designation that pertains to the subject lands in the context of Sections 8.2.3.4 and 2.1.3.5 of the *Dún Laoghaire Rathdown County Development Plan 2016-2022* which includes the provisions of Policy RES5: Institutional Lands. The *Statement of Consistency* should be referred to for full details.

However, in summary, we demonstrate that, in our view, the proposed development (and/ or wider Masterplan) complies with the Development Plan objectives in respect of such lands, for the following reasons (not exhaustive):



- The subject lands are state owned and no longer required for institutional use. It is highlighted as a national priority, and part of the LDA's remit, to optimise state lands to deliver compact urban development and affordable housing. We therefore confirm that the subject lands have been identified, at a national level, to contribute to the fulfilment of the above stated objective and are not required for an alternative institutional use.
- A Masterplan has been prepared for the entire land holding and forms the basis of this planning application proposal.
- The retention of the open character of the site, including existing landscape features such as trees and the walled garden, is at the forefront of the Masterplan vision and a key driver of the proposed site layout.
- The provision of largely publicly accessible open space that will meet policy requirements regarding both quantum and quality and ensure the retention of the open character of the lands.
- The adaptive reuse of the heritage assets within the site boundary.

Notwithstanding this, due to the potential for subjective interpretation surrounding compliance with the Institutional objective, two elements of the policy requirements pertaining to Institutional lands (residential density and agreement of Masterplan) are identified as potential material contraventions, and therefore addressed and justified within the *Material Contravention Statement* prepared by Tom Phillips + Associates.

Item 2(f)

Item 2(f) requires:

“Rationale/justification regarding the suitability of the proposed site to accommodate the proposed height and housing mix with regard to the provisions of the Dun Laoghaire Rathdown County Development Plan 2016-2022 and relevant national and regional planning policy including the ‘Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas’ (including the associated ‘Urban Design Manual’); The ‘Design Standards for New Apartments – Guidelines for Planning Authorities’ (2020) and the ‘Urban Development and Building Heights – Guidelines for Planning Authorities’ (2018).”

This planning application submission provides a significant amount of justification surrounding the proposed design strategy which can be found in the following documents:

- *Architectural Design Report*, prepared by Reddy A+U, which includes a response to the *Urban Design Manual*;
- *Housing Quality Assessment* which includes an assessment of the proposed development against the *‘Design Standards for New Apartments – Guidelines for Planning Authorities’ (2020)*;
- *Statement of Consistency*, prepared by Tom Phillips + Associates, which demonstrates compliance with the full suite of national, regional and local planning



policy, including the *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (including the associated 'Urban Design Manual')*; the *Design Standards for New Apartments – Guidelines for Planning Authorities (2020)*; *Urban Development and Building Heights – Guidelines for Planning Authorities (2018)*; the *Dún Laoghaire Rathdown County Development Plan 2016-2022* and the *Draft Dún Laoghaire Rathdown County Development Plan 2022-2028*.

- *Planning Report*, prepared by Tom Phillips + Associates which has further regard to key national, regional and local planning policies and supplements the *Statement of Consistency*.
- *Material Contravention Statement*, prepared by Tom Phillips + Associates, which addresses potential material contravention in respect of the provisions of the *Dún Laoghaire Rathdown County Development Plan 2016-2022* and the *Draft Dún Laoghaire Rathdown County Development Plan 2022-2028*. This includes provisions relating to building height and housing mix. This document therefore provides justification in respect of the *Design Standards for New Apartments – Guidelines for Planning Authorities (2020)* and the *Urban Development and Building Heights – Guidelines for Planning Authorities (2018)*.

We note that a number of changes have occurred in respect of the overall scheme design, including the building height strategy, since the pre-application stage. This was influenced by a number of factors including the sunlight performance of some of the courtyards, the interface between the heritage buildings and proposed built form and the relationship between some elements of the proposed blocks and neighbouring development. The key changes are outlined in Section 2.0 above.

In terms of building height, the *Statement of Consistency* demonstrates that in our view, the proposed development, with a maximum height of 6 storeys (with 7 storeys of stacked apartments in one location at both Blocks 03 and 10, resulting in part 7 storey at those blocks), can comply with the Building Height Strategy, contained within the current Development Plan, with application of the 'upwards modifiers'. Given the subjective nature in respect of achieving compliance with the Building Height Strategy, building height has been identified as a potential material contravention and has been addressed in full in the *Material Contravention Statement*. Importantly, in this context, we further demonstrate full compliance with SPPR3 of the Building Height Guidelines. The full assessment against SPPR3 is available in both the *Statement of Consistency* and *Material Contravention Statement*.

Furthermore, the *Architectural Design Report* provides details surrounding the building height strategy which further demonstrates compliance with the Building Height Guidelines and the overall acceptability of the height in respect to its relationship with the surrounding context.

In terms of housing mix, the *Statement of Consistency* addresses the planning policy requirements contained within the current Development Plan. Due to the percentage of one bedroom units contained within the scheme, housing mix is also identified as a potential material contravention and therefore also addressed within the *Material Contravention Statement*. In addition to the justification contained within this document which demonstrates how An Bord Pleanála can grant planning permission in respect of housing mix, we provide further justification below surrounding the acceptability of the proposed mix, having regard to the existing housing mix within the area surrounding the site.



Further to the above, we give consideration to the acceptability of the proposed housing mix from a planning assessment perspective. As part of this, we acknowledge the importance of policy objectives surrounding housing mix and the key role that they play in the creation of mixed and balanced sustainable communities. Notwithstanding this, when introducing new residential development into an existing built-up area, it is our opinion, that an appropriate housing mix (in terms of unit size and type) should be considered in the context of the wider housing mix within the area surrounding the site, rather than in isolation.

In this regard, we draw attention to the strong prevalence of existing lower density dwelling houses (3 bedrooms +) in the area immediately surrounding the site. The proposed housing mix, which contains a greater proportion of smaller units, responds to this context and recognises the need for further variation of housing types to ensure a genuine mix of housing type in the area.

We therefore confirm that the proposed development responds to a demonstrable undersupply of other housing types in the area, including units suited to smaller households and provides the housing needed to deliver mix and balance, both within the site and within the surrounding area. Importantly, this also aligns with the LDA's vision to transform the subject lands into a leading example of sustainable living which delivers a mix of tenures where people of all ages can live.

In conclusion, the proposed housing mix is acceptable and delivers the overarching objectives of Policy RES7 of the current Development Plan which states:

"It is Council policy to encourage the establishment of sustainable residential communities by ensuring that a wide variety of housing and apartment types, sizes and tenures is provided within the County in accordance with the provisions of the Interim Housing Strategy."

Item 2(g)

Item 2(g) states:

"In addition to the consideration of local statutory policy and national policy and guidelines, particular regard should be had to demonstrating that the proposal satisfies the criteria set out inter alia in section 3.2 and SPPR3 of the Urban Development and Building Heights, Guidelines for Planning Authorities (December 2018).

The applicant should satisfy themselves that the design strategy for the site, as outlined in red, provides the optimal outcome for the subject lands."

As outlined above, this planning application demonstrates that the proposed development satisfies the criteria set out in section 3.2 and SPPR3 of the *Urban Development and Building Heights, Guidelines for Planning Authorities (December 2018)*. This is detailed in the *Statement of Consistency, Material Contravention Statement* and also referenced within the *Architectural Design Report*, prepared by Reddy A+U.

Further to this, we contend that the proposed development represents an efficient use of land in line with national policy and provides the optimal outcome for the subject lands, especially when considered in the context of the overall Masterplan proposal.



The proposed residential density, which is discussed in detail in the planning documentation, reflects a balance between the delivery of significant housing provision, in line with the LDA's remit, and a sensitive response to the Institutional status of the lands and the associated policy requirements. This is further juxtaposed with the presence of both heritage and natural assets which has significantly influenced the site layout, including the concentration of built form in particular locations across the site so as to carefully manage the interface between new built form and the heritage buildings. In our view, the proposed development retains the open character of the lands. This includes the provision of c. 30, 513 sq m of public open space, extensive high quality landscaping, the retention of important landscape features such as mature trees and the walled garden.

The development strategy, as discussed at length above, has influenced the design strategy insofar as the interface between the SHD and the heritage buildings is concerned. Whilst the delivery of the full Masterplan is required to provide the optimal outcome for the entire lands, importantly, the development strategy balances the requirement to deliver the full Masterplan in a timely fashion with the need to prioritise the significant quantum of housing. The SHD proposal itself is considered (for the reasons outlined above) to reflect an optimal solution for the redevelopment of the lands and includes the ancillary infrastructure and other uses required to ensure high quality placemaking and the creation of a sustainable community. This will be further complemented by the Section 34 proposal which will follow.

We lastly confirm in respect of Item No. 2 that a Materials and Finishes Report is included as an appendix to the *Architectural Design Report* and a standalone *Building Lifecycle Report* is enclosed with this application. Both reports demonstrate that quality of the scheme from a materials and finishes perspective.

2.3 ABP Issue No. 3 – Architectural Heritage

The ABP Opinion states:

- “(a) An Architectural Impact Assessment having regard to the impact on the proposed Protected Structures within the curtilage of the Central Mental Hospital, their character and setting. This should also include a detailed survey, assessment and justification for all structures which are proposed to be demolished or refurbished and converted to other uses.*
- “(b) A response to the issues raised in the Report of the Conservation Division of Dun Laoghaire Rathdown County Council, as contained in the Planning Authority’s Opinion dated 23rd July 2021.”*

Applicant’s Response

Item No. 3(a)

Chapter 15 of the EIAR provides a detailed assessment of the potential impact of the proposed development on Architectural Heritage. Whilst the extent of existing built form, which is identified as a Proposed Protected Structure(s) in the draft County Development Plan (as per the proposed material alterations), is now excluded from the SHD site boundary, Chapter 15 assesses the impact of the proposed development upon the setting of these buildings.

Furthermore, the proposed SHD scheme does include intervention in respect of the perimeter wall and Gate Lodge, both identified as having value from an architectural heritage



perspective. Refer to the *Gate Lodge Condition Report* and Drawings and the *Perimeter Wall Survey Report* and Drawings prepared by Reddy A+U and Alastair Coey Architects which provide details of the proposed intervention.

Item No. 3(b)

A full response to the Dun Laoghaire Rathdown County Council (DLRCC) Chief Executive's Report is provided at Appendix B.

2.4 ABP Issue No. 4 – Traffic and Transportation

The ABP Opinion states:

“Further consideration and/or justification of the documents as they relate to the:

- (a) The use of the existing vehicular access to The Central Mental Hospital and the proposed new access off Dundrum Road.*
- (b) The Car Parking Strategy for the proposed development, having particular regard to the quantum of residential parking proposed, how it is intended to be assigned and managed and measures proposed to address shared carparking with the Hospital Building if this is proposed under 'other use; as part of the SHD Application (the change of use which is noted will be the subject of a section 34 application to the Planning Authority), visitor parking and other uses proposed as part of the SHD application.*
- (c) Pedestrian and cycle links to adjoining lands and connections to public transport routes and cycle/pedestrian infrastructure.*
- (d) A response to the issues raised in the Report of the Transportation Division of Dun Laoghaire Rathdown County Council, as contained in the Planning Authority's Opinion dated 23rd July 2021.*

The further consideration of these issues may require an amendment to the documents and or design proposals submitted.”

Applicant's Response

Item No. 4(a)

Item 4(a) requires further consideration and/or justification of the documents as they relate to the following:

“The use of the existing vehicular access to The Central Mental Hospital and the proposed new access off Dundrum Road.”

The proposed vehicular access strategy comprises an upgrade to the existing access onto Dundrum Road, located to the north of the site and a proposed vehicular access onto Dundrum Road to the south of the aforementioned existing access point.

The proposed provision of the additional vehicular access point follows concerns raised by DLRCC, surrounding the insufficient nature of a single site access point. Due to adjacent lands being outside the ownership of the Applicant and/or subject to zoning objectives that would



restrict the delivery of infrastructure ancillary to a residential development, the second vehicular access onto Dundrum Road was identified as the preferred option from a feasibility perspective.

In terms of the acceptability of the proposed vehicular access strategy, justification is provided within the *Traffic and Transportation Assessment (TTA)*, prepared by ILTP. In summary, we consider the proposed vehicular access strategy to be acceptable on the following basis:

- The second access will ensure that all site related traffic is not concentrated at one access point.
- It will reduce potential congestion on Dundrum Road that might arise with a single access point.
- It will reduce traffic congestion pedestrian crossing on Dundrum Road.
- It will ensure that vehicular access to the site is maintained should an access be blocked due to an emergency, road maintenance etc.
- It will contribute to the creation of filtered permeability through the development and reduce concentration of vehicular traffic.
- From a construction traffic perspective, the provision of the new southern access point will facilitate large construction vehicles using the haul route to the south.

Item No. 4(b)

Item 4(b) requires further consideration and/or justification of the documents as they relate to the following:

“The Car Parking Strategy for the proposed development, having particular regard to the quantum of residential parking proposed, how it is intended to be assigned and managed and measures proposed to address shared carparking with the Hospital Building if this is proposed under ‘other use; as part of the SHD Application (the change of use which is noted will be the subject of a section 34 application to the Planning Authority), visitor parking and other uses proposed as part of the SHD application.”

Since pre-application stage, the proposed car parking provision for the residential development has increased from 0.3 to 0.5 spaces per unit. These amendments were made in response to DLRCC concerns.

Chapter 5 of the *Traffic and Transportation Assessment (TTA)*, prepared by ILTP sets out the details of the car parking proposals, together with a rationale and justification which supports the reduced (in context of Development Plan standards) car parking ratio proposed. Refer to the TTA for full details.

This rationale is further supported by a *Mobility Management Plan (MMP)*, which provides a number of support mechanisms and initiatives which promote a modal shift towards sustainable modes of transport.

In terms of the assignment/ allocation of spaces, Table 5.1 of the TTA provides a breakdown of the proposed car parking provision which includes the car parking ratio per unit type. An extract of this is provided below where it can be seen that the provision of car parking spaces in respect of the larger residential units (3 no. beds and 4 no. beds) has been prioritised with



1-1.5 no. spaces per unit allocated. This allows for guaranteed car parking in respect of family sized units.

Proposed Use	Assumed Size / No. of Units	DLRCC Parking Standards	DLRCC Parking Requirement	Proposed Car Parking Allocation	Proposed Car Parking Provision
1 bed studios & apartments	476	1 space per Unit	476	(0.15 per unit)	71
2 bed apartments + duplex	357	1.5 spaces per Unit	536	(0.5 spaces per unit)	179
3 bed apartments + duplex	124	2 spaces per Unit	248	(1 space per unit)	124
3 bed houses	7	2 spaces per Unit	14	(1 space per unit)	7
4 bed houses	13	2 spaces per Unit	26	(1.5 spaces per unit)	20
Allocated Residential Subtotal	977		1,300		400
Additional 15% of Residential Parking for Visitor Parking					62
12 no. Car Share					12
15 no. Travel Club					15
Total Resi Car Parking				0.50	489
Total Motorcycle Parking				5% of Residential Units	49

Figure 2.2: Extract from Table 5.1: Car Parking Provision for Proposed Development as contained in the *Transport and Traffic Assessment* prepared by ILTP.

In addition to the car parking for the units, the scheme provides for 15% of total residential parking as visitor car parking resulting in an additional 60 no. spaces. The proposal also provides Car Club and Travel Club spaces to serve the residential component of the development. This amounts to a total car parking ratio for the residential development of 0.5 spaces per unit. This is discussed in the context of the relevant planning policy requirements within the *Statement of Consistency*.

Non-residential car parking is also proposed, the details of which are set out in full Table 5.1 of the TTA. A total of 58 no. non-residential car parking spaces will be provided. 4% of the total parking spaces will be allocated for disabled users.

The proposed Car Parking Management Strategy is also set out in the TTA (Section 5.14) which sets out a number of measures to support the reduced the car parking provision.

Lastly, we confirm that the proposed car parking in respect of this SHD scheme is to serve the SHD scheme only. Any car parking associated with future Section 34 proposal will be contained within the associated red line boundary. It is not proposed that there will be any cross over in car parking provision between the two proposals. As outlined in detail in response to ABP Item No. 1, each scheme has been designed to stand alone from an assessment and delivery perspective, including in relation to car parking.

Item No. 4(c)

Item 4(c) requires further consideration and/or justification of the documents as they relate to the following:

“Pedestrian and cycle links to adjoining lands and connections to public transport routes and cycle/pedestrian infrastructure.”

The proposed development includes a number of new pedestrian and cycle links which provide connection between the subject lands and the surrounding area. Given the current insular nature of the lands, the proposed connectivity results in a significant enhancement to permeability in the local area. In summary, the proposal includes the following new cycle and pedestrian access points:

- Formation of a new opening in perimeter wall at Annville Grove to provide a pedestrian and cyclist access.
- Removal of sections of wall adjacent to Dundrum Road, including the provision of a new vehicular, cyclist and pedestrian access.
- Removal of section of perimeter wall adjacent to Mulvey Park to provide a pedestrian and cyclist access.
- Removal of section of perimeter wall adjacent to Rosemount Green to provide cycle and pedestrian connectivity.

Page 34 of the *Architectural Design Report* provides an illustrative site plan showing the proposed pedestrian and cycle links. An extract is provided below:

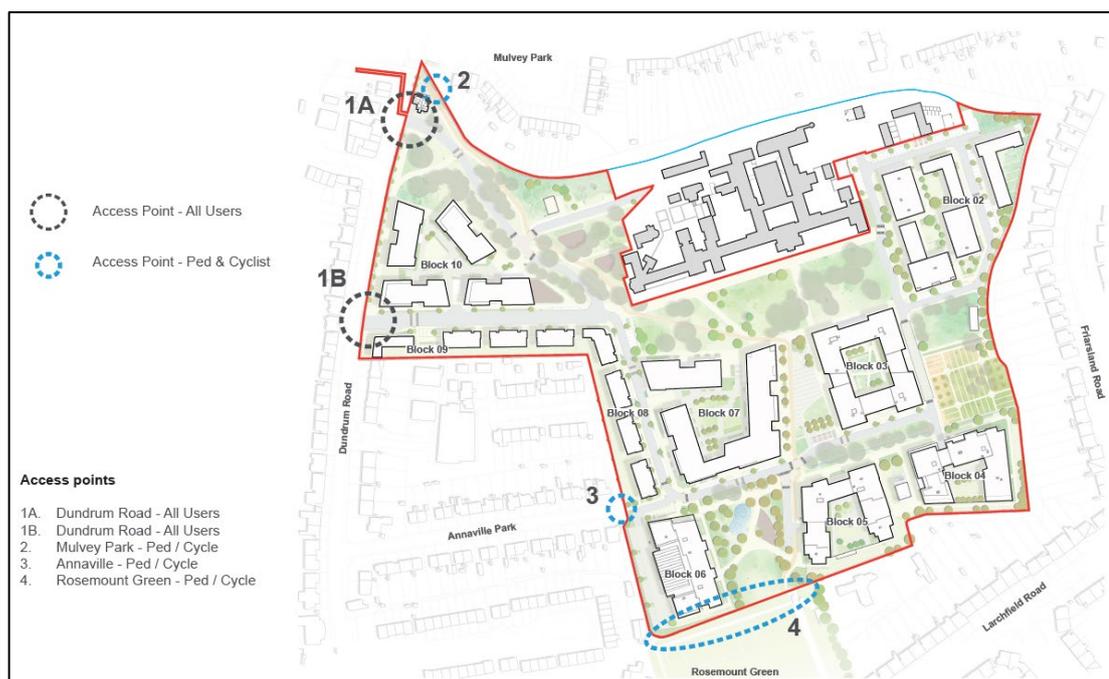


Figure 2.3: Extract from *Architectural Design Report*, prepared by Reddy A+U showing permeability throughout the site.

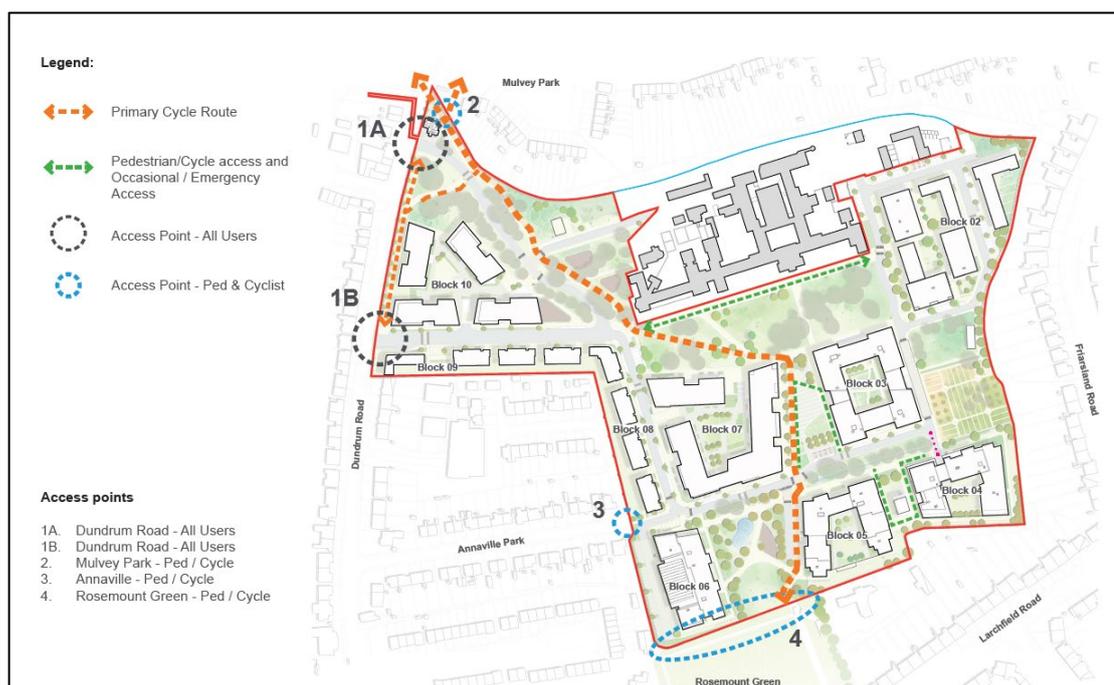


Figure 2.4: Extract from *Architectural Design Report*, prepared by Reddy A+U showing cycle and pedestrian routes and connections across the site.

As set out and further detailed in the *Mobility Management Plan (MMP)*, the provision of the proposed new cycle (and pedestrian) link through the proposed development provides a strategic new link that significantly augments the existing and planned cycle network in the area. It provides new connections for existing communities as well as the new planned community and will promote sustainable travel in the area. In addition, it links with the existing pedestrian/cycle crossing on Dundrum Road and provides access to low volume traffic routes to the north and south of the subject lands. This additional strategic link through the proposed development represents a significant contribution to the local mobility.

From a pedestrian connectivity perspective, ILTP provide an illustrative diagram within their MMP which shows the significant improvement of the pedestrian walking catchment as a result of the proposed links.

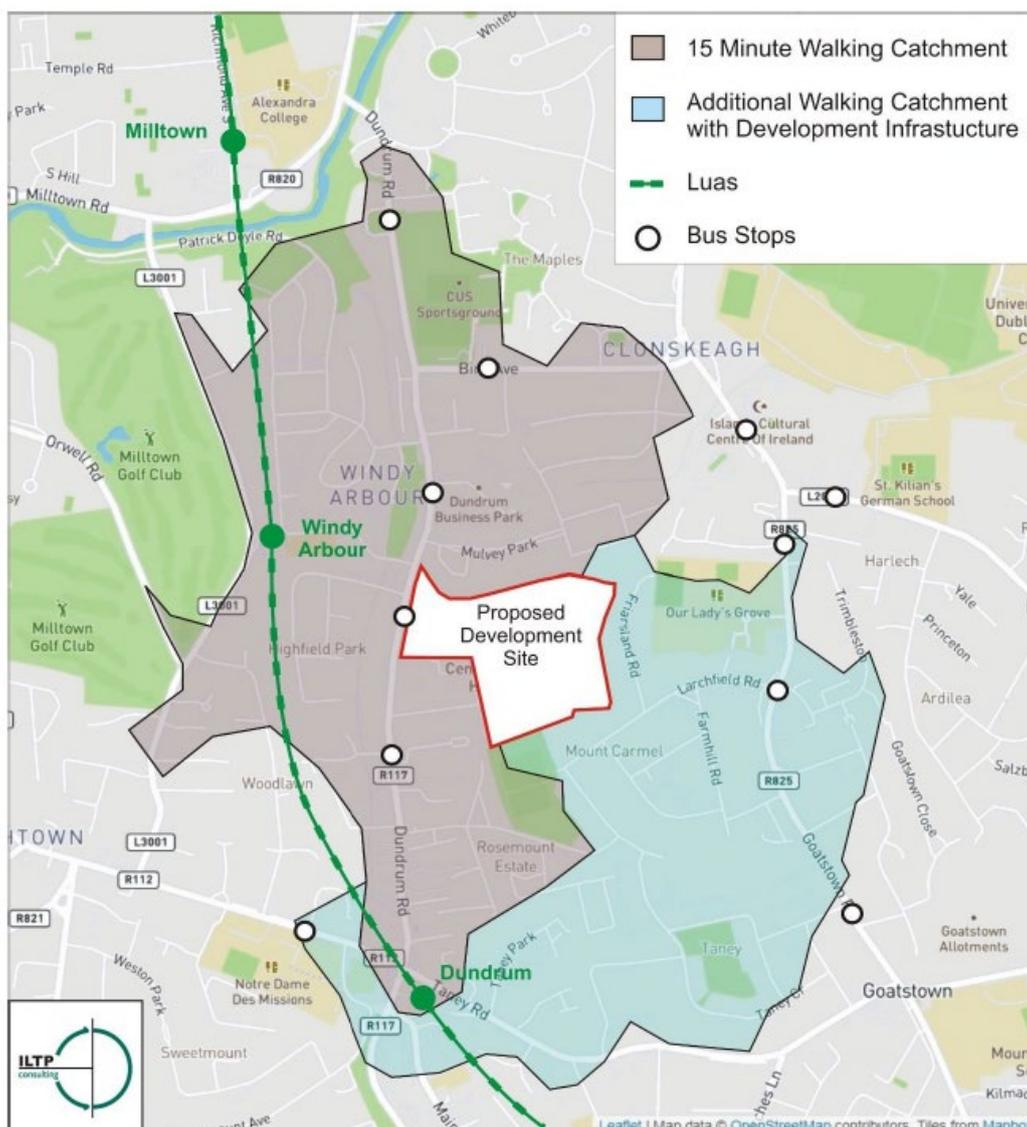


Figure 2.5: Extract from ILTP’s Figure 4.5: Walking Catchments (15 minutes) Without and With Proposed Development

The above extract shows that with the implementation of the proposed internal infrastructure, the 15-minute walking catchment (shown in blue) would significantly increase to the east and south of the subject lands particularly. This very significant increase in catchment will further promote the use of walk and cycle modes for the new development and importantly benefits the existing community by providing shorter walk and cycle route.

Figure 2.4 also illustrates the improved walking catchment in the context of surrounding public transport, including the Luas line and stops and bus stops. The illustrative map demonstrates that the introduction of the proposed pedestrian and cycle access points will improve access to public transport, particularly, bus stops on Goatstown Road.

Item No. 4(d)

Item 4(d) requires further consideration and/or justification of the documents as they relate to the following:



“A response to the issues raised in the Report of the Transportation Division of Dun Laoghaire Rathdown County Council, as contained in the Planning Authority’s Opinion dated 23rd July 2021.”

A full response to the Dun Laoghaire Rathdown County Council (DLRCC) Chief Executive’s Report is provided at Appendix B.

2.5 ABP Issue No. 5 – Residential Amenities

The ABP Opinion states:

“Further consideration and / or justification of the documents as they relate to residential amenity, having particular regard to the potential for overlooking, overshadowing and overbearing impacts on existing adjoining residential properties and proposed residential units within the scheme. The response should include a detailed Sunlight, Daylight and Shadow Assessment of inter alia units proposed, communal open spaces, public open spaces and adjoining lands and properties.

The further consideration of these issues may require an amendment to the documents and/or design proposals submitted at application stage.”

Applicant’s Response

Overlooking

Since the pre-application stage, a number of amendments have been made to minimise the amount of potential overlooking arising from the proposed development. This includes alterations to some of the blocks to improve relationship between the proposed development and neighbouring properties at Annville and Dundrum Road. As set out in the *Architectural Response to ABP Opinion*, the following amendments have been made to improve the relationship with neighbouring development generally, including in relation to overlooking:

- Building heights reduced across the development.
- Block 02 height reduced adjacent to Main Hospital Building.
- Unit typologies adjusted at courtyard of Block 03 to increase size of courtyard and to improve the sunlight hours at the Block 03 communal amenity space.
- Elements of building footprint removed at Block 08 to reduce impact to existing apartment building at Annville.
- Building height reduced at western edge of Block 06 adjacent to existing residential development at Annville Grove.
- Building height reduced at Block 10 adjacent to Dundrum Road.

Pages 23-25 of the *Architectural Response to ABP Opinion* provide a series of illustrative maps and visualisations which demonstrate that the proposed development would not give rise to unacceptable overlooking impact upon Annville or Dundrum Road. It also illustrates that generous separation distances are provided between the taller elements of the scheme that have potential to give rise to overlooking upon surrounding properties.



Daylight, Sunlight and Overshadowing

The proposed development has undergone detailed daylight, sunlight and overshadowing assessment in respect of its potential impact upon surrounding residential amenity in this regard. Refer to *Daylight and Sunlight – Impact of Neighbouring Properties Report* (and appendices) and the *Transient Overshadowing Assessment* prepared by GIA.

In summary, the assessment has been undertaken strictly in accordance with the BRE Guidelines, as required by the relevant policy provisions. From a daylight perspective, GIA assessed 1099 no. windows across 155 no. properties. When assessed against the Vertical Sky Component (VSC), 99% of the windows satisfy the target values contained within the BRE Guidelines. From a sunlight perspective, GIA tested 641 no. windows that face within 90 degrees due south of the development site in line with the Guidelines. When assessed against Annual Probably Sunlight Hours (APSH), 99% of the windows satisfy the BRE target values.

Furthermore, GIA undertook a Transient Overshadowing Study (TOS) to demonstrate the overshadowing impact of the proposed development on surrounding neighbouring development. Although a qualitative assessment, it is clear from the imagery that any overshadowing to neighbouring properties is “*generally brief and insignificant*”.

We therefore conclude that a detailed and robust assessment has been undertaken in respect of potential impact in relation to daylight and sunlight. We further conclude that it has been demonstrated that the proposed development will not give rise to unacceptable impact upon the receiving environment in this regard. Refer to the *Daylight and Sunlight – Impact of Neighbouring Properties Report* and accompanying appendices for full details of the assessment and results.

Overbearing

Since pre-application stage, the proposed height strategy has been amended, as described in relation to ABP Item No. 2 above. This is considered to reduce any perceived potential overbearing impacts associated with the proposed development.

Notwithstanding this, we note that a sense or experience of ‘overbearingness’ is subjective and therefore difficult to quantify for assessment purposes. Nevertheless, in our view, the proposed separation distances and height strategy mitigate concerns in this regard. This is further evidenced by the positive daylight, sunlight and overshadowing assessment in respect of the impact of the proposed development upon surrounding neighbouring development.

We further highlight the presence of the perimeter wall at 4-5 metres in height which will remain in situ with the proposed development in place. In our view, the proposed height strategy (which tapers towards the site boundary) together with the retention of the perimeter wall (which will continue to provide a visual boundary) will ensure that neighbouring two storey properties are not immediately adjacent to significantly taller buildings. The siting of increased height towards the centre of the site provides a sense of visual relief for neighbouring development.



3.0 ABP REQUEST TO PROVIDE ADDITIONAL INFORMATION

The Board's Opinion states:

"Furthermore, Pursuant to article 285(5)(b) of the Planning and Development (Strategic Housing Development) Regulations 2017, the prospective applicant is hereby notified that, in addition to the requirements as specified in articles 297 and 298 of the Planning and Development (Strategic Housing Development) Regulations 2017, the following specific information should be submitted with any application for permission:"

The Board has requested specific information to be provided in relation to 11 No. items.

We set out below how each of the requirements has been addressed.

3.1 ABP Requirement No. 1 – Housing Quality Assessment

The ABP Opinion notes the requirement for:

"A Housing Quality Assessment which provides the specific information regarding the proposed apartments required by the 2020 Guidelines on Design Standards for New Apartments. The assessment should also demonstrate how the proposed apartments comply with the various requirements of those guidelines, including its specific planning policy requirements."

Applicant's Response

A *Housing Quality Assessment* (prepared by Reddy A + U), containing the above referenced information, is enclosed with this planning application.

3.2 ABP Requirement No. 2 – Phasing Plan

The ABP Opinion notes the requirement for:

"A detailed Phasing Plan."

Applicant's Response

This planning application submission is accompanied by a Phasing Plan (Dwg. No. DCD-RAU-02-SW_ZZ-DR-A-1006 'Site Plan, Phasing Plan, SHD'), prepared by Reddy A+U. The proposed phasing is also addressed in detail from a construction perspective in Section 8.1 of the *Construction and Environmental Management Plan*, prepared by Barrett Mahony Consulting Engineers.

3.3 ABP Requirement No. 3 – Microclimate Analysis

The ABP Opinion notes the requirement for:

"A microclimate analysis."



Applicant's Response

This planning application submission is accompanied by an *Environmental Impact Assessment Report* (EIAR) which includes a microclimate analysis (see Chapter 16). This Chapter has been prepared by B-Fluid.

3.4 ABP Requirement No. 4 – PA Opinion

The ABP Opinion notes the requirement for:

“Response to issues raised in the PA Opinion received by An Bord Pleanála on the 23rd July 2021.”

Applicant's Response

A full response to the issues raised by DL RCC in their Opinion dated 23rd July 2021 is enclosed as Appendix B.

3.5 ABP Requirement No. 5 – Irish Water

The ABP Opinion notes the requirement for:

“Address issues raised in the Irish Water Submission dated 29th July 2021.”

Applicant's Response

The Applicant has consulted with Irish Water during the preparation of the final scheme. Refer to the *Infrastructure Report* prepared by Barrett Mahony Consulting Engineers which includes a letter of Design Acceptance from Irish Water, dated 3rd March 2022.

3.6 ABP Requirement No. 6 – Site Specific Management Plan

The ABP Opinion notes the requirement for:

“A Site Specific Management Plan which includes details on management of the communal areas, public space, residential amenity and apartments.”

Applicant's Response

A *Management Strategy Report* prepared by Savills is enclosed with this planning application. The Plan provides details regarding the management of the proposed residential development, amenity provision and parking. Section 4.4 of the *Planning Report* prepared by Tom Phillips + Associates also addresses Site-Specific Management in relation to the public open space, site safety, taking in charge, community facilities and car parking.

3.7 ABP Requirement No. 7 – Archaeological Impact Assessment

The ABP Opinion notes the requirement for:

“An Archaeological Impact Assessment.”



Applicant's Response

This planning application submission is accompanied by an *Environmental Impact Assessment Report* (EIAR) which includes a full *Archaeological Impact Assessment* (see Chapter 14). The Assessment is supported by extensive survey work (included as Appendix 14.1 and 14.2 of the EIAR).

3.8 ABP Requirement No. 8 – Ecological Impact Assessment

The ABP Opinion notes the requirement for:

“An Ecological Impact Assessment.”

Applicant's Response

This planning application submission is accompanied by an *Environmental Impact Assessment Report* (EIAR) which includes a Biodiversity Chapter (Chapter 8). The Biodiversity Assessment is supported by extensive survey work, including wintering bird and bat surveys, enclosed as Appendix 8.1, 8.2 and 8.3 of Chapter 8. This Chapter has been prepared by Altemar Ltd.

It is not considered necessary to provide a separate Ecological Impact Assessment as the relevant assessment is undertaken as part of the EIAR Chapter.

3.9 ABP Requirement No. 9 – Tree Survey, Plans and Arboricultural Assessment

The ABP Opinion notes the requirement for:

“A Tree survey, Trees Constraints Plan, Tree Restoration Plan and Arboricultural Assessment.”

Applicant's Response

This planning application is supported by the following documentation and drawings in respect to arboriculture, all prepared by Arborist Associates Ltd.:

- Tree Constraints Plan Dwg. No. CMH001
- Arboricultural Impact Assessment Dwg. No. CMH002
- Tree Protection Plan Dwg. No. CMH003
- Arboricultural Assessment Report

3.10 ABP Requirement No. 10 – Construction and Waste Management

The ABP Opinion notes the requirement for:

“A draft Construction Waste Management Plan, draft Construction and Environmental Management Plan and a draft Operational Waste Management Plan.”



Applicant's Response

This planning application is accompanied by a *Construction and Environmental Management Plan*, prepared by Barratt Mahony Consulting Engineers.

The EIAR includes a Waste Chapter (Chapter 18) which is accompanied by a *Construction and Demolition Resource Waste Management Plan* and *Operational Waste Management Plan*. These Plans are included as Appendix 18.1 and 18.2.

3.11 ABP Requirement No.11 – Material Contravention

The ABP Opinion notes the requirement for:

“Where the applicant considers that the proposed strategic housing development would materially contravene the relevant Development Plan or Local Area Plan, other than in relation to the zoning of the land, a statement indicating the plan objective(s) concerned and why permission should, nonetheless, be granted for the proposed development, having regard to a consideration specified in section 37(2)(b) of the Planning and Development Act 2000. Notices published pursuant to Section 8(1)(a) of the Act of 2016 and Article 292 (1) of the Regulations of 2017, shall refer to any such statement in the prescribed format.”

Applicant's Response

This planning application is accompanied by a *Material Contravention Statement* prepared by Tom Phillips + Associates.

4.0 CONCLUSION

We consider that all issues that have been raised during the Pre-Application Consultation process have been sufficiently addressed in the final Application, now before the Board for consideration.

The proposed Strategic Housing Development of, *inter alia*, 977 no. units will provide a strategically important contribution to housing delivery in the administrative area of Dún Laoghaire Rathdown County Council.

This document specifically addresses the specific information requested by An Bord Pleanála in relation to the development proposed.

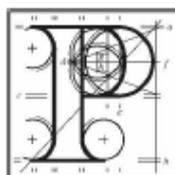
The relevant prescribed bodies/authorities identified by the Board in the Pre-Application correspondence have been notified of the submission of the Planning Application in accordance with Section 8(1)(b) of the *Planning and Development (Housing) and Residential Tenancies Act, 2016* (as amended).

Yours faithfully



Lizzie Donnelly
Associate
Tom Phillips + Associates

Appendix A – Copy of Opinion



An
Bord
Pleanála

Case Reference:

ABP-310640-21

Planning and Development (Housing) and Residential Tenancies Act 2016

Notice of Pre-Application Consultation Opinion

Proposed Development: 1259 no. residential units (55 no. houses and 1204 no. apartments), creche and associated site works. Central Mental Hospital, Dundrum Road, Dundrum, Dublin 14.

An Bord Pleanála has considered the issues raised in the pre-application consultation process and, having regard to the consultation meeting and the submission of the planning authority, is of the opinion that the documents submitted with the request to enter into consultations require further consideration and amendment to constitute a reasonable basis for an application for strategic housing development.

An Bord Pleanála considers that the following issues need to be addressed in the documents submitted that could result in them constituting a reasonable basis for an application for strategic housing development.

1. Development Strategy

Further consideration in relation to the proposed dual application strategy for the subject landholding. Should the dual application strategy be pursued, as opposed to a single planning application for the entire holding, the applicant should seek to demonstrate that each application can be assessed and developed as a 'standalone' project in the event that, inter alia, one of the proposed developments is refused



permission. The applicant should also seek to demonstrate that both applications are coordinated and no conflict arises between the two proposals. In that regard, further consideration should be given to the precise details of each application, and, in particular the following should be considered in the context of a dual application strategy :

- how the main hospital building is to be accessed;
- what car parking, if any, it to be provided to serve the main hospital building with its new use;
- where any such car parking is to be provided and in which application is this to be addressed (noting, inter alia, limitations arising in SHD applications for 'other uses and implications if one application is granted permission and the other refused permission);
- bicycle parking, service yards, storage etc serving the main hospital building and its new use and where such uses are to be accommodated within the application site boundary;
- demolition works adjoining/adjacent the main hospital building (considering which application such works are to be sought under and implications for the other application if such works are refused), and
- all of the above, and other matters, should be considered in the context of the degree of overlap that may arise across the two separate applications (if pursued) and the need to deliver both a coordinated approach for the redevelopment of the landholding and also the need to submit 'standalone' applications.

If the dual strategy is to be pursued, there should be clear distinction between what is proposed in each application. Furthermore, should the dual application strategy be pursued, further consideration should be given as to whether a consecutive, as opposed to a concurrent, approach should be taken in relation to the making of the applications.



2. Design Strategy

Further consideration and/or justification of the documents as they relate to the design strategy for the site in respect of:

- (a) The interface with the Main Hospital Building, the Chapel, Infirmary and the proposed works and demolition work to the boundary wall, the public realm at Dundrum Road and the interface with Rosemount Green to the south, as they relate to the design and layout of the proposed development and the desire to ensure that the proposal provides a high quality, positive intervention at this location. Particular regard should also be had to creating suitable visual relief in the treatment of elevations and interface with adjacent lands. An architectural report, urban design statement and additional CGIs/visualisations should be submitted with the application.
- (b) A contextual layout plan which indicates the layout of adjoining developments, photomontages and cross sections at appropriate levels, including details of how the proposed development interfaces with contiguous uses/lands and adjoining roads (within Anneville, Larchfield, Friarsland, Mulvey Park, Rosemount Green and Dundrum Road)).
- (c) Response to the issues raised in the Conservation Division Report of Dun Laoghaire Rathdown County Council regarding phasing as contained in the Planning Authority's Opinion dated 23rd July 2021.
- (d) Response to the issues raised by the Planning Department of Dun Laoghaire Rathdown County Council, as contained in the Planning Authority's Opinion dated 23rd July 2021.
- (e) Justification/rationale regarding compliance with local planning policy. The further consideration and /or justification should address the objectives "to protect and / or provide for institutional use in open lands" that pertain to the site having regard to the provisions of the Dun Laoghaire Rathdown Development Plan 2016-2022.
- (f) Rationale/justification regarding the suitability of the proposed site to accommodate the proposed height and housing mix with regard to the provisions of the Dun Laoghaire Rathdown County Development Plan 2016-2022 and relevant national and regional planning policy including the 'Guidelines for Planning Authorities on Sustainable Residential Development in



Urban Areas' (including the associated 'Urban Design Manual'); The 'Design Standards for New Apartments – Guidelines for Planning Authorities' (2020) and the 'Urban Development and Building Heights – Guidelines for Planning Authorities' (2018).

- (g) In addition to the consideration of local statutory policy and national policy and guidelines, particular regard should be had to demonstrating that the proposal satisfies the criteria set out inter alia in section 3.2 and SP3 of the Urban Development and Building Heights, Guidelines for Planning Authorities (December 2018). The applicant should satisfy themselves that the design strategy for the site, as outlined in red, provides the optimal outcome for the subject lands.

The response should also include a report that specifically addresses the proposed materials and finishes and the requirement to provide high quality and sustainable finishes and details. Particular attention is required in the context of the visibility of the site and to the long-term management and maintenance of the proposed development. A Building Life Cycle report shall also be submitted in accordance with section 6.3 of the Sustainable Urban Housing: Design Standards for New Apartments (2020).

The further consideration/justification should have regard to, inter alia, the guidance contained in the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2020, the Urban Development and Building Height Guidelines for Planning Authorities 2018; the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009) and the accompanying Urban Design Manual; the Design Manual for Urban Roads and Streets 2013; and the Dun Laoghaire Rathdown Development Plan 2016-2022.

The further consideration of these issues may require an amendment to the documents and or design proposals submitted.



3. Architectural Heritage

- (a) An Architectural Impact Assessment having regard to the impact on the proposed Protected Structures within the curtilage of the Central Mental Hospital, their character and setting. This should also include a detailed survey, assessment and justification for all structures which are proposed to be demolished or refurbished and converted to other uses.
- (b) A response to the issues raised in the Report of the Conservation Division of Dun Laoghaire Rathdown County Council, as contained in the Planning Authority's Opinion dated 23rd July 2021.

4. Traffic and Transportation

Further consideration and/or justification of the documents as they relate to the:

- (a) The use of the existing vehicular access to The Central Mental Hospital and the proposed new access off Dundrum Road.
- (b) The Car Parking Strategy for the proposed development, having particular regard to the quantum of residential parking proposed, how it is intended to be assigned and managed and measures proposed to address shared carparking with the Hospital Building if this is proposed under 'other use'; as part of the SHD Application (the change of use which is noted will be the subject of a section 34 application to the Planning Authority), visitor parking and other uses proposed as part of the SHD application.
- (c) Pedestrian and cycle links to adjoining lands and connections to public transport routes and cycle/pedestrian infrastructure.
- (d) A response to the issues raised in the Report of the Transportation Division of Dun Laoghaire Rathdown County Council, as contained in the Planning Authority's Opinion dated 23rd July 2021.

The further consideration of these issues may require an amendment to the documents and or design proposals submitted.



5. Residential Amenities

Further consideration and / or justification of the documents as they relate to residential amenity, having particular regard to the potential for overlooking, overshadowing and overbearing impacts on existing adjoining residential properties and proposed residential units within the scheme. The response should include a detailed Sunlight, Daylight and Shadow Assessment of inter alia units proposed, communal open spaces, public open spaces and adjoining lands and properties.

The further consideration of these issues may require an amendment to the documents and/or design proposals submitted at application stage.

Furthermore, Pursuant to article 285(5)(b) of the Planning and Development (Strategic Housing Development) Regulations 2017, the prospective applicant is hereby notified that, in addition to the requirements as specified in articles 297 and 298 of the Planning and Development (Strategic Housing Development) Regulations 2017, the following specific information should be submitted with any application for permission:

1. A Housing Quality Assessment which provides the specific information regarding the proposed apartments required by the 2020 Guidelines on Design Standards for New Apartments. The assessment should also demonstrate how the proposed apartments comply with the various requirements of those guidelines, including its specific planning policy requirements.
2. A detailed Phasing Plan.
3. A microclimate analysis.
4. Response to issues raised in the PA Opinion received by An Bord Pleanála on the 23rd July 2021.
5. Address issues raised in the Irish Water Submission dated 29th July 2021.
6. A Site Specific Management Plan which includes details on management of the communal areas, public space, residential amenity and apartments.
7. An Archaeological Impact Assessment.
8. An Ecological Impact Assessment.
9. A Tree survey, Trees Constraints Plan, Tree Restoration Plan and Arboricultural Assessment.



10. A draft Construction Waste Management Plan, draft Construction and Environmental Management Plan and a draft Operational Waste Management Plan.
11. Where the applicant considers that the proposed strategic housing development would materially contravene the relevant Development Plan or Local Area Plan, other than in relation to the zoning of the land, a statement indicating the plan objective(s) concerned and why permission should, nonetheless, be granted for the proposed development, having regard to a consideration specified in section 37(2)(b) of the Planning and Development Act 2000. Notices published pursuant to Section 8(1)(a) of the Act of 2016 and Article 292 (1) of the Regulations of 2017, shall refer to any such statement in the prescribed format.

Also, pursuant to article 285(5)(a) of the Planning and Development (Strategic Housing Development) Regulations 2017, the prospective applicant is informed that the following authorities should be notified in the event of the making of an application arising from this notification in accordance with section 8(1)(b) of the Planning and Development (Housing) and Residential Tenancies Act 2016, as amended:

1. Irish Water
2. Minister for Tourism, Culture, Arts, Gaeltacht, Sport and Media.
3. Heritage Council.
4. An Taisce.
5. An Comhairle Ealaíon.
6. Fáilte Ireland.
7. National Transport Authority
8. Transport Infrastructure Ireland
9. Department of Education and Skills
2. Dún Laoghaire Rathdown County Childcare Committee



PLEASE NOTE:

Under section 6(9) of the Planning and Development (Housing) and Residential Tenancies Act 2016, as amended, neither the holding of a consultation under section 6, nor the forming of an opinion under that section, shall prejudice the performance by the Board, or the planning authority or authorities in whose area the proposed strategic housing development would be situated, of any other of their respective functions under the Planning and Development Acts 2000 to 2020 or any other enactment and cannot be relied upon in the formal planning process or in legal proceedings.

Tom Rabbette
Assistant Director of Planning
October, 2021



Appendix B – Response to Planning Authority’s Opinion

Section/ Item No.	DLRCC Comment	Response
Planning		
Extent of ‘Other Uses’		
1.7	Regard should be had to the High Court judgement on Dublin Cycling Campaign CLG -v- An Bord Pleanála on November 2020 regarding the interpretation of other uses, in particular on whether or not the main hospital building should be considered for the ‘other uses’ calculation.	<p>The main hospital building is located outside of the SHD red line and will be subject to a separate planning application process. As a result, it would not count towards the ‘other uses’ calculation for the purposes of the SHD application. This view is informed, and supported, by the below paragraph of the Connolly Quarter judgement:</p> <p><i>“93. In my view, the proposed use of the deck as a car park is quite different to the other elements of the masterplan (such as the hotel and office development) which are now the subject of a separate application for permission under s. 34 of the 2000 Act. While those developments clearly adjoin the residential development and form part of the overall masterplan, the office use and hotel use proposed in respect of those developments will take place in separate parts of the overall Connolly Quarter. As a matter of fact, it cannot be said that either the hotel use or the office use is included in the residential development. They are proposed alongside it.”</i></p>
Planning Assessment		
2.2.1	The enterprise use is not listed in the ancillary and other uses set out in Q9 of the Application Form. This is not a material issue given that both enterprise centre and office less than 200 sqm (the stated area of the infirmary building is 158 sq m) are open for consideration in ‘A’ zoned lands. However, the Applicant is advised that as part of any future application to clarify the extent of enterprise use proposed in the infirmary building.	Under the current development strategy, the infirmary building sits outside of the SHD red line boundary.
2.2.1	...given that the proposed uses on site accord with the lands’ zoning objective, as discussed previously, the principle of redevelopment of the subject site is considered acceptable.	The proposed land uses continue to accord with the lands’ zoning objective. On this basis, we consider the principle of the redevelopment of the subject site with the proposed uses to be acceptable.
Open Space		
2.2.3	It is considered, therefore, that the proposed development should deliver a least c.3.3ha (33,277.5 sq m) of open space given that the	The calculation provided by DLRCC relates to the Pre-Application Scheme. The site area and number of residential units proposed has



	<p>population calculation in this instance is greater than 25% of the site area.</p> <p>As part of the proposed scheme the Applicant is proposing to deliver c.3.8 ha (38,312 sqm) of public open space, which increases up to 4.96ha (49,600 sq m) if considering the communal open space. It is therefore considered that the quantum of open space proposed is in accordance with the requirements established by Policy RESS for the redevelopment of Institutional Lands.</p>	<p>since been amended for the purposes of the current SHD scheme. Section 4.12.1 of the <i>Statement of Consistency</i> demonstrates the compliance of the scheme with the open space requirement, having regard to both the Institutional objective requirement of 25% and the population-based calculation.</p>
Open Character – Tree Removal		
2.2.3	<p>Whilst the general extent of tree removal is considered acceptable when balanced against the need to redevelop the site at adequate and sustainable densities and also on the basis of the overall landscape strategy and the extent of planting proposed, the Planning Authority invites the applicant to review the layout of the scheme at certain locations and investigate if amendments can be made to maximise the retention of Category A trees.</p>	<p>The scheme continues to maximise the retention of the mature trees which is seen as an integral part of retaining the site's landscape character. The supporting <i>Arboricultural Assessment</i> demonstrates that the majority of the Category A trees have been retained by the scheme.</p> <p>Furthermore, we confirm that a <i>Tree Survey</i>, <i>Tree Constraints Plan</i> and <i>Arboricultural Assessment</i> have been prepared by Felim Sheridan of Arborist Associates. These documents should be read in conjunction with the drawings and documents prepared by Aecom Landscape Architects. Please see Arborist Associates' <i>Arboricultural Assessment Report</i> for further information.</p>
Open Character – Wall Removal		
2.2.3	<p>The current site has a strong feeling of enclosure and separation from its surroundings, largely due to the perimeter wall. While the openings proposed will have an impact on this character, it is not deemed to do so in a manner that would be detrimental to the overall setting.</p>	<p>The final SHD proposal does not result in significant changes to the extent of proposed openings within the perimeter wall. In our view, the removal of the proposed sections of wall results in an overall positive impact upon the site and surrounding area from a placemaking perspective, particularly in relation to enhanced permeability and connectivity. The extent of removal at Dundrum Road has decreased since pre-application stage; this design change was driven by the need to balance achieving permeability with heritage considerations. We agree with DLRC that the proposed interventions to the perimeter wall are sensitive and do not result in adverse impact to overall setting.</p> <p>Detailed drawings prepared by Reddy A+U in conjunction with Alastair Coey, Grade 1 Conservation Architects, are submitted in</p>



		support of the application and provide details of the development in this regard.
Open Character - Density		
2.2.3	<p>Policy RES5 outlines an average net density of 35-50 units per hectare for the redevelopment of institutional lands. The proposed development comprises a net density of 177 units per hectare which greatly exceeds the average parameter set in the Plan. However, Policy RES5 also allows for higher densities...</p> <p>...From that perspective, it is considered that at the proposed density, the scheme retains the open character and/ or recreational amenities of the lands and is deemed consistent with the requirements of the County Development plan in this regard.</p> <p>In summary, the proposed development is deemed to be in accordance with Policy RES5 and compliant with the site's Institutional Objective.</p>	<p>The final SHD proposal comprises a gross density of 102 units per hectare and a net density of 150 units per hectare. We have outlined the appropriateness and acceptability of the proposed residential density in Section 4.4.1 and 4.10.2 of the <i>Statement of Consistency</i> and Section 5.4 of the <i>Planning Report</i>, both prepared by Tom Phillips + Associates. Residential density is also addressed within the <i>Material Contravention Statement</i>.</p> <p>In agreement with DLRCC, we further confirm our view that the proposed residential density contributes towards the objective of retaining the open character and recreational amenities of the lands by facilitating the provision of c.32% of the site area as publicly accessible public open space. The proposed public open space has been designed to protect the landscape character of the site whilst ensuring the provision of large, accessible and usable areas of open space, together with the incorporation of the distinct, mature and characterful landscape features such as the walled garden and mature trees.</p> <p>We also demonstrate compliance with Policy RES5 in relation to the proposed scheme in Section 4.3.1 of the <i>Statement of Consistency</i>.</p>
Conservation - Demolitions		
2.2.5	<p><i>A planning authority, or the Board on appeal, shall not grant permission for the demolition of a protected structure or proposed protected structure, save in exceptional circumstances.'</i></p> <p>On that basis, the demolition of a proposed protected structure, or part thereof must be based on strong evidence that would satisfactorily demonstrate that the elements proposed for demolition do not form an intrinsic part of the proposed protected structure and its removal would not have an impact on its character. It is considered that based on the information provided at this stage, such justification has not been provided.</p>	<p>The final SHD proposal does not comprise demolition of built form identified in the Draft County Development Plan as a proposed protected structure. The proposal does however comprise a significant amount of new development within the setting of the proposed protected structure. In this respect, the proposal is supported by full Architectural Heritage Impact Assessment, contained at Chapter 15 of the EIAR.</p>
Conservation – Planning Strategy		
2.2.5	<p>The proposed dual planning application strategy results in two inter-dependent applications being decided by two different authorities, which even if they were lodged in tandem would have</p>	<p>Refer to the Applicant's response to ABP's Issue No. 1 contained at Section 2.1 of the main document.</p>



	different decision timeframes and would result in a decision being made in isolation. More importantly conditions linking both schemes (from a phasing perspective, for example) could not be attached to any potential grant(s).	
Conservation - Phasing		
	<p>Additionally, as noted in the Conservation Officer Report Section 1.5.4 of the Architectural Heritage Protection Guidelines for Planning Authorities states: "...Proposals for the existing structure should normally be made and considered together with those for any new development..."</p> <p>On that basis, the Planning Authority considers that in terms of phasing and the adaptative reuse of the hospital building should occur on Phase 1 of the site's redevelopment. Such outcome would be more difficult to secure under the proposed planning strategy.</p>	Refer to the Applicant's response to ABP's Issue No. 1 contained at Section 2.1 of the main document.
Conservation – Change of Use		
	...more detailed plans would be required to assess in detail the impacts on existing structures.	Detailed drawings and condition surveys of the Gate Lodge are included within this SHD application are provided. The other
Conservation – Community Use Management		
	For those structures where a community use is proposed, more clarity about how the community use would be implemented and how management and maintenance would be provided. Those details should include evidence of agreements if these are to be managed by parties other than the applicant. This is to ensure that adequate strategies and arrangements are in place to run the community facilities and ensure that the proposed protected structures will be adequately maintained.	<p>We highlight that the community use of the proposed protected structures is no longer included within this planning application proposal. However, a community centre, a creche and significant public open space are proposed as part of the SHD scheme.</p> <p>Nevertheless, we confirm that this planning application is supported by a <i>Management Strategy Report</i> prepared by Savills which has regard to the management of the operational proposed development. Section 4.4 of the <i>Planning Report</i> also addresses Site-Specific Management in relation to the public open space, site safety, taking in charge, community facilities and car parking.</p> <p>The level of management detail contained within this document reflects the stage of the process that we are currently at.</p>
Conservation – Wall – Partial Demolition		
	<p>From this perspective, the proposed works to the boundary wall are not deemed to be detrimental to the character of the site but rather are seen as a necessary consequence of the change of use.</p> <p>The proposed works to the wall would contribute</p>	We confirm agreement with DLRC in this regard. As noted above, in our view, the removal of the proposed sections of wall results in an overall positive impact upon the site and surrounding area from a placemaking perspective, particularly in relation to



	to facilitating connectivity to the south and to the east, particularly the extent of the works proposed at the section of the wall that directly bounds with Dundrum Road to the north west to allow for visual permeability at that location. This is deemed key in terms of integrating the proposed scheme with the wider area but also in terms of passive surveillance. Proposed openings at the interface with Rosemount Green are also deemed very important for the realisation of necessary connectivity with lands to the south and east.	enhanced permeability and connectivity. This is addressed in greater detail in Section 2.2.3 if this Response.
Conservation - Archaeology		
	The Applicant is invited in advance of lodging the application to further investigate Area A with a potential feature of archaeological interest and Area F, which appears to be the area where the remains of a structure appear to be more likely given the potential implications that such discoveries could have for Blocks 1, 2 and 10.	<p>Extensive survey work has been undertaken prior to the submission of this planning application. This includes a desk-based assessment, a geophysical survey and test trenching. The test trenching survey work was inclusive of the areas referred to by DL RCC.</p> <p>The findings of the survey work and a full detailed assessed is contained within Chapter 14 of the EIAR. The Archaeological Assessment Report, enclosed as Appendix 14.2 concluded:</p> <p><i>“A total of 21 trenches were excavated from the 38 originally proposed trenches. The remaining 17 trenches located in areas of current use for the Central Mental Hospital patients and were not excavated, however these were in areas that previous geophysics had indicated had no archaeological significance (Figure 5).</i></p> <p><i>Testing revealed 5 localised areas of archaeological significance, which have been designated as Archaeological Areas AA1-AA5. These comprise two small enclosures dating to the post-medieval period (AA1-2), a kiln (AA3), an isolated pit (AA4) and a cluster of postholes with a small possible hearth (AA5).”</i></p> <p>As noted within the Survey report and the EIAR, mitigation measures are proposed to avoid significant impacts.</p>
Density		
2.2.6	<p>...the provision of a density of development higher than the current pattern of development in neighbouring lands is appropriate.</p> <p>While no objection to the proposed density/quantum of development is raised at this stage. It is considered that the proposed density has certain implications in terms of, inter alia, building height, access and traffic that also need</p>	We agree that higher density development at the subject lands, when compared to neighbouring lands, is appropriate. We have outlined the appropriateness and acceptability of the proposed residential density in Section 4.4.1 and 4.10.2 of the <i>Statement of Consistency</i> and Section 5.4 of the <i>Planning Report</i> , both prepared by Tom Phillips + Associates. Residential density is



	to be considered. These issues will be discussed in turn in the relevant sections of this report.	also addressed within the <i>Material Contravention Statement</i> . The implications of higher density development referred to by DLRC in this comment are addressed at the relevant sections.
Building Height		
2.2.7	<p>The upward modifiers would allow for a maximum of two storeys in addition to the 4-storeys permissible.</p> <p>It is considered that downward modifiers related to the presence of proposed protected structures onsite, are also applicable.</p> <p>Thus, it is considered that on the basis of the Development Plan, a maximum of 5-6 storeys would be permissible on the subject site. On that basis it is submitted that the proposed scheme materially contravenes the Dun Laoghaire-Rathdown Development Plan 2016-2022 in terms of height.</p> <p>...Having regard to the above it is considered that the height limit established by the Development Plan for the subject suburban site is consistent with current national policy.</p> <p>Specific Planning Policy Requirement 3 of the Urban Development and Building Height Guidelines for Planning Authorities, 2018 state that where an applicant sets out how a proposal complies with the development management criteria within the guidelines, and the assessment of the planning authority concurs, taking account of wider strategic and national policy parameters set out in the National Planning Framework and the Urban Development and Building Height Guidelines, the planning authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise.</p>	<p>In terms of building height, the <i>Statement of Consistency</i> demonstrates that in our view, the proposed development, with a maximum height of 6 storeys (with 7 storey elements at Block 03 and 10 due to lower ground floor), can comply with the Building Height Strategy, contained within the current Development Plan, with application of the 'upwards modifiers'. We further highlight that the proposed development also responds to the 'downward modifiers' applicable to subject site.</p> <p>Given the subjective nature in respect of achieving compliance with the Building Height Strategy, building height has been identified as a potential material contravention and has been addressed in full in the <i>Material Contravention Statement</i>. Importantly, in this context, we further demonstrate full compliance with SPPR3 of the Building Height Guidelines. The full assessment against SPPR3 is available in both the <i>Statement of Consistency</i> and <i>Material Contravention Statement</i>.</p>
Building Height – Block 11		
2.2.7	<p>...the proposed height of 4 storeys for the 2 No. Apartment buildings in Block 11 located directly to the rear of the main hospital building is considered excessive. The height (c.13m) of the proposed buildings would exceed the eaves of the PPS immediately to the south and the ridge height of the infirmary to the west and as a result would not have a deferential relationship with the proposed protected structures detracting from their character. The Applicant is advised to</p>	<p>Block 11 no longer sits within the red line boundary for the SHD. It is noted however, that the Masterplan proposal has been amended to show the reduction of one storey in height in respect of this building. This is subject to future consultations with the planning authority.</p>



	consider removing one storey from the 2 No. character. The Applicant is advised to consider removing one storey from the 2 No. apartment buildings to ensure a more adequate subservient relationship with the protected buildings.	
Building Height – Block 02		
2.2.7	...the Planning Authority has some concerns regarding the proposal for a 6-storey building on the north west corner of Block 2 directly to the east of the hospital building. It is noted that this is building would be at some distance from the west wing of the Asylum. However, it is considered that given that it would exceed the Asylum's ridge height and the height of the chimney stacks. It has the potential to negatively impact on the view of the PPS from the east with the taller Block 2 in the background. Further information would assist in reaching a conclusion in this regard. Notwithstanding, the Applicant is advised to consider a reduction in 2 storeys of the subject 6 storey building.	Block 02 has been amended since the pre-application stage to include a reduction of height where it closely interfaces with the Main Hospital Building. This is demonstrated in diagrammatic form in the <i>Architectural Response to ABP Opinion</i> .
Building Height – Verified Views		
2.2.7	The Applicant is advised to provide further visual documentation in the form of verified views showing the relationship between Block 2 and the main hospital building. In that regard, the general requirement to provided verified views from within the site as requested by the Conservation Officer is also noted and is considered pertinent not only in the context of further understanding the relationship of the new buildings with the structures to be kept but also the relationship between the new blocks and also with the proposed open space network.	A number of additional CGIs have been produced to support the proposed scheme in response to this item.
Building Height – Sunlight / Daylight Analysis		
2.2.7	...The Applicant is advised to explore design solutions to improve the performance of the proposed units in terms of access to sunlight and daylight. Overall, the Planning Authority is of the opinion the proposed scheme appears capable of meeting the criteria established by SPPR3 of the Building Height Guidelines. However, that is subject to satisfactory evidence being provided as part of the SHD Application, including evidence that the shortcomings identified in this report have been addressed.	A number of amendments have been made to the scheme which improve the daylight and sunlight performance of the proposed units and open space. Refer to <i>Daylight and Sunlight – Internal Daylight, Sunlight and Overshadowing Report</i> , prepared by GIA which demonstrates that the proposed development would provide a give rise to excellent daylight and sunlight access across the scheme, despite delivering increased density. This is also demonstrated in diagrammatic form in the <i>Architectural Response to ABP Opinion</i> . We also demonstrate full compliance with SPPR3 in Section 3.11 of the <i>Statement of Consistency</i> .



Impacts on Residential Amenity – Block 09		
2.2.7	<p>Despite the significant screening provided by the boundary wall, the Applicant is not deemed to have adequately demonstrated that overlooking from the access gallery at the upper levels of Annaville Residence to the rear of some of the units pertaining to Block 9.</p> <p>Additionally, the Planning Authority is concerned about potential overlooking of the balcony and window at first floor level of the unit located to the north of Block 9 to the private areas of the westernmost unit of Block 9.</p>	<p>A number of changes have been undertaken in respect of Block 09 since the pre-application stage in order to improve the relationship between the new built form and adjacent neighbouring development.</p> <p>This is demonstrated in diagrammatic form in the <i>Architectural Response to ABP Opinion</i>.</p>
Impacts on Residential Amenity – Block 05		
2.2.7	<p>Concerns also arise given the distance between south facing windows of Block 5 to Nos.85 and 87 Larchfield Road to the south.</p>	<p>A number of changes have been undertaken in respect of Block 05 since the pre-application stage in order to improve the relationship between the new built form and adjacent neighbouring development.</p> <p>This is demonstrated in diagrammatic form in the <i>Architectural Response to ABP Opinion</i>.</p>
Impacts on Residential Amenity - General		
2.2.7	<p>The Applicant is advised to ensure that the Application documentation demonstrates that overlooking between the buildings of the same block does not occur. This can be prevented primarily via appropriate separation distances and when these cannot be achieved by staggering windows and/or balconies on directly opposing elevations.</p>	<p>Generally, appropriate separation distances are proposed within the scheme. There are some locations where standard separation distances cannot be achieved and design features such as staggered windows and visual screens are proposed. Further details of this are provided in the <i>Architectural Design Report / Housing Quality Assessment Report</i> prepared by Reddy A +U.</p>
Standard of Accommodation – Housing Quality		
2.2.9	<p>The Applicant is advised to ensure that as part of the application documentation evidence is submitted demonstrating compliance with the Design Standards for New Apartments; Guidelines for Planning Authorities, December 2020 and the Quality Housing for Sustainable Communities Guidelines, 2007. In particular broken-down details of single and dual aspect units should be provided.</p>	<p>The proposed standard of accommodation is addressed in detail in Reddy A+U's <i>Housing Quality Assessment (HQA)</i>. This outlines the compliance of both the houses and apartments with the respective guidelines. This includes clear details surrounding dual aspect ratios.</p>
Standard of Accommodation – Dual Aspect		
2.2.9	<p>The Applicant is also advised to clarify the seemingly conflicting statement made in the documentation submitted, which states that each apartment block achieves 50% dual aspect while the scheme as a whole achieves a dual aspect ratio of 41%?</p>	<p>We confirm that this was an error in the pre-application submission. The HQA provides accurate details of the proposed dual aspect ratio. We confirm that the apartment component of the scheme achieves 52%.</p>



Standard of Accommodation – Unit Mix		
2.2.9	In terms of unit mix, the Applicant is advised to consider increasing the number of 3- bedrooms units from the current 13% proposed particularly the number of apartments in accordance with the requirements of Policy Res? of the County Development Plan 2016-2022.	There have been a number of changes that have occurred since pre-application stage which have resulted in changes to the unit mix. The current scheme (houses and apartments) comprises 14.7% 3 bedroom + units. We provide full justification in respect of the housing mix in response to ABP Item 2(f).
Design and Finishes		
2.2.10	A report that specifically addresses the proposed materials and finishes to the scheme including specific detailing of finishes, landscaped areas, pathways, entrances and boundary treatments. Particular regard should be had to the requirement to provide high quality and sustainable finishes and details which seek to create a distinctive character for the development and are consistent with the character of the area, in particular with the exiting built heritage.	The planning application submission is supported by a Material and Finishes Report which is appended to the <i>Architectural Design Report</i> prepared by Reddy A+U.
Access, Car and Bicycle Parking		
2.2.11	The Planning Authority has serious reservations with regards to the number and location of accesses proposed and considers these to be entirely inadequate for a development of the scale of the subject proposal.	Details in respect of the proposed access strategy are provided in response to ABP Item No. 4 and further detailed in the <i>Traffic and Transportation Assessment</i> prepared by ILTP.
2.2.11	The Planning Authority will seek to ensure that all linkages shown can be deliverable at the scheme's outset and not presented as 'future connections. Any future application will need to demonstrate this clearly and unambiguously.	<p>The proposed development includes a number of new access points for vehicular, cyclist and pedestrian connections. These are discussed in greater detail in response to ABP Issue No.4. All of the access points are included within the detailed design of the proposed SHD and will therefore be delivered at the scheme's outset.</p> <p>A significant amount of work has gone into the design of the pedestrian and cycle link at the north of site, adjacent to the Gate Lodge, to ensure a positive interface with Dundrum Road and the Gate Lodge proposals. This link will be delivered up to the red line by the Applicant at the outset of the delivery of the scheme. The remainder of the link will be subject to DLRCC approvals as it is located on DLRCC land. There are no further third parties involved which would constrain the delivery of the entire link.</p> <p>Details of the proposed links and connections are provided in the following documents: <i>Landscape Architecture and Public Realm Design Report</i> prepared by Aecom, the</p>



		<i>Architectural Design Report</i> and the Response to ABP Item No. 4 above.
2.2.11	The subject site forms part of a much larger block bounded by Bird Avenue to the north and Rosemount Estate to the south with no east west permeability. The proposed access arrangements would only connect the site with Dundrum Road, which is of concern.	In our response to Item No.4 of the ABP Opinion, we outline how the proposed movement strategy provides enhanced connectivity and permeability between the subject site and surrounding area. In terms of east-west connectivity, the site is bound to the east by residential properties and associated rear gardens which are located on Friarsland Road. The creation of a link would therefore involve acquiring third party land which is not considered to be a feasible option for the Applicant. Section 4.6 of the TTA notes how an additional connection to the east of the lands would give rise to very little in terms of improved permeability and connectivity with the wider area.
2.2.11	The Planning Authority is aware of a large number of active sites in the vicinity at various planning stages, with the potential to deliver, approximately, 3,000 No. units. It is considered that these in-combination impacts should be taken into account when considering the capacity of Dundrum Road.	The EIAR includes a detailed cumulative impact assessment of the proposed development in combination with surrounding committed and planned development. The EIAR includes a Traffic and Transportation chapter which provides a detailed assessment of the construction and operational impacts of the development, including from a cumulative impact assessment perspective.
2.2.11	It is considered that the proposed arrangement has the potential to generate conflicts arising from this number of busy junctions within proximity.	The TTA includes a junction capacity analysis in respect of the proposed development. Refer to the TTA for details.
2.2.11	The Applicant is...requested to review the proposed access strategy with a view to deliver as part of the subject scheme meaningful connectivity with surrounding lands for all types of users.	In our response to Item No.4 of the ABP Opinion, we outline how the proposed movement strategy provides enhanced connectivity and permeability between the subject site and surrounding area.
Car and Cycle Parking		
2.2.11	The Planning Authority is fully supportive of any strategy that seeks to reduce car dependency and increase the usage of public transport or active modes of travel. However, the provision of such a reduced car parking provision is not deemed to be evidence-led and could have significantly negative implications for the wider area. The car parking provision proposed is not deemed to be consistent with the current car ownership pattern in the area. Whilst the Planning Authority considers that a well designed and implemented Mobility Management Plan (MMP) has the potential to result in a modal shift, no evidence has been provided to support that this will occur from the moment the	Since pre-application stage, the proposed car parking provision for the residential development has increased from 0.3 to 0.5 spaces per unit. These amendments were made in response to DLRCC concerns. The rationale for the proposed car parking provision is set out in Section 5 of the TTA and Section 4.9 of the <i>Statement of Consistency</i> where regard has been given to the Development Plan standards and the provision for reduced car parking. The relevant criteria have been fully addressed in this respect. Furthermore, the planning application is supported by a <i>Mobility Management Plan</i> which provide a number of



	<p>development is constructed and ready to be occupied. Instead it is considered that a period of at least 2-3 years must pass before the strategies of the MMP take hold and yield results, in which situation the Planning Authority would be open to an application to change the redundant car parking spaces into storage area or to enlarge the open space areas, for example.</p> <p>The Applicant is, therefore, requested to review the car parking provision with a view to providing a quantum of car parking spaces which has regard to Development Plan parking standards and is cognisant of current car ownership rates in order to prevent negative consequences on adjoining roads.</p>	<p>support measures that promote modal shift towards sustainable modes of transport and support reduced car use.</p>
2.2.11	<p>The Applicant states in the documentation submitted that the cycle parking provision will accord with DLRC Standards for Cycle Parking and associated Cycling Facilities for New Developments.</p>	<p>We confirm that the proposed cycle facilities will accord with the <i>DLRCC Standards for Cycle Parking and associated Cycling Facilities for New Developments</i> and the numerical standards contained within the Apartment Guidelines.</p>
Irish Water		
2.2.14	<p>Upgrade works to the existing infrastructure are identified in order to provide the connection to the water network. These required upgrades comprise upgrading the existing water main in Dundrum Road. Consent from the relevant owners should be included for any works outside the red line. Irish Water also requires the complete separation of surface and foul water with only foul water allowed to discharge to the foul wastewater sewer network.</p>	<p>The Applicant has consulted with Irish Water during the preparation of the final scheme. Refer to the Infrastructure Report prepared by Barrett Mahony Consulting Engineers which includes a letter of Design Acceptance from Irish Water, dated 3rd March 2022.</p> <p>Letters of Consent have been obtained were applicable.</p>
Surface Water Drainage and Flooding		
2.2.15	<p>The Applicant is advised to consult with and reach agreement with the Drainage Planning Section prior to lodging a planning application.</p>	<p>The Applicant has consulted with DLRC Drainage Planning Section during the preparation of the final scheme.</p>
Other Matters – Community Facilities		
2.2.17	<p>The Applicant is advised to provide as part of the Application documentation a management strategy for the proposed community facilities to ensure the subject facilities are adequately run and maintained.</p>	<p>We confirm that this planning application is supported by a <i>Management Strategy Report</i> prepared by Savills which has regard to the management of the operational proposed development. Section 4.4 of the <i>Planning Report</i> also addresses Site-Specific Management in relation to the public open space, site safety, taking in charge, community facilities and car parking.</p> <p>The level of management detail contained within this document reflects the stage of the process that we are currently at.</p>
Other Matters – Taking in Charge		



2.2.17	The Applicant is advised to provide as part of the Application documentation plans identifying the areas to be taken in charge by the Planning Authority and also relevant details confirming that all areas taken in charge will be constructed in accordance with the Council's taken in charge policy.	Refer to Dwg. No. DCD-RAU-02-SW_XX-DR-A-1007 prepared by Reddy A+U.
Other Matters - Creche		
2.2.17	...a childcare facility with capacity in accordance with the provisions of the Childcare Facilities: Guidelines for Planning Authorities, 2001, (i.e. for 177 No. children) should be provided to make sure that adequate capacity exists to serve the proposed development and other residential developments in the vicinity.	A childcare facility of 463 sq m is provided as part of the proposed development. The <i>Social Infrastructure Audit</i> , prepared by Tom Phillips + Associates, provides an assessment of the childcare facilities within the area surrounding the subject site. Refer to Section 3.7 of the <i>Statement of Consistency</i> for full details of assessment.
Other Matters - Phasing		
2.2.17	The Applicant should include as part of the application documentation a phasing plan. The Applicant is advised that the Planning Authority would have a strong preference for works to proposed protected structures and those related to the provision of public open space to be carried out as part of Phase 1.	This planning application submission is supported by a Phasing Plan for the SHD and a further Phasing Plan for the delivery of the Masterplan. The development strategy, which influences the phasing, is detailed in our Response to Item No.1.
Conclusion – Access		
3.1	The Planning Authority has serious reservations with regards to the number and location of accesses proposed and consider these to be entirely inadequate for a development of the scale proposed. It is also considered that the number of accesses, their location and characteristic fail to deliver adequate connectivity with surrounding lands for all types of road users.	Justification for the proposed access strategy is provided in our response to ABP's Item No. 4 above. Also, refer to the TTA for full details surrounding the proposed access strategy.
Conclusion – Planning Strategy		
3.2	The Planning Authority has concerns around the Planning Strategy proposed. It is considered that the Planning and Development Act 2000 (as amended) provides for mechanisms to apply for coherent and complete permission for redevelopment of entire landholdings. The planning strategy to develop such a key site, particularly where proposed protected structures would be directly affected by such strategy, should not be dictated by legislation, namely the Housing and Residential Tenancies Act, 2016.	The proposed development strategy has been fully detailed and rationalised in response to ABP's Item No.1 above.
Conclusion – Demolitions – Proposed Protected Structure Appraisal		
3.3	The demolition of a proposed protected structure, or part thereof must be based on strong evidence that would satisfactorily demonstrate that the elements proposed for demolition do not form an intrinsic part of the	The demolitions to the rear parts of the Main Hospital Building proposed at pre-application no longer form part of this SHD proposal. Alterations to the Main Hospital Building will



	proposed protected structure and its removal would not have an impact on its character. It is considered that based on the information provided at this stage, such justification has not been provided.	be applied for in their entirety as part of the future Section 34 proposal.
Conclusion - Carparking		
3.4	The proposed quantum of residential car parking does not comply with County Development Plan parking standards, fails to take into consideration current car ownership ratios and has the potential to give rise to serious and negative consequences on adjoining roads.	<p>Since pre-application stage, the proposed car parking provision for the residential development has increased from 0.3 to 0.5 spaces per unit. These amendments were made in response to DLRCC concerns.</p> <p>The rationale for the proposed car parking provision is set out in Section 5 of the TTA and Section 4.9 of the <i>Statement of Consistency</i> where regard has been given to the Development Plan standards and the provision for reduced car parking. The relevant criteria have been fully addressed in this respect. Furthermore, the planning application is supported by a <i>Mobility Management Plan</i> which provide a number of support measures that promote modal shift towards sustainable modes of transport and support reduced car use.</p>
Conclusion – Impact to Proposed Protected Structures		
3.5	The Planning Authority has some concerns in terms of impacts on the proposed protected structures. See p.20-21 for further detail.	Chapter 15 of the EIAR provides a detailed assessment of the potential impact of the proposed development on Architectural Heritage. Whilst the extent of existing built form, which is identified as a Proposed Protected Structure(s) is now excluded from the SHD site boundary, Chapter 14 assesses the impact of the proposed development upon the setting of these buildings.
Conclusion – Building Height		
3.6	For the proposed building height strategy to be acceptable, satisfactory evidence of compliance with the requirements of SPPR3 of the Urban Development and Building Height Guidelines 2018 must be provided.	We demonstrate full compliance with SPPR3 of the Building Height Guidelines. The full assessment against SPPR3 is available in both the <i>Statement of Consistency</i> and <i>Material Contravention Statement</i> .
Conclusion – Residential Amenity		
3.7	There are some particular areas where on the basis of the documentation furnished to the Planning Authority concerns arise in terms of potential impacts on residential amenity. See p.20 for further detail. (Block 05, 09, 10)	Since the pre-application stage, the scheme has been amended to mitigate potential adverse impact upon neighbouring residential amenity. This has been addressed in respect of ABP's Item No. 5 above and in the <i>Architectural Response to the ABP Opinion</i> .
Conclusion – Residential Mix		
3.8	It is considered that the number of 3-bedrooms apartments should be increased in order to	The proposed housing mix is addressed in respect of ABP's Item 2(f) above.



	comply with Policy RES7 of the Dun Laoghaire Rathdown County Development Plan.	Additionally, we address the requirements of Policy RES7 within the <i>Statement of Consistency</i> , and further justify the mix within the <i>Material Contravention Statement</i> .
Conclusion – Housing Quality Assessment		
3.9	The application documentation should demonstrate compliance with the Design Standards for New Apartments; Guidelines for Planning Authorities, December 2020 and the Quality Housing for Sustainable Communities Guidelines, 2007. Amongst other information, broken-down details of single and dual aspect units should be provided.	A <i>Housing Quality Assessment</i> (HQA) is enclosed with this planning submission, including a detailed breakdown of the single and dual aspect units provided.
Conclusion - Community Uses		
3.10	Where a community use is proposed, clarity about how such a use would be implemented and management and maintained should be provided. These details should include evidence of agreements if these are to be managed by parties other than the applicant.	The limited level of detail available in this regard reflects the current stage of the process. Prior to the submission of this application, the Applicant approached DLRC for engagement in respect of the management of the community facilities. Unfortunately, DLRC were unable to engage with the Applicant in respect to the management of facilities at the pre-planning permission stage.
Conclusion - Trees		
3.11	The Applicant is invited to review the layout of the scheme at certain locations and investigate if amendments can be made to maximise the retention of Category A trees.	The scheme is considered to maximise the retention of the mature trees which is seen as an integral part of retaining the site's landscape character. The supporting <i>Arboricultural Assessment</i> demonstrates that the majority of the Category A trees have been retained by the scheme. Furthermore, we confirm that a <i>Tree Survey</i> , <i>Tree Constraints Plan</i> and <i>Arboricultural Assessment</i> have been prepared by Felim Sheridan of Arborist Associates. These documents should be read in conjunction with the drawings and documents prepared by Aecom Landscape Architects. Please see Arborist Associates' <i>Arboricultural Assessment Report</i> for further information.
Transportation Planning Report (Appendix B)		
Connectivity		
Tr01	It is considered that the site has the potential to provide good connectivity links in a North-South and East-West direction and that the proposed design falls short in providing required level of connectivity across the site.	In our response to Item No.4 of the ABP Opinion, we outline how the proposed movement strategy provides enhanced connectivity and permeability between the subject site and surrounding area. In terms of east-west connectivity, the site is bound to the east by residential properties and associated rear gardens which are located on



		<p>Friarsland Road. The creation of a link would therefore involve acquiring third party land which is not considered to be a feasible option for the Applicant. Section 5 of the TTA notes how an additional connection to the east of the lands would give rise to very little in terms of improved permeability and connectivity with the wider area.</p>
North-South Connectivity		
Tr02	<p>The Applicant will be requested to demonstrate the provision of the following: The provision of a fully operational North-South connectivity route for all-users (including vehicular users) from the proposed development to Larchfield Road. (The Applicant shall amend their proposed red-line boundary to include all required works and include all required letters of consent.)</p>	<p>The North-South Link was explored with DLRCC during pre-planning engagement stage. Due to adjacent lands being outside the ownership of the Applicant and/or subject to zoning objectives that would restrict the delivery of infrastructure ancillary to a residential development, the second vehicular access onto Dundrum was identified as the preferred option from a feasibility perspective.</p> <p>The proposal does however include north-south connections for cyclists and pedestrians. This is further detailed in respect to ABP's Item No.4 above.</p>
Tr03	<p>Pedestrian/Cyclist access to the north east of the site (to link to Mulvey Park). This shall be shown on all relevant drawings in detail (plans & elevations) and shall not be gated.</p>	<p>The proposed development includes a pedestrian and cycle link at the north-east of the site to Mulvey Park, which runs adjacent to the Gate Lodge. This link will be delivered up to the red line by the Applicant at the outset of the delivery of the scheme. The remainder of the link will be subject to DLRCC approvals as it is located on DLRCC land. There are no further third parties involved which would constrain the delivery of the entire link.</p> <p>We confirm that it is not proposed to gate the access point.</p>
East-West Connectivity		
Tr04	<p>The future possibility of a route through from Dundrum Road to Roebuck Downs via the site and Friarsland Road should be facilitated by the provision of a fully operational connectivity route from East to West through the site.</p>	<p>As noted above, in terms of east-west connectivity, the site is bound to the east by residential properties and associated rear gardens which are located on Friarsland Road. The creation of a link would therefore involve acquiring third party land which is not considered to be a feasible option for the Applicant. Section 4.6 of the TTA notes how an additional connection to the east of the lands would give rise to very little in terms of improved permeability and connectivity with the wider area.</p>



Tr05	The Applicant will be requested to demonstrate provision of the following: The provision of a fully operational, deliverable East-West pedestrian/cyclist connectivity route from Dundrum Road to Friarsland Road through the site.	See above response in relation to the constraints surrounding the delivery of an east-west connection.
Tr06	<p>Pedestrian/Cyclist access onto Annville Grove. This shall be shown on all relevant drawings in detail (plans & elevations) and shall not be gated.</p> <p>Transportation planning consider that the development layout, as proposed, is not in accordance with this policy, and, as a result, the connectivity across the site, in general is sub-standard and is under utilising the full potential of the site to improve connectivity to nearby areas.</p>	<p>This is provided by the proposed development. Details of the proposed links and connections are provided in the following documents: <i>Landscape Architecture and Public Realm Design Report</i> prepared by Aecom and the <i>Architectural Design Report</i>.</p> <p>It is not proposed that this access point will be gated. The <i>Management Strategy Report</i> details a number of security measures that will be considered to ensure that no issues arise from the proposed access for neighbouring residents.</p>
Permeability		
Tr07	<p>The quality of permeability across the site is unclear. Permeability routes have been poorly demonstrated and appear to lack continuity at certain locations. Pedestrian circulation and access to units is also unclear. The Applicant will be requested to address the quality of all permeability links within the site.</p> <p>Due regard shall be given to the NDA's guidance: "Building for Everyone: A Universal Design Approach". This item shall be addressed in the required Quality Audit.</p>	<p>Details of the proposed links and connections are provided in the following documents: <i>Landscape Architecture and Public Realm Design Report</i> prepared by Aecom and the <i>Architectural Design Report</i>.</p> <p>The planning application is also accompanied by a <i>Stage 1 Quality Audit</i>.</p>
Vehicular Access Location – Dundrum Road		
Tr08	Vehicular access to and from the proposed development is provided solely via Dundrum Road. Transportation Planning have serious concerns with relation to this proposed arrangement.	Refer to Section 4.3.4 of the TTA for justification in this regard.
Tr09	The Applicant will be requested to demonstrate the provision of a single signalised vehicular entrance onto Dundrum Road. The proposed layout shall be agreed with DLRCC Traffic Section, and written evidence of this agreement shall be included as part of any further submission.	Refer to Section 4.3 of the TTA for details of the proposal in this regard.
Tr10	The Applicant has also not demonstrated consideration of potential impacts from future committed developments and the potential for future development of zoned land along Dundrum Road.	The EIAR which supports this planning application includes detailed cumulative impact assessment in respect of both planned and committed development in the surrounding area. It is worth noting that the traffic and transport assessment is based traffic models prepared by [the NTA/ TII/ etc] which takes into account projected future growth in Dublin.



Vehicular Access Location – Emergency Access		
Tr11	Transportation Planning have serious concerns that the proposed access arrangements do not provide adequate emergency access.	Refer to Section 4.3 of the TTA for details of the proposal in this regard.
Vehicular Access Location		
Tr12	Transportation Planning consider that a vehicular access onto Larchfield Road is required in order to minimise the number of vehicular entrances onto Dundrum Road and to reduce potential traffic impact on Dundrum Road as a result of the proposed development.	Refer to Section 4.3.3 and 4.3.4 of the TTA for details of the proposal in this regard.
Traffic Impact Assessment - Access		
Tr13	Transportation Planning are not in favour of the provision of gates to these accesses. All access to the proposed development shall be maintained on a 24hr basis in order to maintain adequate connectivity across the site.	The proposal does not include provision for gated access.
Traffic Impact Assessment – Local Relevant Planning History		
Tr14	The Applicant has not demonstrated that an adequate review of the planning history for the adjacent lands along Dundrum road has been carried out.	The EIAR which supports this planning application includes detailed cumulative impact assessment in respect of both and committed development in the surrounding area. In order to identified the relevant projects for assessment, an extensive planning history search within a 2km radius of the site was conducted. This includes planning history relating to Dundrum Road.
Traffic Impact Assessment – Car Parking		
Tr15	The submitted traffic impact assessment does not address the issue of potential overspill parking on the surrounding road network as a result of the lack of parking provision for residents on the site and the lack of parking controls on the surrounding public roads.	We note that there are a number of local streets in the surrounding area which are not subject to on-street parking controls. Whilst we acknowledge the potential for concern relating to the overspill of car parking from the development as a result of the reduced provision, we highlight that a number of mitigation measures are proposed, or embedded into the design strategy, to avoid unacceptable impact in this regard, having regard to the following: the proposed car parking management strategy, the special measures contained within the MMP, the locational characteristics of the site in the context of both public transport and significant employment locations, the specific nature and characteristics of the development, including its mixed use nature and internal infrastructure to support cycling, walking and local services.
Traffic Impact Assessment – Traffic Survey and Estimated Impact		
Tr16	Transportation Planning and DLR Traffic Section consider that the assumed trip generation rates	Refer to Section 7 of the TTA for the revised trip generation rates.



	are too low, considering that the low provision of car parking has not been taken into account.	
Traffic Impact Assessment – Traffic Survey and Estimated Impact		
Tr17	<p>The most recent census data for the Dundrum LEA shows that 46.6% of commuters within the LEA travel to work/school or college by private car.</p> <p>While it is expected that this modal share has reduced somewhat since 2016, it is still considered that the proposed trip generation rates are not realistic. The report states that TRICS data has been used, but output has not been included to support trip generation rates.</p> <p>The report also assumes that background traffic at the subject site will not grow, despite the clear potential for future developments along Dundrum Road.</p> <p>Committed developments along Dundrum Road and the local Road Network shall be clearly taken into account. The Applicant shall also demonstrate cognisance for potential future development on the local road network, based on known DLRCC required density and car parking requirements etc.</p>	<p>A detailed cumulative impact assessment in respect of both applicable planned and committed development in the surrounding area is included in both the TTA and Chapter 17 of the EIAR. It is worth noting that the traffic and transport assessment is based traffic models prepared by [the NTA/ TII/ etc] which takes into account projected future growth in Dublin.</p> <p>Refer to the TTA for full details in this regard.</p>
Mobility Management Plan – Proposed Cargo Bike Scheme		
Tr18	Contrary to what is stated under this heading of the Mobility Management Plan, no cycle parking suitable for cargo bikes has been demonstrated on the submitted drawings.	<p>The proposed development includes provision for cargo bikes. See following drawings prepared by Reddy A+U</p> <ul style="list-style-type: none"> • DCD-RAU-02-SW_ZZ-DR-A-1011 • DCD-RAU-02-SW_ZZ-DR-A-1012
Taking in Charge		
Tr19	<p>The Applicant will be requested to submit detailed drawings which demonstrate any and all areas to be taken in charge by DLRCC.</p> <p>Ref: Dun Laoghaire-Rathdown County Council's 'Taking In Charge Policy Document (April 2016)'</p>	See Dwg. No. DCD-RAU-02-SW_XX-DR-A-1007 prepared by Reddy A+U.
Residential Car Parking		
Tr20	Transportation Planning have serious concerns with regard to this extremely low level of parking provision.	<p>Since pre-application stage, the proposed car parking provision for the residential development has increased from 0.3 to 0.5 spaces per unit. These amendments were made in response to DLRCC concerns.</p> <p>The rationale for the proposed car parking provision is set out in Section 5 of the TTA and Section 4.9.2 of the <i>Statement of Consistency</i> where regard has been given to the Development Plan standards and the provision for reduced car parking contained within both the Development Plan and the</p>



		Apartment Guidelines. The relevant criteria have been fully addressed in this respect. Furthermore, the planning application is supported by a <i>Mobility Management Plan</i> which provide a number of support measures that promote modal shift towards sustainable modes of transport and support reduced car use.
Tr21	<p>The submitted drawings do not clearly demonstrate the provision and allocation of parking across the site.</p> <p>Associated dimensions have not been demonstrated and the provision and location of required electric vehicle charging points has not been demonstrated.</p> <p>The applicant will be requested to submit revised drawings which demonstrate that a total of 1314 No. parking spaces to serve the proposed 1259 No. residential units have been provided.</p> <p>The Applicant shall also demonstrate how access to allocated private residential parking will be controlled within the development.</p>	See Dwg. No. DCD-RAU-02-SW_ZZ-DR-A-1010 for full details surrounding car parking provision.
Non-Residential Carparking		
Tr22	<p>Non-residential parking shall be clearly designated and segregated from residential allocation in accordance with Section 8.2.4.5 Car Parking Standards of the current DLRCC County Development Plan 2016-2022.</p>	<p>The proposed car parking provision is detailed in our response to ABP Item No. 4 and further detailed within the TTA.</p> <p>We confirm, in summary, that the non-residential and residential car parking spaces are clearly identified on Dwg. No. DCD-RAU-02-SW_ZZ-DR-A-1010.</p> <p>The car parking allocation strategy is also detailed within the TTA.</p>
Motorcycle Parking		
Tr23	<p>The provision of motorcycle parking has not been clearly demonstrated on the submitted drawings.</p>	<p>Motorcycle parking has been provided for both the residential and non-residential components of the proposed development. This is detailed in Table 5.1 of the TTA. In summary, 49 no. residential spaces (5% of units) and 21 no. non-residential spaces are provided.</p> <p>This has been addressed in respect of the relevant policy requirement within the <i>Statement of Consistency</i>.</p>
Car Sharing Scheme/Travel Club		
Tr24	<p>The Applicant shall submit a letter of intent from Go-Car to provide this service, and submit revised drawings which demonstrate the quantity and</p>	<p>As a public body the LDA are required to tender such service. Car Sharing facilities will be implemented as part of the overall scheme.</p>



	location of car sharing/travel club car parking spaces.	
Electric Vehicle Charging Points		
Tr25	The proposed level of provision of electric vehicle charging points is unclear. A minimum of one space per residential unit shall be equipped with a fully functional electric vehicle charging point in accordance with Section 8.2.4.12 of the current DLRCC County Development Plan 2016-2022.	Electric Vehicle charging points have been provided in line with the Development Plan requirements. Refer to Dwg. No. DCD-RAU-02-SW_ZZ-DR-A-1010 for full details. This is further addressed in Section 4.9.9 of the <i>Statement of Consistency</i> .
Cycle Parking		
Tr26	<p>The drawings also do not afford adequate space for cycle parking, and all proposed cycle parking appears to be "double stacked" type. This is not in accordance with DLRCC's Standards for Cycle Parking and associated Cycling Facilities for New Developments - January 2018.</p> <p>The Applicant will be requested to submit revised drawings which clearly demonstrate a level of provision of cycle parking in accordance with DHLG Design Standards for New Apartments - December 2020 : Section 4.17. The drawings shall clearly demonstrate a level of provision of "Sheffield" Stands in accordance with DLRCC's Standards for Cycle Parking and associated Cycling Facilities for New Developments - January 2018.</p> <p>The Applicant shall clearly demonstrate numbers of short and long term cycle parking spaces allocated to each block in accordance with the aforementioned standards/guidance. The Applicant is also requested to demonstrate the provision of Bicycle Share facilities.</p>	<p>From a quantum perspective, the cycle parking proposed is in excess of the DLR Development Plan requirement and in accordance with the Apartment Guidelines.</p> <p>We further confirm that the cycle parking facilities have been designed in accordance with <i>DLRCC's Standards for Cycle Parking and associated Cycling Facilities for New Developments - January 2018</i>. The number of spaces required by the DLRCC Standards have been provided as Sheffield Stands, the additional spaces that are provided to respond to the Apartment Guidelines are provided in double stacked storage. This represents a balance between providing a greater quantum of cycle parking and ensuring that such ancillary facilities do not compromise the amount of net residential floorspace proposed.</p> <p>The cycle parking is shown on Dwg. Nos. DCD-RAU-02-SW_ZZ-DR-A-1011 and DCD-RAU-02-SW_ZZ-DR-A-1012, which includes provision for cargo bike parking.</p> <p>In terms of bicycle share facilities, the Applicant team have identified potential for future provision and will continue to explore it as an option.</p> <p>Such facilities are not proposed as part of the scheme at this stage due to the reliance on third party providers. As a public body the LDA are required to tender such service and are therefore precluded from obtaining commitment from providers at this early stage, prior to following proper procurement procedures.</p> <p>Lastly, we highlight that the proposed development provides a cycle station at Block 07 to allow for residents to service their bikes.</p>
Quality Audit		



Tr27	A Quality Audit has not been included in the Application. All internal layouts should be designed in accordance with DMURS 2019. The quality Audit shall identify and address all potential issues including those listed on p.51.	Refer to the enclosed <i>Stage 1 Road Safety Audit, Stage 1 Audit</i> (covering access, walking and cycling) and the <i>DMURS Compatibility Statement</i> .
Central Mental Hospital Building		
Tr28	It is noted that this section of the site now falls outside the scope of the current SHD application. As such, proposed future use of the building is unclear. Transportation Planning consider that this should be addressed within the current Application in order to fully assess transportation matters relating to all proposed land uses within the site.	As set out in detail in response to ABP's Item No.1, the proposed development strategy has been designed to ensure that the SHD and the future S34 planning application (in respect of the proposed change of use) can stand alone from an assessment and delivery perspective, including in respect to transportation issues. As part of this, all car parking associated with the change of use application will be contained within the S34 red line boundary, and vice versa in respect of the SHD proposal.
Refuse Collection		
Tr29	The location of waste storage and procedure for waste collection is unclear.	The planning application is supported by an <i>Operational Waste Management Plan</i> prepared by AWN which is enclosed as Appendix 18.2 of the EIAR. Furthermore, the waste storage facilities are shown on the lower ground floor and ground floor plans for each block.
Swept Path Analysis		
Tr30	The drawings appear to show a conflict at both vehicular entrances resulting in vehicles mounting the footpath.	See Dwg. Nos. DCD-BMD-00-00-DR-C-1004 and DCD-BMD-00-00-DR-C-1005 which show that all vehicles, including refuse vehicles and fire brigade tender vehicle, can safely access and egress the site.
Basement/Undercroft Design		
Tr31	Revised drawings should be submitted which demonstrate the proposed levels and gradients of all basement/undercroft ramped accesses.	See Dwg No. DCD-RAU-02-SW_ZZ-DR-A-1010 prepared by Reddy A+U and
Proposed Works to Dundrum Road and Visibility Splays		
Tr32	Further design details (elevations/sections/plan drawings), should be submitted which demonstrate all proposed works to Dundrum Road should be submitted (Toucan upgrade and bus stop/shelter relocation) and these proposed works shall be included within the red-line boundary. The Applicant shall also submit detailed plan and elevation drawings which demonstrate the existing road layout at Dundrum Road, and all proposed changes (to be included within the red-line boundary). The Applicant shall demonstrate agreement with	Other than the drainage related works included within the red line, further works to Dundrum road are not proposed as part of this application.



	the relevant bus service provider that the revised location is acceptable and demonstrate that the proposed Toucan crossing design is acceptable to DLRCC Traffic Section.	
Transport Conclusion – Connectivity		
Tr33.1	<p>The Applicant shall submit <u>drawings</u> which clearly demonstrate the following:</p> <p>The provision of a fully operational North-South connectivity route for all-users (including vehicular users) from the proposed development to Larchfield Road.</p> <p>The omission of a one of the two proposed vehicular entrances onto Dundrum Road.</p> <p>Pedestrian/Cyclist access to the north east of the site (to link to Mulvey Park). This shall be shown on all relevant drawings in detail (plans & elevations) and shall not be gated.</p> <p>The provision of a fully operational, deliverable East-West pedestrian/cyclist connectivity route from Dundrum Road to Friarsland Road through the site.</p> <p>Pedestrian/Cyclist access onto Annville Grove. This shall be shown on all relevant drawings in detail (plans & elevations) and shall not be gated.</p>	These points have been addressed in detail elsewhere within this response in full. The proposals in this regard are detailed further in the TTA.
Transport Conclusion - Permeability		
Tr33.2	The Applicant shall submit revised drawings and details which clearly demonstrate the quality and nature of all permeability routes across the site. The provision of legible routes for pedestrian/cyclist users which mitigate potential conflicts should be clearly demonstrated.	Details of the proposed links and connections are provided in the following documents: <i>Landscape Architecture and Public Realm Design Report</i> prepared by Aecom and the <i>Architectural Design Report</i> .
Transport Conclusion – Boundary Conditions		
Tr33.3	The Applicant shall submit detailed boundary treatment drawings (plan & elevation drawings) which clearly demonstrate all proposed access arrangements across the site. The proposed provision of gated access points is not acceptable.	Refer to the Architectural and Landscape details for boundary treatment drawings. We confirm that no gated access points are proposed.
Transport Conclusion – Transport Impact Assessment		
Tr33.4	<p>The Applicant shall submit a revised Traffic Impact Assessment for the proposed development. The Assessment shall address the following issues at a minimum:</p> <p>Utilise realistic trip generation rates and include supporting information to justify these assumptions.</p> <p>Acknowledge and address the potential impact of</p>	Refer to the enclosed <i>Traffic and Transportation Assessment</i> , prepared by ILTP addresses these requirements.



	<p>the low level of parking provision in the context of the absence of parking controls in the local area.</p> <p>Demonstrate that due regard has been shown to local planning history for the adjacent lands along Dundrum Road and the surrounding environment.</p> <p>Possible impacts to the local road network can be inferred where necessary using required densities and car parking requirements.</p>	
Transport Conclusion – Taking in Charge – Drawing Requirements		
Tr33.5	The Applicant shall submit detailed drawings which demonstrate any and all areas to be taken in charge by DLRCC.	See Dwg. No. DCD-RAU-02-SW_XX-DR-A-1007 prepared by Reddy A+U.
Transport Conclusion – Car Parking – Drawing Requirements		
Tr33.6	The Applicant shall submit revised detailed drawings which demonstrate the provision of 1314 car parking spaces to serve the proposed residential aspect of the proposed development. The location of all proposed loading bays shall be clearly demonstrated.	Refer to Dwg. No. DCD-RAU-02-SW_ZZ-DR-A-1010 for car parking proposals.
Tr33.7	The Applicant shall submit revised drawings and details which demonstrate how privately allocated parking will be controlled within the development and also demonstrate that non-residential car parking shall be clearly designated and segregated from residential allocation in accordance with Section 8.2.4.5 Car Parking Standards of the current DLRCC County Development Plan 2016-2022.	Refer to Dwg. No. DCD-RAU-02-SW_ZZ-DR-A-1010 for car parking proposals. Car parking allocation/ management is further addressed in Section 5 of the TTA and Section 4.9.2 of the <i>Statement of Consistency</i> .
Transport Conclusion – Motorcycle Parking – Drawing Requirements		
Tr33.8	The Applicant shall submit revised drawings and details which clearly demonstrate the provision of motorcycle parking in accordance with Section 8.2.4.8 of the current DLRCC County Development Plan 2016-2022.	Refer to Dwg. No. DCD-RAU-02-SW_ZZ-DR-A-1010.
Transport Conclusion – Disabled Parking – Drawing Requirements		
Tr33.9	The Applicant shall submit revised drawings and details which clearly demonstrate the provision of parking that is suitable for use by disabled persons in accordance with Section 8.2.4.5 of the current DLRCC County Development Plan 2016-2022.	Refer to Dwg. No. DCD-RAU-02-SW_ZZ-DR-A-1010.
Transport Conclusion – Electric Vehicles – Drawing Requirements		
Tr33.10	The Applicant shall submit revised drawings and details which clearly demonstrate the provision of electric vehicle charging points in accordance with Section 8.2.4.12 of the current DLRCC County Development Plan 2016-2022. 1 No. fully operational electric vehicle charging points per 10 No. residential units is required at a minimum.	Refer to Dwg. No. DCD-RAU-02-SW_ZZ-DR-A-1010.



Transport Conclusion – Car Sharing – Drawing Requirements		
Tr33.11	The Applicant shall submit revised drawings and details which clearly demonstrate the provision of proposed car sharing/car club spaces at the proposed development. A letter of intent from Go-Car to provide this service at the proposed development shall also be submitted.	Refer to Dwg. No. DCD-RAU-02-SW_ZZ-DR-A-1010. As a public body the LDA are required to tender such service. Car Sharing facilities will be implemented as part of the overall scheme.
Transport Conclusion – Cycle Parking – Drawing Requirements		
Tr33.12	The Applicant shall submit revised drawings and details which clearly demonstrate that the proposed quantity cycle parking provision at the development is in accordance with the DHLG Design Standards for New Apartments - December 2020. The quantity of required "Sheffield" type cycle stands shall be shown to be in accordance with the requirements outlined in DLRCC's Standards for Cycle Parking and associated Cycling Facilities for New Developments - January 2018. Provision should be demonstrated across the site for bicycle share facilities and cargo bike parking. The Applicant shall also clearly demonstrate numbers of short and long term cycle parking spaces allocated to each block in accordance with the aforementioned standards/guidance.	Refer to Dwg Nos. DCD-RAU-02-SW_ZZ-DR-A-1011 and DCD-RAU-02-SW_ZZ-DR-A-1012.
Transport Conclusion – Quality Audit		
Tr33.13	The Applicant shall submit a detailed Quality Audit (including a Road Safety Audit, Access Audit, Cycle Audit and a Walking Audit) has not been included in the Application.	A Stage 1 Quality Audit and a Stage 1 road Quality Audit, prepared by ILTP are enclosed with this application.
Transport Conclusion – Main Hospital Building		
Tr33.14	The Applicant shall clarify the proposed use of the existing Central Mental Hospital Building and ensure that transportation issues in relation to possible land uses are fully identified and addressed.	The Masterplan proposes the change of use of the Hospital to Enterprise Centre use. As set out in detail in response to ABP's Item No.1, the proposed development strategy has been designed to ensure that the SHD and the future S34 planning application (in respect of the proposed change of use) can stand alone from an assessment and delivery perspective, including in respect to transportation issues. As part of this, all car parking associated with the change of use application will be contained within the S34 red line boundary, and vice versa in respect of the SHD proposal.
Transport Conclusion – Refuse Collection – Drawing Requirements		
Tr33.15	The Applicant shall submit revised drawings which demonstrate the proposed arrangement for refuse collection across the entire site. The location of waste staging areas and procedure for waste collection shall be clearly demonstrated.	Refer to the Architectural Drawings.
Transport Conclusion – Swept Path Analysis – Drawing Requirements		



Tr33.16	The Applicant shall submit revised drawings which demonstrate swept path analysis for emergency/refuse collection vehicle movements across the site.	Refer to BMCE Dwg. Nos. DCD-BMD-00-00-DR-C-1005 and DCD-BMD-00-00-DR-C-1004.
Transport Conclusion – Access Ramps – Drawing Requirements		
Tr33.17	The Applicant shall submit revised drawings which demonstrate the gradient of all proposed access ramps and roads across the site, especially basement access. Due regard shall be given to designing for cyclist access where cycle parking is located within basement areas.	Refer to Dwg. No. DCD-RAU-02-SW_ZZ-DR-A-1010 prepared by Reddy A+U and Dwg. No. DC-BMD-00-00-DR-C-1000 prepared by BMCE.
Transport Conclusion – Dundrum Road – Drawing Requirements		
Tr33.18	The Applicant shall submit drawings and details which demonstrate all proposed works to Dundrum Road (Single vehicular access with signalised junction, Toucan crossing upgrade and bus stop/shelter relocation). The Applicant shall also submit evidence of written agreement with DLRCC traffic section and the relevant bus service provider for the proposed (required) works.	Other than the drainage related works included within the red line, further works to Dundrum Road are not proposed as part of this application.
Drainage Planning Report		
Introduction		
Dr01	The applicant should be advised to consult with and reach agreement with the Drainage Planning Section of Municipal Services on surface water drainage proposals for this site in advance of the lodgement.	In this regard, we confirm that meetings were held with DLRCC, via Microsoft Teams, on the 17th November 2020 and the 26th March 2021 to discuss the surface water and foul water drainage proposals. Mr Bernard Egan and Ms Elaine Carroll from DLRCC were in attendance. Another meeting was held via Microsoft Teams with Ms Elaine Carroll from DLRCC on the 3rd June 2021 to discuss the proposed drainage network and strategy. Further consultation took place in relation to final scheme.
Surface Water Drainage		
Dr02	<p>The applicant proposes to limit the outflow from the site to 38 l/s based on the entire site area of 8.41ha being drained, using SAAR value 772 and Soll Type 4.</p> <p>Although the discharge rate and volume of attenuation appear sufficient for this site, the accompanying modelled data does not seem to match the layout submitted.</p> <p>Also, the site is divided into five catchments, with separate outfalls for each, and not two as presented in the Infrastructure report.</p> <p>In order to assess the application, each catchment will need to be modelled and presented separately to ensure they are designed</p>	The requested information has been provided within the enclosed <i>Infrastructure Report</i> prepared by BMCE and within the updated drawings.



	<p>appropriately for the area of the site they serve. It is also unclear what contributing areas have been used in the modelling and where or how reduced run-off coefficients have been applied.</p> <p>The applicant is requested to resubmit the infrastructure report, surface water drainage layout and modelling results to demonstrate that all five catchments have been assessed independently as well as collectively.</p>	
	<p>There appears to be a section of the site along the east boundary that is pumped in "Catchment B1". The applicant should note that pumping of surface water run-off is not acceptable. The applicant shall amend their surface water drainage design to remove the need for surface water pumping.</p>	<p>We confirm that Catchment B1 is not pumped. It drains by gravity through the existing wall opening into the adjacent open drain as shown on BMCE Dwg. No. C1020.</p>
Dr03	<p>It is unclear if this site is to be constructed in phases. If phased construction is proposed then the applicant must demonstrate how discharge rates will be limited and sufficient attenuation volumes and interception/treatment of run-off provided for each phase of the works. Sufficient detail must be provided in the Construction Management Plan regarding the measures proposed to construct the surface water drainage system during each phase of works while protecting the existing surface water drainage elements.</p>	<p>Phasing is addressed within the Construction Environmental Management Plan (CEMP) enclosed with this planning application. The proposed phasing comprises of 5 no. phases. The impact of the phasing is dealt with in Section 5 of the enclosed Infrastructure Report.</p> <p>In summary, we confirm that each phase of the development incorporates a full suite of SuDS measures, in accordance with GSDS.</p>
Dr04	<p>The applicant should note that pumping of surface water runoff is not acceptable. The applicant shall amend their surface water drainage design to remove the need for surface water pumping.</p>	<p>Catchment B1 is not pumped. It drains by gravity through the existing wall opening into adjacent open drain shown on BMCE Dwg. No. C1020.</p>
Dr05	<p>There appears to be a section of the drainage system to the north-west of the site that drains unattenuated, according to the surface water layout. The applicant is requested to amend their design to ensure that all areas of the site are attenuated and intercepted/treated prior to restricted discharge from the site.</p>	<p>This area, at the gate lodge, now drains into a bio-retention area. Please refer to BMCE Dwg. No. C1020.</p>
Dr06	<p>The applicant is requested to submit supporting details, including cross-sections, of each of the proposed outfalls from the site.</p>	<p>We confirm that sections through each outfall are shown on the longitudinal surface water drainage sections Dwg. No. C1115 to C1117. Further to this, details of a typical outfall to the existing on-site open ditch are shown on BMCE Dwg. No. C1225. Also refer to BMCE Dwg. No. C1020 (SW Layout) for further detail in this regard.</p>
Dr07	<p>As standard, the applicant is requested to submit long-sections of the surface water drainage system, clearly labelling cover levels, invert levels, pipe gradients and pipe diameters.</p>	<p>Refer to BMCE Dwg. Nos. C1115 to C1117 for the requested sections and details.</p>
Dr08	<p>As standard, the applicant shall provide details of maintenance access to the green roofs and</p>	<p>Green roofs are shown on the roof plans provided by Reddy A+U.</p>



	should note that, in the absence of a stairwell type access to the roof, provision should be made to alternative maintenance and access arrangements such as external mobile access that will be centrally managed. The applicant should comment on the compatibility of the green roofs with PV panels if they are to be incorporated into the design.	
Dr09	As standard, the applicant is requested to provide a penstock in the flow control device chamber and ensure that the flow control device provided does not have a bypass door. The applicant shall also clarify whether a silt trap is being provided in the flow control device chamber and if not to make provision for same.	We confirm that a penstock gate valve is shown on the typical flow control device chamber. Refer to BMCE Dwg. No. C1208.
Dr10	As standard, the applicant is requested to confirm that required clearances are provided between other utilities and confirm the actual depths of cover to each buried attenuation system. The applicant shall include confirmation from the chosen manufacturer of the storage systems that the specific model chosen, with the depth of cover being provided, has the requested load bearing capacity to support the loading that may imposed upon it.	The required clearances are provided between other utilities and the surface waterdrains. A plan layout drawing showing the foul drainage and surface water drainage has been prepared to ensure all conflicts are addressed. The site watermain layout plan has been coordinated with this plan. Refer to BM drawing C1022. Longitudinal sections throughout the foul and surface water drains have also been prepared. The depth of cover to each attenuation tank is shown on BMCE Dwg. No. C1020. The tanks will be designed to support vehicular loading (fire tender).
Dr11	As standard, the applicant is requested to confirm that a utilities clash check has been carried out ensuring all utilities' vertical and horizontal separation distances can be provided throughout the scheme. The applicant should demonstrate this with cross-sections at critical locations such as junctions, site thresholds and connection points to public utilities. Minimum separation distances shall be in accordance with applicable Codes of Practice.	A utilities clash check has been carried out. A plan layout drawing showing the foul drainage and surface water drainage has been prepared to ensure all conflicts are addressed. The site watermain layout plan has been coordinated with this plan. Refer to BMCE Dwg. No. C1022. Longitudinal sections throughout the foul and surface water drains have also been prepared.
Dr12	Although the applicant has tabulated that the required volume can be intercepted/treated, they have not demonstrated that the entire area of the site is accommodated. As standard, the applicant is requested to show the options being proposed for interception and treatment with contributing areas on a drawing together with an accompanying text and tabular submission showing the calculations, to demonstrate that the entire site is in compliance with GSDSD requirements	The requested information has been provided in the <i>Infrastructure Report</i> and on the BMCE SuDS layout drawing, Dwg. No. C1030.
Dr13	If the applicant proposes SuDS measures that incorporate the use of infiltration, the applicant is requested to provide details of each SuDS measure and confirm whether it will be	All SuDS devices are typically lined with a permeable geotextile, as shown in the typical SuDS details drawings, Dwg. Nos. C1205 to C1210. Impermeable membranes



	lined/tanked or not. If lined/tanked systems are to be used, then the applicant will be requested to explain the rationale behind this. If unlined systems are to be used then the applicant is requested to demonstrate on a drawing that all infiltration SuDS proposals, including the attenuation systems, have a 5m separation distance from building foundations and 3m separation from site boundaries.	are to be provided, as noted in these drawings and on the surface water layout plan Dwg No. C1020, where a device is within 5 metres of building foundations or within 3metres of a site boundary. For permeable paving areas not taking additional flow, an impermeable lining within 1.5m will only be provided of boundaries or foundations. Refer to BMCE Dwg. No. C1206.
Dr14	A Stormwater Audit will be requested for this application. In accordance with the Stormwater Audit policy, the audit shall be forwarded to DLRCC prior to lodging the planning application. All recommendations shall be complied with, unless agreed in writing otherwise with DLRCC.	A <i>Stormwater Audit</i> has been prepared by JBA Consulting Engineers. Refer to Appendix 8 of the <i>Infrastructure Report</i> . The recommendations in the audit have been complied with.
Dr15	The applicant is requested to confirm if access through the north-east corner of the site can be provided for maintenance access of the ditch. There is a door in the wall in the northeast corner that allows access to the ditch.	The door provides access to lands owned by DLRCC. This allows access up to the edge of the ditch. The open ditch, along its length at the back of boundary wall is in third party ownership before entering an adjacent surface water sewer in DLR ownership.
Site Specific Flood Risk Assessment		
Dr16	If possible, the applicant should discharge only 10l/s to the Dundrum Slang, and direct the remaining discharge to another outfall from the site.	The proposed development site area has reduced resulting in a lower greenfield runoff of 7 l/s. The revised drainage design has reduced the discharge to the Dundrum Slang down to a figure to 7 l/s. Therefore, the proposed development will not increase the predicted 1% AEP flow in the River Slang. See Section 3.2.3 of the enclosed <i>Site Specific Flood Risk Assessment</i> for further detail.
Dr17	The applicant is requested to submit a drawing identifying and showing details of safe overland flow routes both within and without the site. The overland flow route plan should identify drop kerbs or ramps requested for channelling the flow, should address low point areas in the site and should detail how properties, both within the development and on adjacent lands, will be protected in the event of excessive overland flows.	A drawing dealing with overland flows has been prepared and is part of the planning application package. BMCE's Dwg. No. C1025. Refer to Section 3.4.4.1 of the enclosed <i>Site Specific Flood Risk Assessment</i> for a drawing extract and further information on the controlled handling of overland flows proposed in the site.
Dr18	The applicant is requested to demonstrate how the proposed overland flow storage areas will operate during such an event.	The overland flows are typically directed to attenuation tanks and the detention basin, by-passing the main buried drainage system. These SuDS features are designed for a 100 year storm + 20% climate change. Flow is also directed into the considerable areas of green space on site where infiltration and storage can take place augmented by the proposed addition of soakaways provided to cater for the unlikely event of an overland flow.



		Overland flow will occur along kerbed road. Kerb beak-outs and grated manholes are provided to re-direct flows, should they occur. Overland flow on to the Dundrum Road (and possibly the River Slang) are prevented.
Conservation Division		
Main Issues		
Cn01	<p>It is accepted that the construction of 1,259 no. residential units will result in a significant impact on the existing built heritage and landscape character of the site.</p> <p>We would ask that any future application include a building survey for each of the structures listed, in line with that proposed by Alastair Coey Architects, together with a detailed strategy and methodology for the planned refurbishment works to these structures.</p>	<p>The majority of the existing heritage buildings at the site are now excluded from the red line boundary. The rationale for this is detailed in our response to ABP's Item No.1 above.</p> <p>The Gate Lodge and perimeter wall form part of the SHD proposals. In this regard, we provide condition surveys and detailed drawings of the proposals.</p> <p>In addition to this, refer to our response to ABP's Item No. 3 which details the assessment that has been undertaken in respect to the impact of the proposed development on the setting of the site's heritage buildings (see Chapter 14 of EIAR for full details).</p> <p>We further highlight, as outlined in response to ABP's Item No. 2, that a full assessment of the impact of the proposal on the landscape character of the site has also been undertaken (see Chapter 13 of EIAR for full details).</p>
Planning Strategy		
Cn02	The applicant was advised during pre-planning discussions that we were opposed to the main hospital building being excluded from the proposed development. The concern is that this structure will be left vacant and unoccupied, which is contrary to objectives to protect the architectural heritage of the site.	Refer to response to ABP's Item No.1 above, in respect to Development Strategy.
Adaptive Reuse		
Cn03	In principal we have no objection to the proposed change of use, however, in the absence of any detail, it is difficult to have an understanding as to what level of impact this will have on the Proposed Protected Structures. In assessing a proposed change of usage, regard should be had to the compatibility of such use, in terms of its impact on the character, and special interest of the structure. Any interventions that are necessitated by such works, should seek to cause minimum interference with the floor plan, and fabric of the building when complying with relevant Building Regulations. Matters such as, fire protection, sound proofing, servicing and access will require detailed consideration at initial design stage.	Noted. These points will be considered in full in respect of the future Section 34 planning application proposal.
Boundary Wall		



Cn04	<p>However, I am of the opinion that the boundary wall is intrinsic to the character of the site and punctuating it with the number of breaks/openings proposed will detract from the sense of enclosure it creates. We would ask therefore that the number and size of the interventions to the perimeter wall onto Dublin Road be reduced.</p>	<p>The final SHD proposal does not result in significant changes to the extent of proposed openings within the perimeter wall. In our view, the removal of the proposed sections of wall results in an overall positive impact upon the site and surrounding area from a placemaking perspective, particularly in relation to enhanced permeability and connectivity. The extent of removal at Dundrum Road has decreased since pre-application stage; this design change was driven by the need to balance achieving permeability with heritage considerations. We agree with the DLRCC Planning Report that the proposed interventions to the perimeter wall are sensitive and do not result in adverse impact to overall setting.</p> <p>Refer to detailed drawing prepared by Reddy A+U in conjunction with Alastair Coey, Grade 1 Conservation Architects, are submitted in support of the application and provide details of the development in this regard.</p>
Cn05	<p>Any future application should include a survey of the Perimeter wall, to include elevation survey drawings along the entire length of the wall, divided into sections to reflect any changes in composition/structural stability identifying areas of deterioration or loss of mortar, analysis of the method of construction (i.e. material, bonding), mortar analysis and a Method Statement for any repairs necessitated.</p>	<p>The planning application submission includes full survey drawings of the perimeter wall which covers the full extent of the wall within the site, and sections of the exterior of the wall, where not restricted by third party lands. Details of the proposed method relating to the various interventions and/ or repair are provided in the form of annotations.</p>
Demolitions		
Cn06	<p>We would ask that the applicant be requested to submit a full survey and assessment of the significance of these structures in any future application. The most sensitive part of the site from a built heritage standpoint are the new residential Blocks that are closest in proximity to the Proposed Protected Structures and other heritage structures within the site.</p>	<p>See response to Cn04 above.</p>
Block 01		
Cn07	<p>We welcome the proposals to retain these structures and are happy that the proposed new build is of a similar scale to the existing structures; while the contemporary design is in line with good conservation practice and County Development Plan Policy.</p>	<p>Noted. Block 01 now sits outside of the SHD red line boundary and will form part of the future Section 34 application which will deliver the second component of the Masterplan proposal.</p>
Block 11		
Cn08	<p>We would ask that any future application include photomontages and a visual impact assessment which depict these Blocks in the context of the Main Hospital Building and Infirmary. Depending</p>	<p>As set out throughout this response, a number of new buildings that were in the immediate setting of the Main Hospital Building at the pre-application stage now sit</p>



	on this information these Blocks may need to be reduced in height to ensure they do not compete with the prominence of the Proposed Protected Structures.	<p>outside of the SHD redline. However, we confirm that Block 02, that remains within the red line has been reduced in height to improve its interface with the heritage buildings. A number of additional internal CGIs have been produced which demonstrate the relationship between the heritage buildings and proposed built form.</p> <p>A visual impact assessment has been carried out in respect of the proposed development and is contained at Chapter 13 of the TVIA. The TVIA and associated photomontages do not include close views within the site because they were considered to be ineffective in showing depicting the relationship between buildings due to lack of perspective. The views from just outside the site are considered to facilitate a reading of the relationship between buildings and enable assessment in this regard.</p>
Block 12		
Cn09	The scale and height of this block has the potential to detract from the setting and visual amenity of the Main Hospital building.	Noted. Block 12 now sits outside of the SHD red line boundary and will form part of the future Section 34 application which will deliver the second component of the Masterplan proposal. However, the entirety of the proposed development has been considered as part of the Masterplan to ensure that the development included in the SHD application does not detract from the setting and visual amenity of the Main Hospital building.
Additional Photomontages		
Cn09	We would ask that a study be undertaken from within the site and a Visual Impact Assessment of the proposed development on the built heritage be included in any future application.	Refer to response to Cn08 above. Also, see Chapter 13 of the EIAR for a detailed TVIA of the proposal.
Phasing		
Cn10	We would ask that the works to the Main Hospital Building form part of an earlier phase for the reasons set out above.	Refer to response to ABP's Item No.1 above, in respect to Development Strategy.
Parks Department		
Existing Trees		
Pk01	It is noted that great care has been made to preserve and retain the existing population of trees on the site and integrate into the proposed development. The trees will have to be carefully managed during works with secure root protection zones.	The scheme continues to maximise the retention of the mature trees which is seen as an integral part of retaining the site's landscape character. The supporting <i>Arboricultural Assessment</i> demonstrates that the majority of the Category A trees have been retained by the scheme.



		Furthermore, we confirm that a <i>Tree Survey</i> , <i>Tree Constraints Plan</i> and <i>Arboricultural Assessment</i> have been prepared by Felim Sheridan of Arborist Associates. These documents should be read in conjunction with the drawings and documents prepared by Aecom Landscape Architects. Please see Arborist Associates' <i>Arboricultural Assessment Report</i> for further information.
Landscape Layout		
Pk02	The only remaining issue is the interface between the CMH land and the Rosemount pitches at the southern end of the site. There is a preference for more passive and nature based play opportunities in the Rosemount Park space rather than a dedicated, prescribed Muga facility as shown in the landscape proposal.	Refer to the <i>Landscape Architecture and Public Realm Design Report</i> prepared by Aecom for full details.
Boundary Wall		
Pk03	Also, it is vital that the hospital wall is completely removed at this location to create a new and transparent connection between the neighbouring spaces.	A large proportion of boundary wall is proposed to be removed at this location to achieve permeability and connectivity between the site and Rosemount Green. Details of the proposed links and connections are provided in the following documents: <i>Landscape Architecture and Public Realm Design Report</i> prepared by Aecom and the <i>Architectural Design Report</i> .
Arborist		
Pk04	<p>Prior to the commencement of any permitted development, the developer shall engage the services of a qualified arborist as an arboricultural consultant, for the entire period of construction activity.</p> <p>To ensure the protection of trees to be retained within the site, the applicant shall implement all the recommendations pertaining to tree retention, tree protection and tree works, as detailed in the Arboricultural Method Statement and Tree Protection Plan in the submitted tree report.</p> <p>The arborist shall carry out a post construction tree survey and assessment on the condition of the retained trees.</p>	Noted. Subject to planning permission being granted.
Tree Bond		
Pk05	Prior to the commencement of any permitted development or any related construction activity or tree felling on the site, the applicant shall	Noted. Subject to planning permission being granted.



	lodge a Tree and Hedgerow Bond to the value of €250,000 with the Planning Authority.	
Landscape Architect		
Pk06	<p>Prior to the commencement of any permitted development - the developer shall appoint and retain the services of a qualified Landscape Architect.</p> <p>A Practical Completion Certificate is to be signed off by the Landscape Architect when all landscape works are fully completed to the satisfaction of Dlr Parks and Landscape Services and in accordance with the permitted landscape proposals.</p>	Noted. Subject to planning permission being granted.
Housing Department		
Part V		
Hs01	In order to fully assess the applicant's proposal, the Housing Department will require in the event that planning permission is granted, a detailed submission to include, inter alia, existing and development use land values, construction, development and any attributable costs associated with the development. Furthermore, in determining whether to enter into an agreement under Section 96(3)(b) of the Acts the Council will consider the applicant's proposal having regard to the criteria set out in Sections 96(3)(c) and (h) of the Acts.	Details of the Part V proposal have been agreed in principle with DLRC and are enclosed with this planning application.
Biodiversity Report		
Formatting		
Bd01	A formatting and review exercise is requested for the biodiversity related documents to address inconsistencies. Refer to p.69.	Refer to Chapter 8 of the EIAR and associated appendices for updated chapter.
EIAR – Biodiversity Chapter		
Bd02	Confirmation is required within the EIAR that habitat and species surveys have been undertaken by suitably qualified specialist ecologists, and in accordance with the CIEEM guidance 1 on EclA and best practice.	Refer to Chapter 8 of the EIAR and associated appendices for updated chapter.
Bd03	<p>Bat surveys by a bat specialist and updated bat assessment as part of the EIAR Biodiversity Chapter are requested, to take into account:</p> <p>There is reference in biodiversity chapter to the bat report at "Appendix I", but this is not in the documentation provided. In the absence of this bat report, and with only minimal information provided in the EIAR chapter, it is not possible to fully review what has been done in respect of bats.</p> <p>The chapter states that a static bat detector had</p>	<p>Refer to Chapter 8 of the EIAR and associated appendices for updated chapter.</p> <p>A number of additional bat surveys (including two additional static and one additional survey in 2021) have taken place since pre-application stage, as documented within the EIAR.</p>



	<p>been placed on site (pages 22 and 27), however it is not clear if more than one detector was deployed, where located and for what the duration this survey was conducted. This information is required to be set out in the EIAR chapter under methodology including details of the technology used - with active and passive detectors specified. In the case of the latter, the software used for sound analysis should also be specified. A map showing the location of the deployed passive (static) recorders is required.</p>	
Bat Survey		
Bd04	<p>The wording of the draft EIAR ("a static bat detector") suggests that only one static (passive) detector was deployed. Owing to the age of the buildings and the numbers of outbuildings present it is considered that a number of passive detectors should have been deployed at different locations over a period of time in order to get a complete picture of potential bat usage of the site.</p>	<p>Refer to Chapter 8 of the EIAR and associated appendices for updated chapter.</p> <p>A number of additional bat surveys (including two additional static and one additional survey in 2021) have taken place since pre-application stage, as documented within the EIAR.</p>
Bd05	<p>Bats will be included under terrestrial fauna throughout the Biodiversity chapter - for clarity, and the chapter will be revised to clearly differentiate between non-volant mammals and volant (bats).</p>	<p>Refer to Chapter 8 of the EIAR and associated appendices for updated chapter.</p>
Bd06	<p>Consideration of lighting is requested in respect of the green roofs and all landscaped areas where bats may forage. A bat specialist will advise in this regard and will conduct a review of the specifications for lighting in all landscaped /planted areas, including at ground level and the green roofs.</p> <p>A revised lighting plan will be submitted with input from a bat specialist.</p>	<p>The project ecologist has liaised and contributed to the lighting proposals for the site.</p>
Bd07	<p>All of the mitigation measures set out in the Biodiversity Chapter of the EIAR, including all specified additional measures will be included in the Mitigation section of the EIAR and in the CEMP.</p>	<p>Noted. Refer to Chapter 8 of the EIAR and associated appendices and the CEMP for updated mitigation measures.</p>
Bd08	<p>The project ecologist and bat specialist will liaise with the landscape architect regarding the inclusion of any additional planting enhancement measures. Such additional measures will be included in the landscape design and be set out in the EIAR which will also include a schedule for monitoring post construction that will be provided for agreement with DLR's Biodiversity Officer and with provision for review and improvement of measures in the future, where necessary /appropriate.</p>	<p>The project ecologist and the landscape architect have worked collaboratively to address this point.</p> <p>A <i>Habitat Management Plan</i> has also been provided. Refer to this document for further details.</p>
Bd09	<p>Green roof design: full details of habitat creation types and techniques; the origin and composition of soils/compost to be used; the choice and</p>	<p>A <i>Habitat Management Plan</i> has also been provided. Refer to this document for further details.</p>



	composition of plant species (including the origin of same).	
Bd10	Details of the proposed wetlands, eco corridor and other green spaces will be provided including, details of habitat creation types and techniques; origin and composition of soils/compost to be used; the choice and composition of plant species (including the origin of same).	A <i>Habitat Management Plan</i> has also been provided. Refer to this document for further details.
Bd11	A monitoring programme for habitats and species during construction and operations will be provided for agreement with DLR's Biodiversity Officer in respect of the areas of habitat creation, including green roofs; also, in respect of surface water management and the effectiveness of the measures to protect designated conservation sites downstream.	A <i>Habitat Management Plan</i> has also been provided. Refer to this document for further details.
Bd12	A schedule for monitoring post construction and during operations for all habitat creation areas, landscaped areas - including green roofs, with provision for review and improvement of measures in the future, where necessary /appropriate will be provided for agreement with DLR's Biodiversity Officer. A commitment to this will be included in the EIAR.	A <i>Habitat Management Plan</i> has also been provided. Refer to this document for further details. A commitment to this is also included in the EIAR.
Bd13	A suitably qualified project ecologist/ Ecological Clerk of Works will be retained to ensure that the necessary measures are implemented; to oversee habitat creation and to conduct ecological monitoring.	A <i>Habitat Management Plan</i> has also been provided. Refer to this document for further details.
AA Screening Report / NIS - Introduction		
Bd14	The assessment test described in this sentence (p.71) is that of Stage 2, not of both stages. Stage 1 relates to significant effects. As this is the general introduction to the combined screening report and NIS, it is requested that this be revised to explain / reflect the different assessment tests for each Stage 1 and Stage 2 under Article 6(3) of the Habitats Directive.	Refer to the updated <i>Natura Impact Statement</i> .
AA Screening Report / NIS – Legal Precedent		
Bd15	It is usual for an AA screening report/ NIS to include some background on recent case law in respect of appropriate assessment, in order to put the current application in context but that has not been done in this report. This screening report has, however, effectively abided by the May 2021 judgement in relation to SuDS but that has not been explained. It is requested that AA screening /NIS be revised in this regard.	Refer to the updated <i>Natura Impact Statement</i> .
AA Screening Report / NIS – Blue Roofs		



Bd16	Blue roofs are referred to on page 9, but have been omitted from the list of SuDS measures on page 10. The list to be revised to include blue roofs.	Refer to the updated <i>Natura Impact Statement</i> .
NIS		
Bd17	Despite the assessment at Stage 2 being based on whether or not the integrity of the site will be adversely affected by the proposed development, there is no discussion in the NIS around 'integrity'. The NIS needs to be revised to incorporate this.	Refer to the updated <i>Natura Impact Statement</i> .
Bd18	From the references section of the NIS (page 79) it would appear that older EU Guidance (EC, 2000) on Managing Natura 2000 sites has been followed in the preparation of this NIS rather than the revised 2018 document.	Refer to the updated <i>Natura Impact Statement</i> .
Bd19	In Table 8 (page 67) under the North Dublin Bay SAC, the final sentence in the right hand column incorrectly refers to the SPA (instead of SAC).	Refer to the updated <i>Natura Impact Statement</i> .
Bd20	Also in Table 8, under Operational Mitigation, on page 74, it states that "Landscape and drainage works will be inspected by the project ecologist post construction". This to be revised to include monitoring during the operational phase to ensure continuing correct mitigation of any potential impact on the designated sites downstream.	The Project Ecologist notes that monitoring of the drainage would be deemed to be unnecessary as the structures will be in place. <i>A Habitat Management Plan</i> has also been provided. Refer to this document for further details.
Bd21	The correct test for Stage 2 has been applied here but it is requested that the whole document is checked for consistency in respect of the Stage 1 and Stage 2 tests under Article 6(3) and revised as necessary.	Refer to the updated <i>Natura Impact Statement</i> .
CEMP		
Bd22	The CEMP will include all of the mitigation measures set out in the Biodiversity Chapter of the EIAR and NIS, including all specified additional measures. The CEMP will include a detailed maintenance and monitoring programme (See 2 above) A suitably qualified project ecologist/ ecological clerk of works will be retained to ensure that the necessary measures are implemented. Monitoring schedule and reporting will be provided for agreement with DLR's Biodiversity Officer.	Addressed in relation to Bd07 above.