

PLANNING REPORT AND STATEMENT OF CONSISTENCY

In respect of a purpose-built student accommodation scheme at

**The Former Victor Motors Site, Goatstown Road,
Dublin 14**

Prepared for

Orchid Residential Ltd.

Prepared by

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November 2024

EXECUTIVE SUMMARY

The subject site is currently underutilised and the provision of a purpose-built student accommodation (PBSA) development at this location creates a significant opportunity to promote urban consolidation and increase the building heights, whilst providing much needed accommodation in proximity to Ireland's largest university.

The proposed development is in accordance with the policies and objectives of the NPF, Regional Spatial Economic Strategy (RSES) for the Eastern Midlands Regional Assembly (EMRA) as it relates to the Greater Dublin Area and various Section 28 ministerial guidelines. Furthermore, the development has been assessed in relation to the specific policies and objectives set out in the Dun Laoghaire Rathdown County Development Plan 2022-2028 and the provisions of the Urban Development and Building Height Guidelines (2018) and the criteria set out for assessing building height.

Having regard to the nature, scale and design of the proposed development in proximity to the largest university in Ireland, as well as access to public transport and a direct cycle lane to UCD campus, the established and emerging pattern of development in the area, it is submitted that the proposed development would contribute positively to the urban fabric of the area, would not seriously injure the amenities of the area, and therefore would be in accordance with the proper planning and sustainable development of the area.

The proposals have been reconsidered and amended appropriately to fully respond to the Planning Authority's LRD Opinion (Ref: LRD2/002/24), as demonstrated in this document and separately within the Statement of Response to the Dun Laoghaire Rathdown County Council Opinion, prepared by John Spain Associates. Increased setbacks have been provided to adjoining properties and open spaces areas have been amended. The proposals are therefore considered to constitute an appropriate form of development at the location which is suited to accommodate increased building heights and densities having regard to the existing and permitted development in surrounding area.

It is respectfully submitted that the proposed development will provide an appropriate form of high-quality, purpose-built student accommodation at this site. This planning report accompanying this planning application demonstrates that the proposed development is consistent with the national, regional, and local planning policy framework and that the proposal will provide for an effective and efficient use of this under-utilised site which is highly accessible and well served by public transport.

In conclusion, it is respectfully submitted that the proposed development is consistent with the proper planning and sustainable development of the area, and is consistent with all relevant national, regional, and local planning policies and guidelines and that the proposal as presented should be granted planning permission in this regard.

Therefore, the opportunity to apply the national planning policies and initiatives to the site by increasing heights and densities is essential to the overall sustainable development of the city and significantly and positively contribute to the provision of student accommodation in the area.

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DOCUMENT CONTROL SHEET

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1.0 INTRODUCTION

On behalf of the applicant, Orchid Residential Limited, this Planning Policy has been prepared to accompany this Stage 3 LRD Planning Application to Dun Laoghaire Rathdown County Council in relation to a proposed development at the car sales premises currently known as Vector Motors (formerly known as the Victor Motors), Goatstown Road, Dublin 14.

In summary, the proposal will comprise a purpose-built student accommodation scheme of 220 no. student bed spaces and associated amenity space across 3 no. blocks ranging from single storey to 4 no. storeys to 6 no. storeys. The development includes internal and external amenity spaces in the form of an external courtyard, ground floor lounge area and study spaces and 2 no. roof gardens, all at a highly accessible location which benefits from proximity to University College Dublin (UDC), c. 800 metres west of the site.

UCD is Ireland's largest university with c. 38,000 students studying on its 133-hectare grounds. Students attend from all over the country and the globe as UCD is ranked within the top 1% of higher education institutions internationally. In addition to the variety of courses provided at undergraduate and postgraduate levels, UCD houses over 120 sports clubs and societies, woodland and sports pitches, gyms, multiple student centres and an extensive range of amenities for its students.

This submission constitutes Stage 3 LRD Planning Application following the Stage 2 LRD Opinion issued by Dub Laoghaire Rathdown Council (Reg. Ref.: LRD2/002/24). In response to the Council's opinion, the following key changes were made to the development which is now submitted to the Planning Authority

- Increased set back on the northern elevation at 5th floor level resulting in a 10.4m setback from the boundary.
- Reduced number of bedspaces from 221 to 220 resulting in a density of 161uph
- Redesign of the bicycle parking area to provide additional Sheffield stands – an additional 11 no. spaces provided.
- Increased bicycle parking area provided on the northern boundary of the site
- Amended materials finishes on the northern elevation
- Updated landscaping treatment across the site.

This planning report and consistency with planning policy statement, prepared by John Spain Associates, demonstrates that the proposal is consistent with the relevant national planning policy, guidelines issued under Section 28 of the Planning and Development Act 2000 (as amended), and with local planning policy. It should be read in conjunction with the accompanying detailed documentation prepared by Reddy Architecture and Urbanism, Ronan MacDiarmada Landscape Architects and Barrett Mahony Consulting Engineers and other specialist consultants.

For details of consistency with the quantitative standards for student accommodation and the Dun Laoghaire Rathdown County Development Plan 2022 – 2028 please refer to the Housing Quality Assessment Schedule prepared by Reddy Architecture and Urbanism.

The purpose of this report is to provide an assessment of the subject site having regard to current development trends and taking cognisance of the current planning policy framework. In particular, this report reviews the subject lands in the context of relevant national, regional and local policy and the planning history of the area and evaluates the potential of the lands in planning terms.

This Statement of Consistency and Planning Report also includes details in respect of the proposed development in relation to the site location and context, the development description and the relevant planning history.

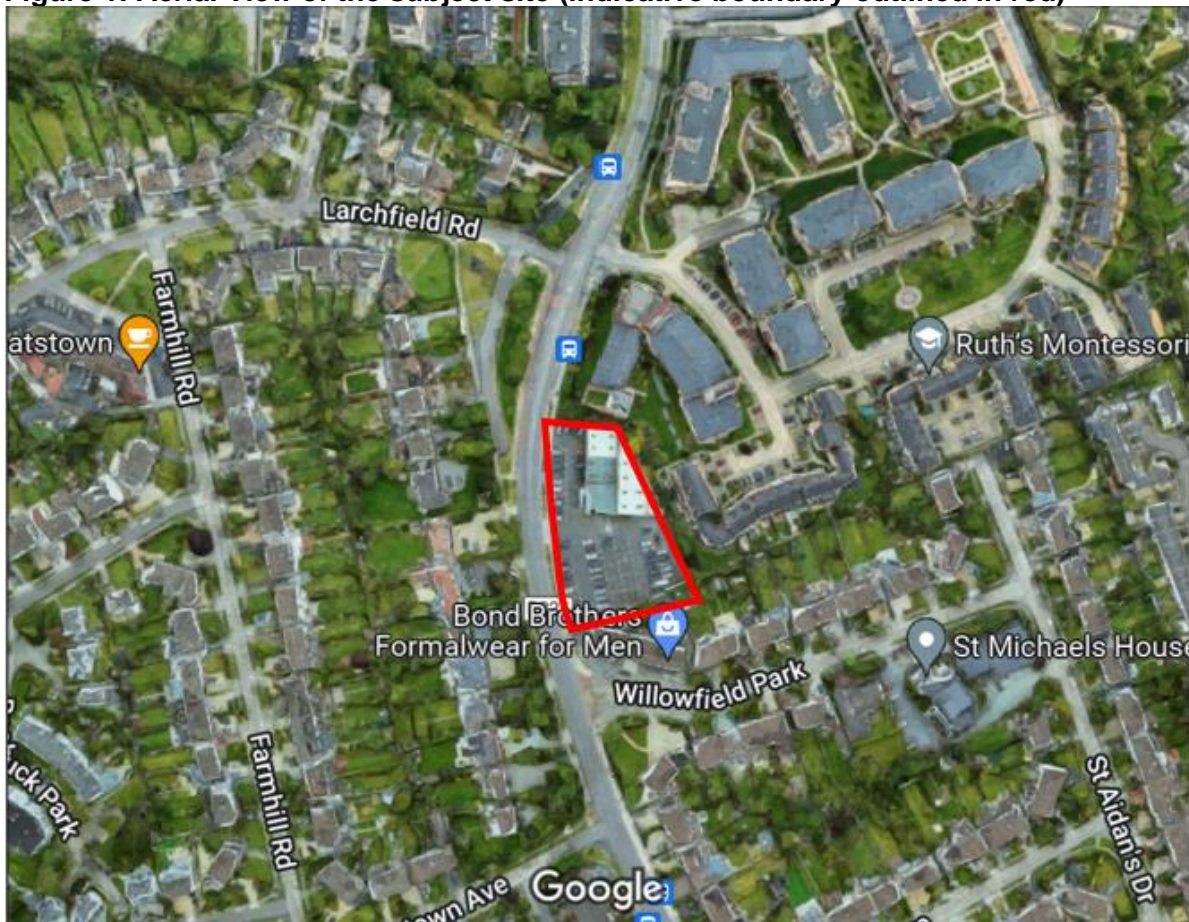
The development was also the subject to a section 247 pre-application consultation with the Planning Authority on 12th December 2023.

2.0 SITE LOCATION AND DESCRIPTION

The subject site is located on Goatstown Road, Dublin 14. The site exists at present as a car showroom and associated car park. The site accommodates a part 1 part 2 storey, flat roofed, car showroom building located in the north-eastern corner of the site. The remainder of the site is tarmacked and provides parking and display spaces for car sales. There is no landscaping or planting on the site.

The site is typically well lit at night for security reasons. The boundary of the site comprises block and stone walls to the east and south respectively. Screen planting existing on the adjoining sites on the opposite side of the walls. A low stone clad wall with fence above provides the boundary line to the north adjacent to the Trimbleston scheme. Three vehicle access points are currently available to the site from Goatstown Road. The site extends to approximately 0.34 hectares and is under ownership of the applicant.

Figure 1: Aerial View of the subject site (indicative boundary outlined in red)



(Source: Google Maps)

The site is bound by residential buildings to the north and east with a two-storey neighbourhood centre located adjacent to the southern boundary of the site. The neighbourhood centre comprises ground floor retail spaces, a café, bike repair shop and clothing shop. The upper

level comprises 2 residential apartments (nos. 4 and 8 Willowfield Park), office space and a real estate office.

Adjoining development to the north comprises a 5 no. storey apartment building known as Trimbleston. The Trimbleston development further extends to the east of the site including two and three storey houses and duplex units.

There are a variety of public transport options available to visitors and residents at the proposed site. There are pedestrian routes, bus routes, cycling paths, and Luas facilities within reach of the development, providing significant connectivity to major destinations such as UCD, Dundrum Shopping Centre, and the City Centre area. The site is within or the equivalent of a 13 minute walk (6 minute cycle) of the UCD campus. A cycle lane directly connects the site and UCD campus.

The site is served directly by the no. 11 Bus route operated by Dublin Bus (a stop is located outside Trimbleston c.10m from the site). This connects the proposed student residence to the city centre, as well as St Patricks College Drumcondra, and DCU. The S6 radial bus services Taney Road to UCD and Dundrum town Centre.

The Green Line Luas stop at Dundrum is within 1.3km walking and cycling distance of the development. These provide access across the north and south of the city, in particular TCD and the city centre, the Sandyford Business District, and the Grangegorman campus of TUD in the north of the city.

Marked cycle lanes are provided on the Goatstown Road, Roebuck Road, Fosters Avenue, and the N11, allowing for safe cycle access to the main entrances to UCD, as well as to the City Centre and other points of interest such as St. Vincent's Hospital, a UCD teaching hospital.

In conclusion, the site is well served by public transport links, the UCD campus and major points of interest are within walking and cycling reach, giving a wide variety of transportation alternatives to car usage for residents and guests of the proposed development, in line with DLRCs aims to promote sustainable transport within the region.

3.0 RELEVANT RECENT PLANNING HISTORY

The Dun Laoghaire Rathdown County Council online planning register and An Bord Pleanála online case search function were examined to determine a recent planning history for the subject site.

3.1 SUBJECT SITE

The following provides details of the relevant recent planning permissions relating to the subject site.

3.1.1 SHDABP3132235_22

A Strategic Housing Development application was lodged with an Bord Pleanála on 6th April 2022 for development as follows:

“The development will consist of demolition of the existing building (c.960sqm) and hard surface parking area on site and construction of a purpose built student accommodation development (including use as tourist or visitor accommodation outside the academic term) comprising:

- 220 no. student bedspaces (including 10 no. studios), all within a part single storey, part 4 no. storey and part 6 no. storey 'U'-Shaped building;
- The building is single to 4 no. storeys along the southern boundary (with roof terraces at 4th floor level) and part 5 and 6 storeys along Goatstown Road (with set backs) and boundary to the north (with roof terrace at 5th floor level fronting onto Goatstown Road);
- Amenity space equating to c. 2,025 sqm is provided across the site consisting of c. 1,516 sqm of external amenity in the form of a central courtyard at ground level and roof terraces at 4th and 5th floor levels;
- Internal amenity space equating to c. 509 sqm is provided in the form of 2 no. ground floor lounge/study areas, kitchen/tearoom, laundry, and concierge/office space;
- Provision of 210 no. bicycle parking spaces distributed within the central courtyard (stacked parking with glass roof cover) and adjacent to the front boundary (north);
- Provision for 6 no. carparking spaces comprising 2 no. disabled parking spaces and 4 no. setdown parking spaces adjacent to the front entrance to the site;
- Vehicular access to the site is via Goatstown Road from 2 no. entrance points [reduction from 3 no. entrances currently];
- Ancillary single storey ESB substation and switch room and refuse store are provided at ground level;
- Provision of surface water and underground attenuation and all ancillary site development works including site wide landscaping works, lighting, planting and boundary treatments."

A decision is yet to be made on the application. Of note, the principle of the development at this location was accepted in the Chief Executive Report (ref. ABP313235-22 dated 31.5.22) stating that:

'the planning authority concurs that due to the location and size of the proposed development in relation to UCD and surrounding uses, the proposed development of the site for Student Accommodation is acceptable in principle subject to compliance with the relevant policies standards and guidelines set out in the County Development Plan'

It is further submitted that the Chief Executive report stated that:

"It is considered that off-campus student accommodation would be acceptable at this location, subject to compliance with relevant standards and the protection of the residential amenity of the area in accordance with the zoning objective of the site."

We also refer to the Opinion Response document prepared by JSA which accompanies this application and provides a response to the items raised in the chief executive report.

3.2 SHDABP 308353_20

On 3rd of February 2021 An Bord Pleanála granted permission for a strategic housing development on the site comprising (in short); *'demolition of an existing building and hard surface parking area and the construction of 239 no. student bedspaces with amenity spaces, bicycle and car parking spaces and all associated site works'* at the car sales premises currently known as Vector Motors (Formerly known as Victor Motors), Goatstown Road, Dublin 14. The validity of the permission was queried in the High Court and, and on the consent of An Bord Pleanála, was quashed by the High Court.

The Board in their order stated the following in relation to the development:

“The Board considered that, subject to compliance with the conditions set out below that the proposed development would constitute an acceptable quantum and density of development in this accessible urban location, would not seriously injure the residential or visual amenities of the area, would be acceptable in terms of urban design, height and quantum of development and would be acceptable in terms of pedestrian safety. The proposed development would, therefore, be in accordance with the proper planning and sustainable development of the area.”

The Board further stated:

“having examined the proposed development against the criteria as set out in Section 4.8 of Appendix 9: Building Height Strategy of the of the Dun Laoghaire-Rathdown County Development Plan 2016-2022 and Section 3.2 of the Urban Development and Building Height Guidelines for Planning Authorities issued but the Department of Housing, Planning and Local Government in December 2018 and in particular in relation to Development Management Criteria at the scale of district, neighbourhood and street, the Board had regard to the location of the proposed development along a convex curve on the Goatstown Road, the rising ground level along the frontage from the north towards the south, the form and

scale of the existing two storey neighbourhood centre to the south, and to the form and scale of the existing three to five storey developments to the north and east of the development site. It is considered that the vertical emphasis of the proposed six storey element to the north end of the proposed development facing onto

Goatstown Road and its position relative to the existing building line to the north, would provide a bookend to the higher density development of Trimbleston, that the form and design of the five and four storey elements to the south of the proposed development facing onto the Goatstown Road, the higher ground level at the neighbourhood centre, and the consequent differential between the parapet height of the proposed development and the ridge height of the existing neighbourhood centre, provides an acceptable transition in height from an effective three storeys to two storeys

Furthermore, the horizontal emphasis of the design which is relieved by the angled and cantilevered section over the entrance area, is acceptable given the horizontal form of the adjacent two storey neighbourhood centre building. The Board is satisfied that the proposed development on this infill site would, by reason of its design, form and layout, provide an attractive transition from the character of the existing low density suburban development to the existing higher density developments to the north and east.

The Board further considered that the urban space created by the proposed development which is set back from the road and overlooked by social areas of the proposed development presents an active frontage, which will contribute in a positive manner to the legibility of the area as a neighbourhood centre.

The Board is satisfied that the proposed development would not have a negative effect on the character of the area, would not be visually dominant or overbearing in the context of its immediate environment, would form a cohesive part of the urban environment, would be a positive addition to the streetscape and reflect an appropriate transition in scale with the surrounding context as established in Policy RES 3 and RES 4, and Section 4.8 of Appendix 9: Building Height Strategy of the Development Plan and Section 3.2 of the Urban Development and Building Height Guidelines for Planning Authorities issued but the Department of Housing, Planning and Local Government in December 2018.”

3.3 REG. REF. D12A/0486

Permission was granted in 2013 for modification to the front and side facades of existing building to include for raising height of part of existing front facade and for recladding over existing cladding to front elevation and part of side elevation.

3.4 REG. REF. D10A/0623/ PL06D238413

In June 2011, permission was refused by An Bord Pleanála for the refurbishment, extension and change of use of the existing motor sales premises to a neighbourhood shop with ancillary off-licence.

3.5 REG. REF. D07A/0984

In December 2007, Dun Laoghaire Rathdown Council refused permission for the demolition of the existing structure and construction of a single 3-6 storey block, over part single and part two level basement, comprising 49 apartments (7 no. one bedroom units, 30 no. two bedroom units and 12 no. three bedroom units). The application was appealed to an Bord Pleanála and refused in September 2008 under Ref. PL06D227350. The reasons for refusal were as follows and are addressed in detail below;

'Having regard to the Dun Laoghaire-Rathdown County Development Plan 2004- 2011, the Dun Laoghaire-Rathdown County Building Height Strategy (2007) and the Residential Density Guidelines for Planning Authorities issued by the Department of the Environment, Heritage and Local Government in September, 1999, it is considered that the proposed development of 48 apartments (as amended) ranging in height from four to six storeys (drawing number P-S-EL-00 Rev A), over two levels of basement car parking on this restricted site, would constitute overdevelopment of the site and, by reason of its height, scale, mass and bulk relative to adjoining buildings and structures and its proximity to the boundaries of the site, would result in a substandard quality of open space within the site due to the effects of overshadowing, be visually obtrusive, particularly when viewed from the south and east along the Goatstown Road and would depreciate the value of property in the vicinity. The proposed development would, therefore, be contrary to the proper planning and sustainable development of the area.'

Comment: It is noted that the above decision was issued prior to the publication of the Urban Development and Building Height Guidelines (December 2018); National Planning Framework (2018); Rebuilding Ireland – Action Plan for Housing and Homelessness (2016); Regional Economic and Spatial Strategy for the East and Midlands Region 2019. As outlined in detail in the following sections of this report, national policy advocates for regeneration and redevelopment of brownfield sites on in suitable locations (such as the subject site).

The Urban Design Statement prepared by Reddy Architecture details the emerging context of the surrounding area and provides a rationale for the proposed built form. Careful consideration has been given to the treatment of the front elevation of the site with the massing articulated and formulated to respect the curvature of the site. Due to the curved nature of the site, the scheme is only partially visible when viewed from the north on Goatstown Road looking south. The proposed brick finishing complements the adjoining Trimbleston scheme. Similarly, the development steps towards the south and south-east of the site, mindful of the adjoining built-form and topography of the site.

High-quality landscaping and an improved interface with the public domain will result in an active ground floor and frontage to Goatstown Road. The proposed landscaping will complement the proposed brick finishings, providing a significant improvement in the visual quality of the site when compared to the current use.

The proposed scheme as demonstrated below and within the accompanying reports and plans accords with national policy and provides a high-quality and well-designed built form of suitable scale for the receiving environment.

3.6 REG. REF. D04A/0828

In February 2005, Dun Laoghaire Rathdown Council granted permission for the demolition of the existing structure and construction of a 3, 4 and 5 apartment block comprised of 30 apartments (2 no.1 bedroom, 28 no. 2 bedroom), 4 duplex units (1 no. 2-bedroom unit and 3 no. 3 bedroom units) and 50 car parking spaces at basement level. There were 18 conditions attached to this grant.

4.0 DESCRIPTION OF THE PROPOSED DEVELOPMENT

The Site Layout Plan (figure 1) prepared by Reddy Architecture and Urbanism shows the overall layout in context. The proposal applied for includes:

“The development will consist of demolition of the existing building (c.960sqm) and hard surface parking area on site and construction of a purpose built student accommodation development (including use as tourist or visitor accommodation outside the academic term) comprising:

- *220 no. student bedspaces (including 10 no. studios), all within a part single storey, part 4 no. storey and part 6 no. storey ‘U’-Shaped building;*
- *The building is single to 4 no. storeys along the southern boundary, part 5 and 6 storeys along Goatstown Road and northern boundary (with setbacks);*
- *External amenity space of c. 1,247 sqm is provided in the form of a central courtyard at ground level (c. 694 sq. m) and roof terraces at 4th floor level (c. 220 sq. m) and 5th floor level (c. 333 sq. m) fronting onto Goatstown Road;*
- *Internal amenity space equating to c. 538 sqm is provided in the form of 2 no. ground floor lounge/study areas, kitchen/tearoom, laundry, and concierge/office space;*
- *Provision of 218 no. bicycle parking spaces distributed across the central courtyard and northern boundary and adjacent to the front boundary of the site (north-west);*
- *Provision for 6 no. carparking spaces comprising 2 no. disabled parking spaces and 4 no. setdown parking spaces adjacent to the front entrance to the site;*
- *Vehicular access to the site is via Goatstown Road from 2 no. entrance points [reduction from 3 no. entrances currently];*
- *Ancillary single storey ESB substation and switch room and refuse store are provided at ground level;*
- *Provision of surface water and underground attenuation and all ancillary site development works including site wide landscaping works, lighting, planting and boundary treatments.”*

The scheme will provide individual ensuite study bedroom accommodation, in studios and clustered groupings, generally of 5-8 bedrooms with associated shared living / kitchen / dining areas, providing a model of high-quality student accommodation.

The Planning and Development (Housing) and Residential Tenancies Act 2016 introduces a definition of “Student Accommodation” to the Planning and Development Act as follows:

“student accommodation – Means a building or part thereof used or to be used to accommodate students whether or not provided by a relevant provider (within the meaning of Qualification and Quality Assurance (Education and Training) Act 2012), as that is not for use - as permanent residential accommodation, or subject to paragraph (b), as a hotel, hostel, apart-hotel or similar type accommodation, And includes residential accommodation that is used as tourist or visitor accommodation but only if it is so used outside of academic term times”.

We also refer to the High Court decision in *Jennings v An Bord Pleanála* [2023] IEHC 14, Holland J (albeit in the context of the potential application Part V), specifically found that student accommodation is not a house. At para. 310 of that judgment Holland J stated:

“310. That said, I am left with the impression that the 2016 Act, despite the wide definition of houses in the PDA 2000, in introducing to the Planning Code the concept of Student Accommodation – and doing so in terms limited to accommodation of at least 200 bedspaces – did so intentionally and repeatedly in terms which distinguished Student

Accommodation from houses. For reasons I have explained, neither can I see a purposive reason to include Student Accommodation of at least 200 bedspaces in the Part V system. Ultimately this leads me to the conclusion, hesitant but conclusion nonetheless, that such Student Accommodation does not fall within Part V and S.96 PDA 2000 and, specifically the concept of “houses” found in S.96.”

Therefore, student accommodation is a clearly defined land use, separate and distinct from the definition of a “house”. The definition of student accommodation states explicitly that student accommodation excludes the use as permanent residential accommodation. Therefore, student accommodation is not a “dwelling”, does not fall under the definition of a “house”.

A connection to the water services infrastructure on Goatstown Road is to be undertaken by a statutory undertaker having a right or interest to provide services in connection with the proposed development, Irish Water. Although not strictly necessary, given the nature and extent of the proposed development for which permission is sought, this written confirmation is given for the purposes of article 22(2)(g) of the Planning and Development Regulations 2001, as amended by SI No. 9 of 2021.

Figure 2: Proposed Ground Floor



Source: RAU

Demolition

The demolition of the existing part one part two storey car sales building and associated car park on site and construction of a purpose-built student accommodation scheme (PBSA) comprising 220 no. bed spaces, indoor and outdoor student amenity space and site wide landscaping is proposed.

Amenity Space

Amenity space is provided in a variety of internal and external forms for both passive and active use. External amenity space within the development amounts to 1,247 sqm. This is comprised of a large central courtyard within the development, a smaller courtyard space adjacent to Student Lounge 2 and four roof garden spaces all adjacent to Goatstown Road. These spaces provide green space within the development for a communal meeting point and restful space.

Internal amenity space (538sqm) is divided into study spaces, a laundry and a lounge with a communal kitchen. This provides students with quiet study areas, external to their private rooms, as well as useful amenities such as laundry facilities and a shared kitchen. This kitchen and lounge area creates an internal meeting area for groups and individuals, similar to the roof gardens, while the study spaces allow for education-based meetings for study sessions or group work.

Materials and Finishes

A variety of materials are proposed within the development to provide visual interest and to create a distinct sense of place. Brown brick and textured brick will be the predominant material uses on the elevations with aluminium framed and panelled windows. Glazing will be used throughout the development and particularly focused around the ground floor of the building, providing a visible connection to Goatstown Road. Metal cladding is used to frame the pop out elements of the building fronting Goatstown Road, articulating and framing the façade. This design response is introduced to reflect the curve of the building.

This proposed brickwork design has been used successfully in other schemes to date and the overall palette and finishing materials have been selected to complement existing dwellings to the north. The design rationale is explained in further detailed within the Urban Design Report prepared by Reddy Architecture and Urbanism, which accompanies this submission.

Figure 3 - Proposed Materials and Finishes



Source: RAU

Car Parking and Cycle Parking Provision

A nominal parking provision is proposed onsite including 2 no. disabled car parking spaces and 4 no. set down spaces at the front of the site. A total of 218 no. visitor and resident cycle spaces are provided as part of the scheme. These are provided in three ground floor, covered and secure parking areas in the form of a visitor parking area (Sheffield stands) to the front of the site and two secure residential areas within the central courtyard and to the north of the site. 34 no. Sheffield stands are provided at the northern boundary for visitor use. An additional 8 Sheffield stands are provided within the courtyard for visitor use, resulting in a total of 42 no. visitor spaces.

2 no. e-bike parking spaces and 2 no. cargo-bike parking spaces are provided in the courtyard for resident use. A further 170 no. bicycle spaces are provided in the courtyard and adjacent to the northern boundary. 85 no. of these spaces are Sheffield stands and an additional 85 no. stacked spaces are also provided.

Access

Access to the site is proposed via one-way system into the site. Vehicles will enter the site via Goatstown Road and leave the site in a forward manner via the adjoining exit. Turning circles for HRV's to accommodate servicing of the site are shown on the civil engineering drawings prepared by Barrett Mahony Consulting Engineers.

Annual Use

The proposed development will be used for student accommodation only during the academic year and student accommodation and/or tourist/visitor accommodation outside this time.

It is noted that the Department of Housing, Planning, Community and Local Government Circular PL 8/2016 on 'Identifying Planning Measures to Enhance Housing Supply' encourages the use of student accommodation developments for non-student related uses during the non-academic year. It is stated that:

"A flexible approach should be applied in respect of any planning conditions related to use/occupation of student accommodation. Such an approach would recognise the need to establish a steady rental income for such student accommodation throughout the year in order to ensure the deliverability of development projects from a funding point of view and recognise that student accommodation complexes can play an important role in providing affordable accommodation for tourists and visitors in major urban areas during peak summer demand periods.

Therefore, planning authorities should aim to avoid making permissions for student accommodation complexes subject to restrictions on alternative summer or holiday uses, while at the same time ensuring that student accommodation is:

- *not used for residential accommodation of a permanent nature;*
- *safeguarded for use by students and other persons related to the HEI during the academic year; and*
- *capable of being used for legitimate occupation by other persons/groups during holidays periods, when not required for student accommodation purposes".*

The proposed development has been designed to be capable of being used for short term tourist related use during the non-academic year. As indicated in the Circular, the potential for student related uses (e.g. visiting language schools, etc.) and non-student related uses during the non-academic year is an important component of student accommodation schemes to

ensure their commercial viability. It is also important to ensure activity in the area and guard against anti-social behaviour due to an absence of passive surveillance which would decrease outside of the academic year.

Any non-student related use outside the academic year will be managed in the same manner as the student use. The measures set out in the enclosed Management Plan by Fresh Property Group will apply to any non-student use outside the academic year. The Plan provides additional detail on the effective operation of the student accommodation outside academic term time.

Figure 4: CGI Aerial view of the Proposed Development



Source: 3DDB

Traffic

It is anticipated that a low number of trips will be generated by the proposed use on a daily basis, ensuring a net decrease in vehicular movements in comparison to the site's existing use. At present, a number of staff cars, customers and delivery vehicles access the site daily, associated with the operation of the car sales business.

A set down / pick-up area is included within the site which will be utilised primarily at the beginning and end of university terms, as well as providing access for the disabled and service vehicles. An area for vehicular turning and access has been identified on the accompanying architectural drawings.

Outside of approximately weekly access by service vehicles, a low number of movements to and from the site are anticipated. Visits to the site by service and refuse collection vehicles will be arranged outside of peak student movement periods, such as during the afternoon. This will improve the environment for adjacent residents and reduction noise and pollution in the area, having a positive impact on surroundings.

Sustainability / Energy

An energy statement has been prepared by Ronan Meally Engineering. The report confirms that the proposed development will comply with Part L 2017 regulations for student accommodation. An ESB substation and switch room are located east of the main courtyard and are accessible to service vehicles as required.

Archaeological Assessment

A Desktop Archaeological Assessment has been prepared by IAC Archaeology which accompanies this planning application. The report concludes that;

'Given the lack of archaeological evidence in the surrounding area and the extensive ground disturbances within the site, it is highly unlikely that the proposed development will have an impact upon the archaeological resource.'

Landscape Proposals

The proposed landscape design includes an offering of active space in the form of an internal courtyard area with exercise equipment and seating. This space is directly accessible from the ground floor common amenity spaces. Roof gardens are provided on the western roof areas are fourth and fifth floor levels. These are smaller garden spaces for more restful amenity use. These spaces will receive evening sunshine and will provide a more relaxed space for resident use. We refer to the accompanying landscape proposals by Ronan MacDiarmada Landscape Architects which were updated in response to the DLR Opinion .

Figure 5 - Proposed Ground Floor amenity areas



Source: RAU

Waste Management

An Outline Construction and Environmental Management Plan has been prepared by AWN Consulting and accompanies this application. As set out within the CEMP, the construction of the development will be carried out in accordance with standard methodologies and the 'Code

of Considerate Practice' with actions to be taken during the construction phase to minimise impacts upon neighbouring properties and the environment outlined.

The Construction & Demolition Management Plan prepared by AWN Consulting, sets out the measures used in the responsible disposal of waste arising from the construction of the development. The majority of waste generated at the construction phase will be excavated material, with surplus construction materials and cuts also anticipated.

The Operational Waste Management Plan also prepared by AWN Consulting includes a strategy for the disposal of waste within the operational phase of the development. This is to maximise the quantity of waste recycled by providing sufficient waste recycling infrastructure, waste reduction initiatives and waste collection and waste management information to the residents of the development.

Daylight/Sunlight

A detailed Sunlight/Daylight Assessment has been prepared by 3DDB and is enclosed with this submission. The report has been updated accordingly following amendments to the design of the development in response to the DLR Opinion.

“Under the SDA study, the proposed development will receive adequate levels of daylight in the majority (98% in the assessment without trees) of the habitable spaces. For this proposed student scheme, and considering the somewhat constrained nature of the subject site, it is the opinion of 3DDB that the results can be considered favourable.”

Sunlight provision has also yielded acceptable results for the habitable rooms/clusters and to the outdoor proposed amenity spaces.

Overall, it is the opinion of 3DDB that the proposed development performs well in regard to daylight and sunlight. Close collaboration with the design team has maximised daylight and sunlight provision, and minimised impact to the surrounding properties, without compromising on the design intent of this student scheme that will be in close proximity to the UCD campus.”

5.0 STATEMENT OF CONSISTENCY WITH NATIONAL AND REGIONAL POLICY

5.1 NATIONAL PLANNING FRAMEWORK (NPF) 2040

The National Planning Framework (NPF) is the Government's plan to cater for the extra one million people that will be living in Ireland, the additional two thirds of a million people working in Ireland and the half a million extra homes needed in Ireland by 2040.

As a strategic development framework, Ireland 2040 sets the long-term context for our country's physical development and associated progress in economic, social, and environmental terms and in an island, European and global context.

National investment planning, the sectoral investment and policy frameworks of departments, agencies and the local government process will be guided by these strategic outcomes in relation to the practical implementation of Ireland 2040. The NPF sets out the importance of development within existing urban areas by *“making better use of under-utilised land including ‘infill’ and ‘brownfield’ and publicly owned sites together with higher housing and job densities, better services by existing facilities and public transport.”*

Objective 3a of the NPF states that it is a national policy objective to *“deliver at least 40% of all new homes nationally within the built-up envelope of existing urban settlements.”* The

proposed development is a strategically located under-utilised site in an existing urban settlement adjacent to an existing neighbourhood centre. The proposed development is therefore compliant with this objective of the NPF.

Objective 4 states “*ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being*”. The proposed development will provide student apartment units in a highly connected and high-quality scheme. The proposed materials and finishes will also be of a high-quality standard in order to create a unique quality urban place, with a mix of uses.

It is considered that the proposed development provides for the creation of an attractive, high quality, sustainable new student accommodation development within the existing built-up area of the city. The provision of a new sustainable student accommodation development is therefore consistent with the objectives of the NPF.

Objective 11 of the National Planning Framework states that “*there will be a presumption in favour of development that encourages more people, jobs and activity within existing urban areas, subject to development meeting appropriate planning standards and achieving targeted growth.*”

The proposed development will provide for high-quality, high-density student accommodation in an existing urban area adjacent to existing and proposed public transport facilities.

The NPF continues to state that:

“Although sometimes necessary to safeguard against poor quality design, planning standards should be flexibly applied in response to well-designed development proposals that can achieve urban infill and brownfield development objectives in settlements of all sizes.

This is in recognition of the fact that many current urban planning standards were devised for application to greenfield development sites and struggle to take account of evolved layers of complexity in existing built-up areas.

In particular, general restriction on building height or universal standards for car parking or garden size may not be applicable in all circumstances in urban areas and should be replaced by performance-based criteria appropriate to general locations e.g., city / town centre, public transport hub, inner suburban, public transport corridor, outer suburban, town, village etc”.

The existing site is under-utilised and presents a key opportunity site as identified in the NPF for redevelopment of a purpose-built student accommodation scheme. The proposed density and height of the development is considered appropriate for the location of the site and the availability of public transport facilities. The proposed development is therefore in accordance with the objectives of the NPF in this regard.

Objective 13 of the National Planning Framework also states that:

“In urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria enabling alternative solutions that seek to achieve well-designed high quality and safe outcomes in order to achieve targeted growth and that protect the environment”.

In response to Objective 13 of the NPF, the proposed development will provide for increased heights and densities in a high-quality urban design to achieve targeted growth of the area. The proposed development will also provide for no car parking standard due to the nature of the student accommodation development and its location and proximity to UCD.

The NPF also states that *“to avoid urban sprawl and the pressure that it puts on both the environment and infrastructure demands, increased residential densities are required in our urban areas”*. Objective 35 states that it is an objective to;

“Increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration and increased building heights”.

The NPF states that the demand for student accommodation exacerbates the demand pressures on the available supply of rental accommodation in urban areas. In the years ahead, student accommodation pressures are anticipated to increase. The location of purpose built student accommodation needs to be proximate to the centres of education, as well as being connected to accessible infrastructure such as walking, cycling and public transport.

The principle of increased height on a particular site, over and above any specific restriction in height such as that set out in the Development Plan, such as that proposed here, is supported by the NPF, subject to compliance with the relevant performance criteria.

The proposed development for a purpose-built student accommodation scheme at this location represents an opportunity to provide for increased densities and increased heights in accordance with the NPF policies and objectives. The NPF provides for a strong emphasis towards increased building heights in appropriate locations within existing urban centres and along public transport corridors. The proposed development is therefore considered appropriate in this location and in accordance with the NPF.

5.2 DRAFT REVISED NATIONAL PLANNING FRAMEWORK JULY 2024

The draft revised NPF was published in July for period of public consultation. In respect of student accommodation, the draft document states:

“Demand for student accommodation exacerbates the demand pressures on the available supply of rental accommodation in urban areas in particular. In the years ahead, student accommodation pressures are anticipated to increase. The location of purpose- built student accommodation needs to be as proximate as possible to the centre of education, as well as being connected to accessible infrastructure such as walking, cycling and public transport. Student accommodation also contributes to the financial, cultural and social fabric of regions, cities and towns. The adaptive reuse of existing buildings and brownfield sites for student accommodation can assist with the reduction of vacancy and dereliction, thereby promoting vitality and vibrancy in settlements, in support of Town Centre First principles. The National Student Accommodation Strategy supports these objectives.”

In this respect, the continued need for additional high-quality purpose built student accommodation is clear in order to assist with addressing the current housing needs at a national level. The proposal makes optimum use of an existing brownfield site at an accessible location in close proximity to UCD, promoting vibrancy at the location and benefiting the environment at Goatstown Road.

The draft NPF sets out a requirement for the construction of at least 50,000 new homes per year based on Census 2022 data and growth projections set out by ESRI and taking into account the Housing Commission’s report published in June 2024. This is a substantial uplift on the 33,000 per annum housing target set out by the Government’s Housing for All Plan, outlined below. In this respect, the proposed PBSA can make a positive contribution to increased housing targets under the revised NPF.

5.3 HOUSING FOR ALL – A NEW HOUSING PLAN FOR IRELAND 2021

The Government's 'Housing for All – A New Housing Plan for Ireland' published on the 2nd of September 2021 sets out a series of key pathways to delivering a sustainable housing system in the period to 2030 with the overall aim that *'everyone in the State should have access to a home to purchase or rent at an affordable price, built to a high standard and in the right place, offering a high quality of life'*. The Plan sets a target of constructing an average of 33,000 homes per annum until 2030 to meet targets set out for additional households as outlined in the National Planning Framework. Housing is required to satisfy demand for housing across four tenures: affordable, social, private rental and private ownership, and should be *'advanced through the planning process and built within the context of specific development targets for the five cities and major towns'*.

In order to achieve this, Housing for All provides four pathways to achieving four overarching Housing Policy Objectives: 1. Supporting Homeownership and Increasing Affordability 2. Eradicating Homelessness, Increasing Social Housing Delivery and Supporting Social Inclusion; 3. Increasing New Housing Supply; and 4. Addressing Vacancy and Efficient Use of Existing Stock.

The Plan specifically mentions the provision of purpose-built student accommodation and notes that this *'can alleviate pressure on the private rental market'* and supports the *'diversification of housing stock and increase availability of rental stock by supporting the development of Purpose-Built Student Accommodation'*.

In this regard the proposed PBSA development will provide high-quality student accommodation within 800m of Ireland's largest university campus. This will alleviate pressure on the existing market in the surrounding area which is not built to directly accommodate students.

5.4 REGIONAL SPATIAL & ECONOMIC STRATEGY FOR THE EASTERN & MIDLAND REGIONAL ASSEMBLY (2019)

The RSES for the EMRA was adopted in June 2019. This sets out a regional strategic plan to enable the delivery of the National Strategic Outcomes as set out within the NPF.

The RSES notes that the Dublin Metropolitan Area (DMA) is focused on the capital as its main gateway to the nation and the largest economic contributor. Growth enablers for the DMA include:

- Achieving a 250,000 growth in population to 1.65 million by 2031;
- Build at least 50% of all new homes within the existing built-up area;
- Deliver strategic development along high-quality public transport corridors in tandem with the delivery of infrastructure;
- Promote the development of under-utilised, brownfield lands.

The Regional Spatial and Economic Strategy is a strategic plan and investment framework to shape the future development of the eastern region to 2031 and beyond. The Eastern and Midland Regional Assembly (EMRA) was established in 2015 as part of the regional tier of governance in Ireland.

The RSES also includes a Metropolitan Area Strategic Plan (MASP) for the Dublin area, into which the proposed development falls. The MASP is an integrated land use and transportation

strategy which promotes strategic growth along transport corridors and sets out residential opportunities including regeneration of lands. The MASP includes a number of guiding principles such as: compact sustainable growth, integrated transport, and land use, accelerate housing delivery and the better alignment of growth.

The site lies within the Dublin Metropolitan Area Strategic Plan (MASP) as defined in the Regional Spatial & Economic Strategy (RSES) 2013-2031 for the Eastern & Midland Region. A key objective of the RSES is to achieve compact growth targets of 50% of all new homes within or contiguous to the built-up area of Dublin city and suburbs. Within Dublin City and Suburbs, the RSES supports the consolidation and re-intensification of infill/brownfield sites to provide high density and people intensive uses within the existing built up area and ensure that the development of future development areas is co-ordinated with the delivery of key water and public transport infrastructure.

The MASP for the Dublin area supports the development of infill sites in order to achieve compact growth and densification, in line with the principles of the NPF. In this regard, the nature of the proposed development is compliant with the aims of the RSES, with the development of an under-utilised brownfield site on a public transport corridor.

5.5 NATIONAL STUDENT ACCOMMODATION STRATEGY (2017)

The National Student Accommodation Strategy (NSAS) notes the targets for purpose-built student accommodation (PBSA) bed spaces up to 2019 and 2024 respectively and is designed to ensure that there is an increased supply of PBSA. This will reduce the demand for accommodation in the private rental sector by both domestic and international students attending Higher Education Institutions.

The NSAS highlights that particular measures of success will include full delivery of eight key targets which include:

1. *Construction of at least an additional 7,000 PBSA bed spaces by end 2019. This is in line with the target set in Rebuilding Ireland.*
2. *Construction of at least an additional 21,000 PBSA bed spaces places by 2024 over the baseline figure of 33,441 PBSA bed spaces which are currently available.*

The NSAS acknowledges that housing for students is a specific and important segment of the overall housing sector with distinct characteristics and requirements and that this has a '*significant related impact on the private rental sector and an increase in the provision of student accommodation is a key priority in addressing the housing crisis.*'

The NSAS notes that the impact of an additional 21,000 student accommodation bed spaces, in addition to an additional 1,500 digs spaces, will free up at least an additional 5,000 rental units for the wider residential rental sector.

Based on the data available, approximately 18% of full-time students in Ireland are accommodated in PBSA. This figure is low by international comparisons with the equivalent figure for the UK at c.27%, as published by the Higher Education Statistics Agency.

The Strategy recognises Dublin as the central focus for PBSA and notes the need for such accommodation coming forward in areas in close proximity to third level education campuses. The Strategy anticipates that a significant deficit of bed spaces is anticipated in the short term, with this shortage in supply likely to reduce slightly to 13,569 by 2024.

The proposed student accommodation and ancillary services will provide much needed purpose-built student accommodation located in close proximity to University College Dublin and to other 3rd level colleges which will support the overall objectives of the NSAS of providing additional student accommodation, which is a key priority in addressing the housing crisis.

The addition of 220 no. purpose built student bed spaces will assist in reaching the 21,000 bed spaces target by 2024. This development aims to create a high-quality residential environment in a location central for transport, access to third level education and existing amenity.

This will reduce the number of students in rental units and digs, instead placing them in units designed for their educational development.

5.6 GREATER DUBLIN AREA TRANSPORT STRATEGY 2022-2042

The Transport Strategy for the Greater Dublin Area 2022-2042 is a document compiled by the National Transport Authority (NTA) which sets out the Strategic Transport Plan for the Greater Dublin Area for the period up to 2042. It sets out an integrated long-term strategy for the area, including new public transport proposals such as expansions to DART and Luas services and also a new Metro route.

The overall aim of the Transport Strategy is *“To provide a sustainable, accessible and effective transport system for the Greater Dublin Area which meets the region’s climate change requirements, serves the needs of urban and rural communities, and supports economic growth.”*

The Transport Strategy includes measures that are considered to be essential in meeting the high-level objectives of fostering sustainable development and fully integrating land use planning and transport planning, including the following:

- Consolidation of development, to ensure more people live close to services and public transport, and to minimise urban sprawl and long distance commuting;
- Transit-oriented development to guide the growth of our cities and towns on the basis of accessibility;
- Mixed use development, to minimise travel distances between homes and local services, and to ensure vibrancy of urban areas;
- Filtered permeability so that people can move about more easily by walking and cycling than by car;

The strategy includes a number of integrated and inclusive initiatives with specific projects / programmes / sub strategies in regard to (i) Walking, Accessibility and Public Realm, (ii) Cycling and Personal Mobility Devices, (iii) Public Transport including bus, light rail, and heavy rail, (iv) Road Infrastructure, (v) Traffic Management and Travel Options, (vi) Freight, Delivery and Servicing, and (vii) Climate Action Management measures.

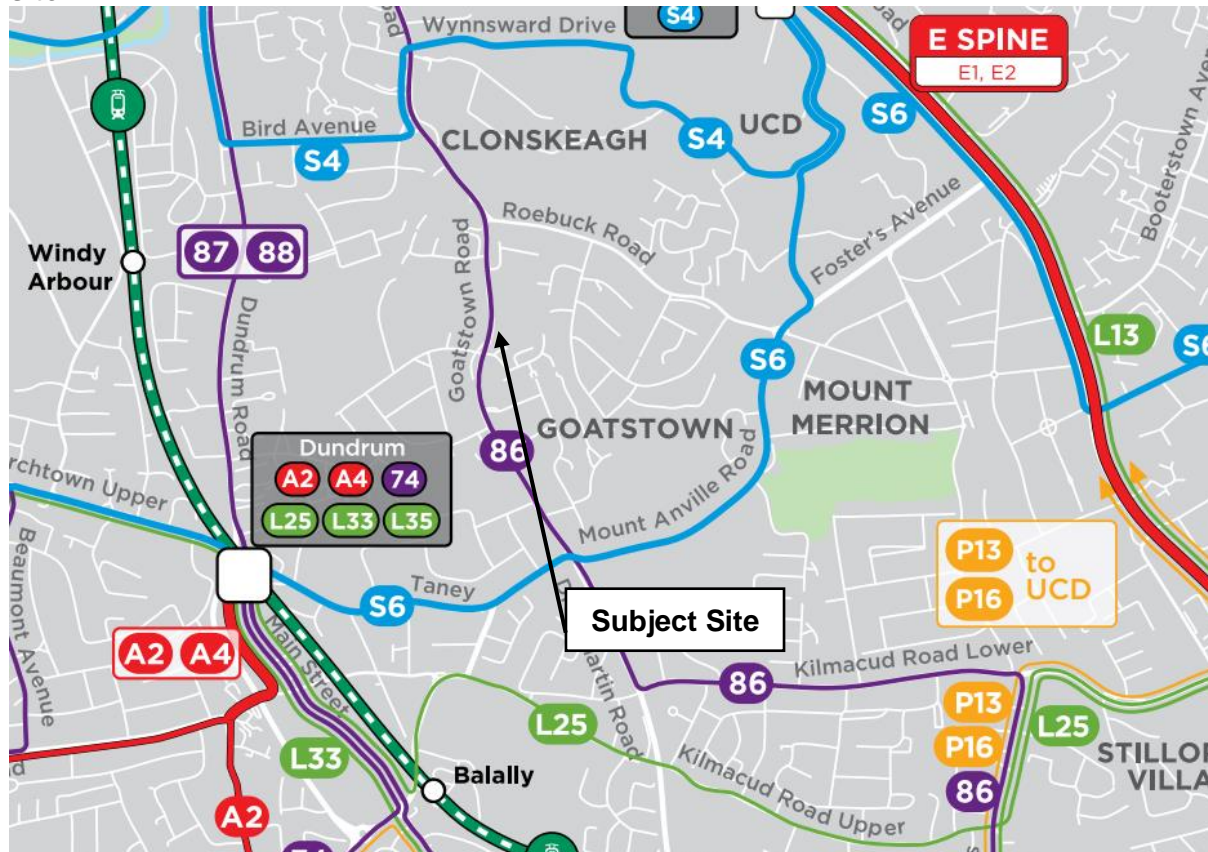
The proposed development aligns with objectives of the Transport Strategy by promoting a high-quality PBSA development at a highly accessible location which benefits from existing and proposed connectivity through an inclusive transport system.

BusConnects

BusConnects Dublin project was published in 2018 which proposes a core bus corridor network. This will consist of sixteen radial core bus corridors, which will allow for quicker and more efficient journeys to and from the City Centre.

The BusConnects programme will deliver a bus system that will enable more people to travel by bus, allow bus commuting to become a much more viable and attractive option. The proposed development is located adjacent to a range of proposed bus routes, as part of the enhanced Bus Connects Network, illustrated below.

Figure 6: Proposed BusConnects Network, showing approximate location of subject site



Source: BusConnects 2018

Proposed Radial route No. 86 passes directly in front of the site. Existing orbital routes S4 and S6 also serve the wider area of the subject site from UCD and along Taney Road, to the north and south respectively. All existing and proposed BusConnects routes within the vicinity of the subject site will provide the proposed development with high frequency and quality linkages throughout the city, to and from third level education campuses such as UCD and Trinity College, and further afield into the future.

The subject site is therefore well located to benefit from enhanced levels of public transport in close proximity to the proposed development, improving accessibility and connectivity for visitors and residents.

5.7 BIRDS AND HABITATS DIRECTIVE – APPROPRIATE ASSESSMENT

Under Article 6 (3) of the EU Habitat Directive and Regulation 30 of SI no. 94/1997 “European Communities (Natural Habitats) Regulations (1997)” any plan or project which has the potential to significantly impact on the integrity of a Natura 2000 site (i.e. SAC or SPA) must be subject

to an Appropriate Assessment. This requirement is also detailed under in the Planning and Development Acts (2000 – 2010).

An Appropriate Assessment Screening Report has been prepared by Malone O'Regan Environmental and are submitted with this application.

The reports conclude that: *"It has been objectively concluded, following an examination, analysis, and evaluation of the relevant information, that the Developments either alone, or in-combination with other plans, projects or land uses, have not had and will not have any direct or indirect significant effects on any European sites in light of the site's conservation objectives and best scientific knowledge, and no reasonable scientific doubt exists in relation to this conclusion."*

5.8 THE NATIONAL CLIMATE ACTION PLAN 2019-2024 AND CLIMATE IMPACT ASSESSMENT

The National Climate Action Plan (NCAP) 2019-2024, outlines a series of actions to address the impacts of climate change on Ireland's environment, society, economic and natural resources. The NCAP identifies the scale of the challenge and examines impacts on a range of key sectors including electricity, transport, built environment, industry, and agriculture all with an objective of reducing emission reduction targets. The NCAP recognises the role the NPF can play in climate action in providing for population growth in a compact, connected, and sustainable way and the key role that land use planning can play in progressing climate change mitigation and adaption.

The proposed development promotes a compact form of development on a serviced site within walking distance of Ireland's largest university campus, with limited car parking proposed, all of which will contribute to reducing emissions.

5.9 NATIONAL BIODIVERSITY PLAN

Section 59B of the Wildlife (Amendment) Act 2000 as inserted by section 5 of the Wildlife Amendment Act 2023 requires public authorities to have regard to the National Biodiversity Action Plan and/or other relevant strategies and plans relating to biodiversity. It is noted that the subject site does not have any particular biodiversity interests insofar as it comprises hardstanding site with no mature trees. However, the proposed development proposes to introduce tree planting and other vegetation and will there for enhance the objectives of the National Biodiversity Plan. Among relevant outcomes and targets in the current Fourth National Biodiversity Plan which the proposed development enhances include the following:

Appendix 1:

Target 1

"Ensure that all areas are under participatory, integrated and biodiversity inclusive spatial planning and/or effective management processes addressing land- and sea use change, to bring the loss of areas of high biodiversity importance, including ecosystems of high ecological integrity, close to zero by 2030, while respecting the rights of indigenous peoples and local communities

Target 12

“Significantly increase the area and quality, and connectivity of, access to, and benefits from green and blue spaces in urban and densely populated areas sustainably, by mainstreaming the conservation and sustainable use of biodiversity, and ensure biodiversity-inclusive urban planning, enhancing native biodiversity, ecological connectivity and integrity, and improving human health and well-being and connection to nature, and contributing to inclusive and sustainable urbanization and to the provision of ecosystem functions and services.”

Target 14

“Ensure the full integration of biodiversity and its multiple values into policies, regulations, planning and development processes, poverty eradication strategies, strategic environmental assessments, environmental impact assessments and, as appropriate, national accounting, within and across all levels of government and across all sectors, in particular those with significant impacts on biodiversity, progressively aligning all relevant public and private activities, and fiscal and financial flows with the goals and targets of this framework.”

Appendix 2 NBAP Objectives supporting the Sustainable Development Goals

Goal 14 (life below water) and Goal 15 (life on land) are the more explicit biodiversity-related targets. The targets underpinning these Goals are aimed at the conservation, restoration and sustainable use of ecosystems, the protection of threatened species, combatting Invasive Alien Species, the integration of biodiversity values into planning and development strategies and accounts and the increased mobilisation of resources for conservation from all sources.”

6.0 STATEMENT OF CONSISTENCY WITH SECTION 28 GUIDELINES

6.1 SUSTAINABLE AND COMPACT SETTLEMENT GUIDELINES (2024)

The Sustainable and Compact Settlement Guidelines were published by the Department of Housing, Local Government and Heritage on the 15th of January 2024. The guidelines replaced the previous Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities (2009).

The Guidelines provide for different densities to respond to settlement size, greater flexibility in residential design standards, setting national standards that support innovation in housing design and a greater range of housing typologies, and more compact urban development. This in turn supports higher densities across all areas.

It is noted that a footnote at page 18 of the Compact Settlement Guidelines state that “*When calculating net densities for shared accommodation, such as student housing, four bed spaces shall be the equivalent of one dwelling*”. There is no rationale set out for this statement, nor is it included in any Specific Planning Policy Requirement within the Guidelines. The proposed density is considered appropriate having regard to the PBSA nature of the proposed development and its proximity to UCD, Irelands largest university.

Section 3.2.1 sets out a methodology to assist planning authorities in the assessment of individual planning applications and states:

*“This section sets out a methodology to assist planning authorities in appropriately integrating national planning policy in relation to settlement growth and residential density into statutory development plans and in the assessment of individual planning applications. **The policies and objectives are intended as a tool to guide the appropriate scale of development at different locations, rather than as a prescriptive methodology.** Flexibility is offered so that planning authorities can operate a plan-led approach and take the circumstances of a plan area or an individual site into account as part of the decision making processes prescribed under the Planning and Development Act 2000 (as amended)”*

*“The densities should generally be within the ranges set out in Section 3.3 and can be refined further in accordance with the guidance set out in Section 3.4. It may be necessary and appropriate in some **exceptional circumstances** to permit densities that are above or below the ranges set out in Section 3.3. In such circumstances, the planning authority (or An Bord Pleanála) should clearly detail the reason(s) for the deviation in the relevant statutory development plan or as part of the decision-making process for a planning application, based on considerations relating to the proper planning and sustainable development of the area.”*

An assessment has been carried out using the density assessment tools set out in the guidelines for residential development in the following section. Again, the somewhat commercial nature of student accommodation is noted, with residents only in situ for a number of months at a time.

The Compact Settlement Guidelines outline at Table 3.1 in relation to City – Urban Neighbourhoods that:

- (i) the compact medium density residential neighbourhoods around the city centre that have evolved overtime to include a greater range of land uses,*
- (ii) strategic and sustainable development locations,*
- (iii) town centres designated in a statutory development plan, and*
- (iv) lands around existing or planned high-capacity public transport nodes or interchanges (defined in Table 3.8) – all within the city and suburbs area. These are highly accessible urban*

locations with good access to employment, education and institutional uses and public transport. It is a policy and objective of these Guidelines that residential densities in the range 50 dph to 250 dph (net) shall **generally** be applied in urban neighbourhoods of Dublin and Cork.”

Table 3.8 of the guidelines is included below. Importantly, the section states that: ‘The characteristics detailed in Table 3.8 are not exhaustive and a local assessment will be required’.

Table 3.8: Accessibility

<p>High Capacity Public Transport Node or Interchange</p> <ul style="list-style-type: none">• Lands within 1,000 metres (1km) walking distance of an existing or planned high capacity urban public transport node or interchange, namely an interchange or node that includes DART, high frequency Commuter Rail¹¹, light rail or MetroLink services; or locations within 500 metres walking distance of an existing or planned BusConnects ‘Core Bus Corridor’¹² stop.• Highest densities should be applied at the node or interchange and decrease with distance.• ‘Planned public transport’ in these Guidelines refers to transport infrastructure and services identified in a Metropolitan Area Transport Strategy for the five cities and where a public authority (e.g. National Transport Authority, Transport Infrastructure Ireland or Irish Rail) has published the preferred route option and stop locations for the planned public transport.
<p>Accessible Location</p> <ul style="list-style-type: none">• Lands within 500 metres (i.e. up to 5-6 minute walk) of existing or planned high frequency (i.e. 10 minute peak hour frequency) urban bus services.

The subject site is located within 800m of the largest university in Ireland and is proximate to public transport in the form of the no. 11 bus route on Goatstown Road and S6 bus route located on Taney Avenue, in addition to being 1.3km from the Dundrum green line Luas stop and 1000m from the S4 bus stop on Bird Avenue. Given the requirements of table 3.8 above, coupled with the public transport options available from the site, namely the 11 no. bus route on Goatstown Road, the S6 bus route (Taney Avenue), the S4 bus route on Bird Avenue and the future radial bus route 86, when strictly applying the guidelines, the site is not considered to be adjacent to a high-capacity public transport node or interchange within the meaning of the Guidelines. We do note that these are ‘guidelines’.

Strict application of the Guidelines would therefore consider the site as being located in a “City - Suburban/Urban Extension Suburban area” under the parameters of the Guidelines as follows:

“City - Suburban/Urban Extension Suburban areas are the lower density car-orientated residential suburbs constructed at the edge of cities in the latter half of the 20th and early 21st century, while urban extension refers to the greenfield lands at the edge of the existing built up footprint that are zoned for residential or mixed-use (including residential) development⁸. It is a policy and objective of these Guidelines that residential densities in the range 40 dph to 80 dph (net) shall generally be applied at suburban and urban extension locations in Dublin and

Cork, and that densities of up to 150 dph (net) shall be open for consideration at 'accessible' suburban / urban extension locations (as defined in Table 3.8)."

Accordingly, the indicative net density range for residential development on the subject site would be 40-80 dwelling per hectare (dph), as per the below. We again note the proposal relates to a PBSA.

	Centre	Urban Neighbourhood	Suburban / Urban extension
Dublin/Cork City and Suburbs	100-300 dph	50-250 dph	40-80 dph (+ 150 dph)*
Limerick / Galway / Waterford	100-250 dph	50-200 dph	35-50 (+ up to 100 dph)*
Metropolitan Towns (>1,500)	50-150 dph	50-150 dph	35-50 dph (+ up to 100 dph)*
Metropolitan Area Villages (<1,500)	Reflect existing density and/or built form not below 25 dph		
Regional Growth Centres	50-150 dph	50-150 dph	35-50 dph (+ up to 100 dph)*
Key Towns and Large Towns (5,000+)	40-100 dph	40-100 dph	30-50 dph (+ up to 80 dph)*
Small to Medium Sized Town (1,500 – 5,000)	Respond to existing context.	n/a	25-40 dph
Rural Towns and Villages (<1,500)	Respond to existing context.	n/a	Respond to existing context.

The Compact Settlement Guidelines state (in a footnote on page 18) that when calculating net densities for shared accommodation, such as student housing, four bed spaces shall be the equivalent of one dwelling. Using this metric the proposed development would result in a net density of c.161 units per hectare. We note that An Bord Pleanála granted permission for a density of 176 units per hectare on the site under ABP – 305353-20 on 3rd of February 2021.

The subject site is located within 800m of UCD campus which will be the end destination for residents living in the proposed PBSA. In addition, the site is 700m from the S6 bus route on Taney Avenue, 1.3km from the green line Luas at Dundrum and 1000m from the S4 bus top on Bird Avenue. It is expected that students will walk or cycle to UCD given the direct connectivity and proximity to the site. The proposed density of 161 dph meets the overall 'intent' of the guidelines which is to support compact growth at suitable locations, in this case being the sites proximity to UCD.

It is submitted that the purpose of the density guidelines is to provide for higher residential densities in locations that have easy access to meet the day to day needs of the population such as shops, social infrastructure, access to employment, schools etc. This can include locations which have easy access to high-quality public transport which deliver residents to their required employment, services etc. Section 4.4 (i) states that:

*"In order to meet the targets set out in the National Sustainable Mobility Policy 2022 for reduced private car travel and increased active travel, it will be necessary to design settlements at every level to support the **transition away from private car use and to support ease of movement for pedestrians, cyclists and public transport**. Local authorities should plan for the development of well-connected neighbourhoods and a distribution of activities **to ensure that day-to-day services and amenities are accessible within walking distance of homes and workplaces**. In addition to sustainable travel objectives, this will ensure that settlements are vibrant, and when applied alongside the principles of Universal Design, will allow vulnerable users to move about and access services with ease."*(our emphasis)

As noted above, Section 3.2.1 sets out a methodology to assist planning authorities in the assessment of individual planning applications. Again we note the following extract from the guidelines:

*“It may be necessary and appropriate in some **exceptional circumstances** to permit densities that are above or below the ranges set out in Section 3.3. In such circumstances, the planning authority (or An Bord Pleanála) should clearly detail the reason(s) for the deviation in the relevant statutory development plan or as part of the decision-making process for a planning application, based on considerations relating to the proper planning and sustainable development of the area.”*

Accordingly, the guidelines recognise that deviation from the guidelines may arise on certain occasions, in ‘exceptional circumstances’. It is important to note that (as stated earlier) other than the footnote reference to student accommodation, the Guidelines do not purport to address student accommodation. It is also stated that there are no strict density upper limits in either the local area plan (albeit expired) or the county development plan insofar Policy Objective PHP 20 requires an assessment where the density is greater than 50 per hectare (again, not directly related to student accommodation).

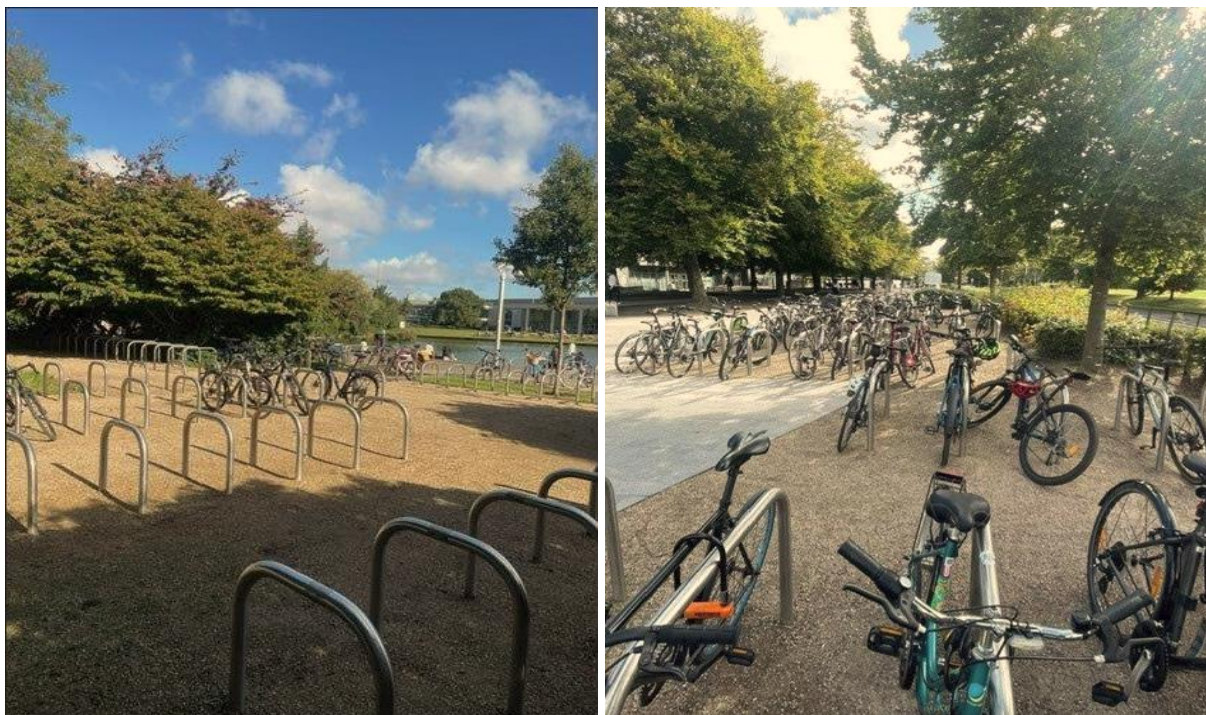
It is respectfully submitted that the subject proposal constitutes an ‘exceptional circumstance’ given its location in what is clearly an urban neighbourhood. The proposal constitutes purpose-built student accommodation which is a clearly defined land-use different to a ‘house’ as described in the Planning and Development Act 2000.

Therefore, in this ‘exceptional circumstance’, the proposed density is considered appropriate given the location of the site and proximity to the relevant services specific to students needs. The following provides a clear justification and reasons outlining the case for increased density in this particular instance:

It is respectfully submitted that the main methods of travel to and from UCD will be walking or cycling, with only set-down spaces available at the site. This complies with the overall intent of the guidelines to provide suitable development at locations which do not rely on private car travel.

We refer to the below diagram from the NRB Traffic and Transport Report which shows the site within a 6 minute cycle of UCD Belfield Campus. It is further noted that there are direct and protected cycle lanes leading directly from the site to the campus. The site is served by a Primary Radial Cycle Route on Goatstown Road, leading directly to the Greenway Route at Wynnsward Drive, being the western entrance to UCD. These links ensure that the site is highly accessible by bicycle to both UCD and to the entire of Dublin City and environs.

This coupled with the excellent provision of cycle parking facilities on the subject site and the provision of c. 5,000 cycle spaces across UCD, in addition to end of trip facilities, will encourage cycling as the main mode of transport to the campus. We also refer to the accompanying Student Management Plan prepared by Fresh Property which encourages and supports cycling on the site.

Figure 7 - Aerial view showing the sites proximity to UCD**Figure 8 - Images of the extensive cycle parking options available at UCD.**

We again refer to the NRB Traffic and Transport Report which states that:

“Based on the UCD Campus Travel Plan figures, the predicted modal split will be 22% walking, 29% cycling and 49% by public transport”.

Accordingly, cycling is greatly encouraged and supported to and from the campus. We refer to Section 1.3.2 of the Guidelines which states that:

“international experience shows that compact settlements with an integrated network of well-designed and mixed-use neighbourhoods have many benefits. These neighbourhoods tend to offer improved access to services and amenities, better integration with existing infrastructure and public transport, more efficient use of land, and facilitate and support a transition to lower carbon living. The term ‘15 minute city’ has been used in recent years to describe compact neighbourhoods with a range of local services and amenities and access to public transport all within a short walk or cycle of homes”.

Accordingly, the subject site meets the intent of the ‘15 minute city’ principle with all of the services and amenities required by students located a 6 minute cycle away on the UCD campus. The subject proposal relates to purpose built student accommodation which does not represent a permanent form of residential accommodation and is transient in nature with a changing population over a short period of time. In this regard, it is essentially a form of commercial development in some respects and it is respectfully submitted that residents will have different needs to that of a traditional residential development. The key focal point of future residents of the subject site will be UCD, the largest university campus in Ireland.

It is noted that the site, being a brownfield site, is considered suburban as opposed to urban extension (ie. greenfield) under the guidelines. Suburban areas are then defined "lower density car-oriented residential suburban...". However, the present development being purpose built student accommodation in close proximity to UCD, is not a car orientated residential development and therefore it does not raise potential planning concerns concerning transport which might otherwise arise with a higher density development. This is due to students likely walking and cycling to campus and the very limited parking provided at the site. It is essentially a car free development. We refer to *Jennings v An Bord Pleanala* [2023] IEHC 14 where the court noted at paragraph 475 of the judgement:

“The Proposed Development, consisting of specifically student accommodation, is intended and expected to primarily serve students attending UCD’s nearby Belfield campus.”

The Court went on to reject the grounds of challenges relating to alleged inadequacy of transport capacity when applying SPPR3 stating at para 475:

“477. Counsel for the Board submits that the Inspector’s conclusions must be viewed in the context of the profile of the intended occupants of the Proposed Development and the profile of their transport needs. I see no reason to criticise this analysis.”

Therefore, it is respectfully submitted that, given the type of development, location and ‘exceptional circumstances’ as set out, the rationale for limiting density in the manner indicated in 2024 guidelines is not applicable to this planning application.

Access to Amenities and Services

It is submitted that the purpose of the density guidelines is to provide for higher residential densities in locations that have easy access to meet the day to day needs of the population such as shops, social infrastructure, access to employment, schools etc. The subject site meets these requirements and it is therefore submitted that the proposed increased density is entirely acceptable at this location.

This is further supported by the draft revised NPF (July 2024) which states that:

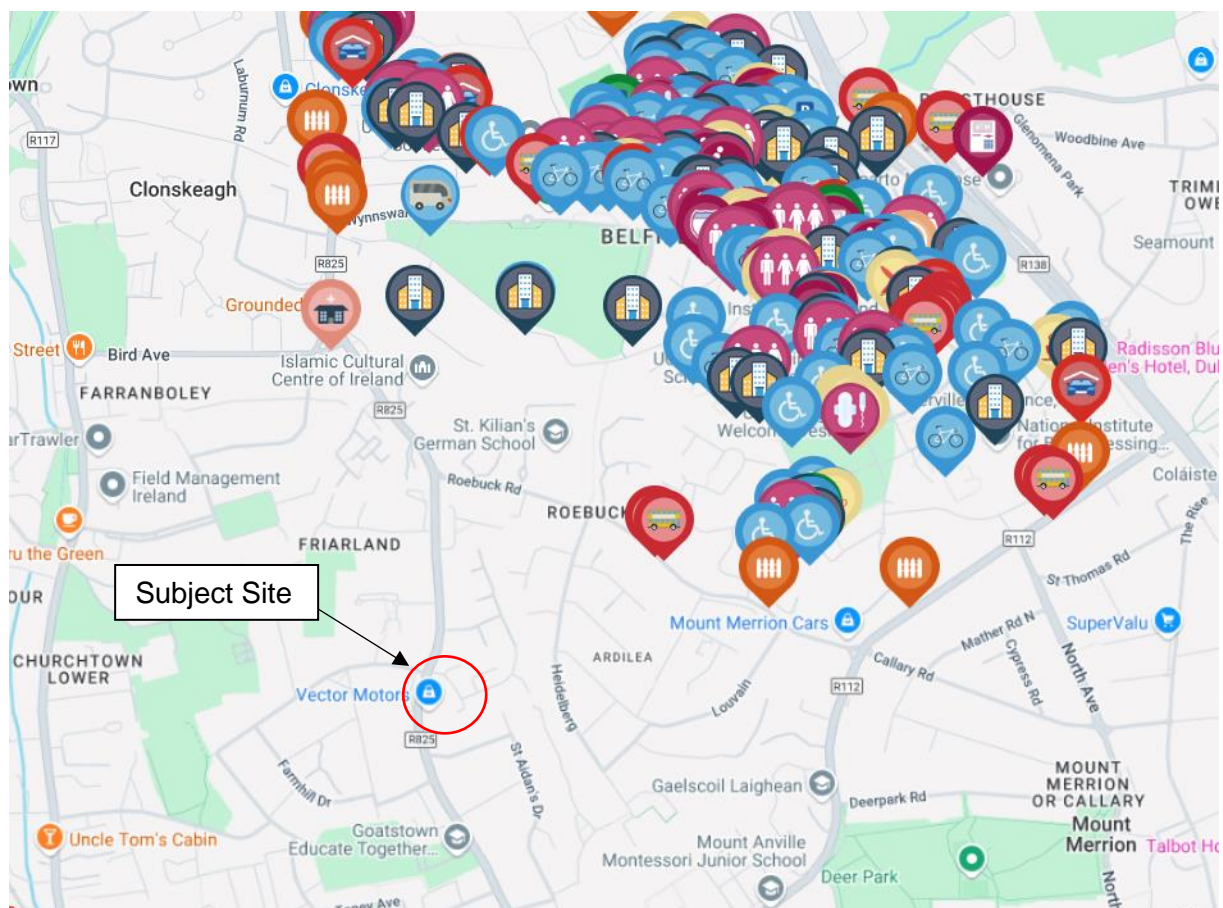
*“Demand for student accommodation exacerbates the demand pressures on the available supply of rental accommodation in urban areas in particular. In the years ahead, student accommodation pressures are anticipated to increase. **The location of purpose- built***

student accommodation needs to be as proximate as possible to the centre of education, as well as being connected to accessible infrastructure such as walking, cycling and public transport. Student accommodation also contributes to the financial, cultural and social fabric of regions, cities and towns. The adaptive reuse of existing buildings and brownfield sites for student accommodation can assist with the reduction of vacancy and dereliction, thereby promoting vitality and vibrancy in settlements, in support of Town Centre First principles. The National Student Accommodation Strategy supports these objectives”

The density provisions as they relate to height, scale and massing have been discussed in detail at section 7.4 below are not repeated here.

The following is map from the UCD student website showing all of the services and facilities available on the Campus including but not limited to; Centra, Village Foodhall, CII Restaurant, The Clubhouse Bar, Freshers Deli, Smurfit Restaurant, 2 x Earls Deli, Insomnia, Pi Restaurant, Science Coffee Dock, Law Café, The Poolside Café, Leopold, Blue Bird Coffee Roasters, Readers Café, Pulse Café, Heath Centre, Book shop, Numerous Libraries, Roasted Notes, Airstream, Coffee Dock, Roebuck Castle Coffee, G+G Coffee Van, Roasted Notes, UCD Student Centre, Sports and Fitness Centre, Swimming Pool, Student Health Centre, Procure Pharmacy.

Figure 9 - Extract - UCD Estate Services Map



(Source: <https://ucdestates.ie/information/ucd-maps/>)

Figure 10 - UCD Cinema and pharmacy**Figure 11 - shops and student health centre in UCD**

Figure 12 - Sports fields and amenity space

In addition to the extensive range of facilities available at UCD, the end of trip location for residents of the PBSA, there are a number of neighbourhood centres proximate to the site (as illustrated in the figure below) including:

- Larchfield Road Neighbourhood Centre
- Clonskeagh Neighbourhood Centre (Bird Avenue)
- Goatstown Road Neighbourhood Centre
- Willowfield Park Neighbourhood Centre

The above are in addition to Dundrum Town Centre which is 1.9km from the site.

Larchfield Road neighbourhood centre is within a 5 minute walk of the site. The neighbourhood centre comprises a convenience shop, dentist, beautician, solicitors office and pharmacy. A neighbourhood centre is also located to the south of the site on Willowfield Park providing a café and other clothes shops. Further to north (c. 900m) is Clonskeagh Neighbourhood Centre on Bird Avenue including a Spar shop, off-licence, take away and pharmacy. Goatstown Road Neighbourhood Centre is 700m to the south of the site and includes a the Goat Bar and Restaurant, Circle K including a convenience store, a print shop and garden shop.

Figure 13 - Map showing the neighbourhood centres proximate to the site**Figure 14 - Location of the existing neighbourhood centre on Larchfield Road**

In conclusion, the submitted documents set out a robust rationale for the development at the proposed scale and density having regard to the location of the site and the development pattern and prevailing heights and densities in the local surrounding area.

The proposal presents a high-quality architectural scheme with a clear urban design rationale which will regenerate an underutilised brownfield site proximate to UCD and relates directly to the existing and established heights and densities in the area. A full assessment of the proposed development against the criteria set out at Table 5.1 of the Building Height Strategy at Appendix 5 of the DLR County Development Plan 2022-2028 is set out below in the following sections.

In addition, the proposed development will deliver much needed purpose built student accommodation which will alleviate rental pressure in the area as recognised in the Government's 'Housing for All – A New Housing Plan for Ireland' published on the 2nd of September 2021;PBSA '*can alleviate pressure on the private rental market*' and supports the '*diversification of housing stock and increase availability of rental stock by supporting the development of Purpose-Built Student Accommodation*'.

The guidelines also contain specific planning policy requirements (SPPRs). The relevant SPPRs in relation to the scheme are summarised as follows:

Specific Planning Policy Requirements

Chapter 5 of the Guidelines sets out a number of Specific Planning Policy Requirements which focus on the design of housing units and the relationship with their immediate surroundings. The quality of new housing can play a significant role in improving health and wellbeing and contributes to sustainable development.

To enable greater innovation, a graduated and flexible approach to the application of residential development standards is required across all housing types. In particular, it is necessary to review and update standards in statutory development plans in relation to separation between dwellings, private, semi-private and public open space provision, car parking and cycle parking. These are addressed below where relevant.

SPPR 1 – Separation Distances

"It is a specific planning policy requirement of these Guidelines that statutory development plans shall not include an objective in respect of minimum separation distances that exceed 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units or apartment units above ground floor level. When considering a planning application for residential development, a separation distance of at least 16 metres between opposing windows serving habitable rooms at the rear or side of houses, duplex units and apartment units, above ground floor level shall be maintained. Separation distances below 16 metres may be considered acceptable in circumstances where there are no opposing windows serving habitable rooms and where suitable privacy measures have been designed into the scheme to prevent undue overlooking of habitable rooms and private amenity spaces."

The proposed development includes a PBSA scheme in a single, U-shaped block around a central courtyard. The north, south and eastern sections of the proposed building are in excess of 16 metres apart as illustrated on accompanying RUA Architectural Drawings, in compliance with SPPR1. Appropriate separation distances to adjacent properties is also provided. Please refer to these drawings for further details.

SPPR 2 – Minimum Private Open Space Standards for Houses

Not applicable to the proposed development.

Policy and Objective 5.1 - Public Open Space

“It is a policy and objective of these Guidelines that statutory development plans include an objective(s) relating to the provision of public open space in new residential developments (and in mixed-use developments that include a residential element). The requirement in the development plan shall be for public open space provision of not less than a minimum of 10% of net site area and not more than a minimum of 15% of net site area save in exceptional circumstances. Different minimum requirements (within the 10-15% range) may be set for different areas. The minimum requirement should be justified taking into account existing public open space provision in the area and broader nature conservation and environmental considerations... the planning authority may seek a financial contribution within the terms of Section 48 of the Planning and Development Act 2000 (as amended) in lieu of provision within an application site.”

The proposed PBSA scheme does not provide any public open space within the red line site boundary owing to the nature of the development as student accommodation. As detailed below, there is no requirement under the DLR CDP 2022-2028 for student accommodation to provide public open space as PBSA schemes place a central onus on student safety. The non-provision of public open space at PBSA schemes has been consistently accepted by the planning authority, with no contribution in lieu required under the provisions of the development plan.

The proposal benefits from external communal open space extending to 1,247 sqm at the central courtyard (integrated with the internal amenity adjoining to the east) and upper floor roof terraces in accordance with development plan standards. The site also benefits from substantial public open space at UCD proximate to the site and Deer Park c. 500m from the site.

6.1.1.1 SPPR 3 - Car Parking:

In areas of high accessibility, car-parking provision should be minimised, substantially reduced, or wholly eliminated, while in areas of medium accessibility, car-parking provision should be substantially reduced. It is noted that the Guidelines do not set out specific provision for car parking in PBSA schemes. The proposed car parking provision is justified later in this report and within the accompanying NRB Transport reports.

6.1.1.2 SPPR 4 - Cycle Parking and Storage:

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

It is noted that the Guidelines do not set out specific provision for cycle parking in PBSA schemes. 218 no. cycle parking spaces are proposed, 34 of these spaces are in the form of Sheffield stands located to the north of the site, directly adjacent to the entrance for visitor use. 85 no. Sheffield stands are provided in the courtyard and adjacent to the northern boundary. The remaining spaces are to be provided, in secure covered areas to the rear and north of the site as shown in the figure below.



It is considered that the provision of cycle parking in this instance is considered appropriate for the subject location in response to both the location of the site in relation to UCD, in addition to the provision of public transport services adjacent to the proposed development which will provide residents and visitors to the scheme with connections to Dublin city centre, a range of third level education institutions and further afield.

6.1.1.3 Key Indicators of Quality Design and Placemaking

Section 4.4 of the Guidelines set out the key indicators of quality design and placemaking, which should inform the development strategy for settlements, neighbourhoods or an individual site. Appendix D sets out a Design Checklist that supplements this section with a series of questions that can be used to guide the refinement and review of detailed plans (such as masterplans or urban design frameworks) and in the consideration of individual planning applications:

Sustainable and Efficient Movement: The development promotes permeability and enhanced walking and cycling by prioritise these sustainable modes of travel through the site. A cycle audit ahs been completed by NRB and accompanies the application. Cycle parking is provided in excess of the development plan standards. The development site is considered to be a suitable location for reduced car parking which is considered appropriate for the student accommodation use as detailed in the accompanying NRB reports.

The proposals will enhance the quality of the public realm and urban setting by the improved pedestrian footpath network which has been subject to discussion with Dun Laoghaire Rathdown County Council Transportation Planning section prior to this submission. This will benefit the immediate adjacent land uses and integrate with the existing context.

Mix and Distribution of Uses: The proposed use accords with Objective A zoning and provides for intensification of the use a brownfield site, in close proximity to UCD campus. The proposed development will replace the existing car show room assisting in the regeneration and revitalisation of the site which is adjacent to an existing neighbourhood centre.

Green and Blue Infrastructure: We refer to the Infrastructure Report and SUDS Management Plan prepared by Barrett Mahony Consulting Engineers, the Ecological Impact Assessment prepared by MORES and the Landscape Design Rationale prepared by RMDA. This confirms the landscape measures provide for a diverse range of habitat types and biodiversity enhancements. The SUDS Management Plan defines how the surface water management measures will reduce the impact of the proposed development on the surrounding environment. It is proposed to install green/blue roof surfaces to intercept and treat the rainwater falling on the roof surfaces.

There is no landscaping on the site at present. The proposed development will significantly improve the existing site conditions introducing planting, green roofs and sustainable drainage systems. A total of 1,247smq of external amenity space is provided across the site.

Public open space is not required for student accommodation development under the DLRCDP. The development will benefit the quality of the adjoining urban realm on Goatstown Road, with the applicant willing to accept a condition from DLR CC for the upgrade of the public domain area directly adjacent to the site, in consultation with the parks department. Communal internal and external amenities and facilities within the scheme promote passive and active uses and social inclusion and interaction.

Responsive Building Form: We refer to the Architectural Design Statement prepared by Reddy Architecture, the LVIA prepared by Parkhood and the Photomontages and CGI's prepared by 3D Design Bureau which confirms the new development responds in a positive way to the established pattern and form of development and to the wider scale of development in the surrounding area.

In relation to placemaking, the proposal is delivering a new PBSA use which includes communal spaces at ground floor, which will provide passive surveillance of the public domain. In terms of accessibility, the site is located adjacent to an existing neighbourhood centre and proximate to UCD campus which provides a wide range of services and facilities including sports centres and clubs, gyms and playing pitches.

It is submitted that the overall design of the proposal is appropriate, having regard to the context of the site, and having regard, in particular, to the policies as set out in the County Development Plan 2022, including performance criteria as set out in the Building Height Strategy of the Development Plan.

6.2 URBAN DEVELOPMENT AND BUILDING HEIGHT GUIDELINES 2018

The Urban Development and Building Height Guidelines 2018 are intended to set out national planning policy guidelines on building heights in urban areas in response to specific policy objectives set out in the National Planning Framework and Project Ireland 2040.

The Guidelines emphasise the policies of the NPF to greatly increase levels of residential development in urban centres and significantly increase building heights and overall density and to ensure that the transition towards increased heights and densities are not only facilitated but actively sought out and brought forward by the planning process and particularly at Local Authority level.

Under Section 28 (1C) of the Planning and Development Act 2000 (as amended), planning authorities will be required to have regard to the guidelines and apply any specific planning policy requirements (SPPRs) of the guidelines in carrying out their function.

SPPRs as stated in the Guidelines, take precedence over any conflicting policies and objectives of development plans, local areas plans, and strategic development zone planning schemes. Where such conflicts arise, such plans / schemes need to be amended by the relevant planning authority to reflect the content and requirement of these guidelines and properly inform the public of the relevant SPPR requirements.

6.2.1.1 Conclusion

It is respectfully submitted that the proposed development has had regard to the planning policy framework as set out in the building height guidelines and National Planning Framework. The provision of a PBSA development at this location at 6 no. storeys is supported by the height guidelines which encourages increased density and building heights. The proposed development complies with such objectives and is therefore considered to be in accordance with the provisions of national policy guidelines. An assessment of the proposal against the specific performance criteria as set out in the Urban Development and Building Height Guidelines is included at Section 7.4.3 of this report.

6.3 THE PLANNING SYSTEM AND FLOOD RISK MANAGEMENT GUIDELINES FOR PLANNING AUTHORITIES (2009)

The Planning System and Flood Risk Management Guidelines (2009) published by the Government of Ireland includes the following core objectives:

- Avoid inappropriate development in areas at risk of flooding.
- Avoid new developments increasing flood risk elsewhere, including that which may arise from surface water run-off.
- Ensure effective management of residual risks for development permitted in floodplains.
- Avoid unnecessary restriction of national, regional, or local economic and social growth.
- Improve the understanding of flood risk among relevant stakeholders; and
- Ensure that the requirements of EU and national law in relation to the natural environment and nature conservation are complied with at all stages of flood risk management.

We also note the subsequent Circular PL2/2014, Department of Environment, Community and Local Government (August 2014) relating to use of OPW Flood Mapping in assessing planning applications, and clarifications of advice contained in the 2009 DECLG Guidelines for planning authorities – “The Planning System and Flood Risk Management”.

Response:

In order to comply with these Guidelines a Site-Specific Flood Risk Assessment (SSFRA) has been prepared by BM Consulting Engineers and accompanies the application.

The SSFRA was prepared to comply with current planning legislation, in particular the recommendations of “*The Planning System & Flood Risk Management - Guidelines for Planning Authorities*”. The report concludes; ‘*It can be concluded that there is no present risk of flooding to the site*’.

7.0 STATEMENT OF CONSISTENCY WITH DUN LAOGHAIRE RATHDOWN COUNTY DEVELOPMENT PLAN 2022-2028

The site is located within the administrative area of Dun Laoghaire Rathdown County Council and is therefore subject to the land use policies and objectives of The Dun Laoghaire Rathdown County Development Plan 2022-2028. The key provisions of current local planning policy relating to the proposed development are set out in the following sections.

7.1 CORE STRATEGY

According to the Plan, the settlement strategy for the Core Strategy seeks to support the overarching Development Plan Vision and supports the transition to a low carbon and climate resilient County through the implementation of a compact growth agenda, increased integration between land-use and transportation, increased sustainable mobility and, the sustainable management of our environmental resources.

The strategy seeks to: *“deliver compact and sustainable growth within the existing built footprint of the County and build upon existing physical, social, economic and natural assets which are available.”*

The strategy estimates a population growth of between 31,125 – 38, 125 people up to 2028. The proposed development would deliver additional accommodation options on a currently underutilised site in line with the objectives of the core strategy.

The strategy further confirms that there is *‘553 hectares of zoned land in the county which is ore may become available for residential development’*. The Strategy further states that it is planned to deliver *‘a potential yield of between 22,763 and 25,353 residential units.. When actual and estimated completions for the period Q1 2020 to Q1 2022 are taken into consideration, it is estimated that there is a potential residential yield of between c. 20,886 to 23,475 homes’*.

The strategy further confirms that the Council is required to deliver c. 18,515 units over the period 2022-2028. The proposed development will deliver 220 purpose build bedspaces for students, alleviating rental pressure in the area and complying with the objectives of the core strategy.

Relevant Core Strategy and Climate Change Policies

Policy	Compliance
“Policy Objective CS13 – Strategic Regeneration It is a Policy Objective to support the development and renewal of strategic regeneration sites in the County	The subject site is a brownfield commercial site. The redevelopment and regeneration of the subject lands would be in accordance with Objectives CS13
Policy Objective CS14 - Vacancy and Regeneration It is a Policy Objective to address issues of vacancy and underutilisation of lands within the County and to encourage and facilitate the re-use and regeneration of vacant sites subject to the infrastructural carrying capacities of any area.”	The subject site is an underutilised brownfield site. The redevelopment and regeneration of the subject lands, which are underutilised and can be accommodated within the local infrastructural capacities of the area would be in accordance with Objective CS14.
Policy Objective GIB29: Nature Based Solutions It is a Policy Objective to increase the use of Nature Based Solutions (NBS) within the County, and to promote and apply adaption and mitigation actions that favour NBS, which can have multiple benefits to the environment and communities. NBS has a role not only to meet	The proposed development includes 70% of its total roof area as ‘green roof’. This is considered to be compliant with development plan policy and the Council’s Green Roof Policy at Appendix 7.2 of the Plan which does not set out specific green roof requirements for student accommodation under Section 3. Please refer to

certain infrastructure related needs (e.g. flooding management), and development needs, but also to maintain or benefit the quality of ecosystems, habitats, and species.	the Barrett Mahony Civil Engineering Infrastructure Report & FRA for further information.
Section 12.9.6 Applications for developments of 50+ residential units or ≥1000sq.m. commercial shall (in addition to the above): Include an assessment of the impacts of climate change on their development and make provision for these impacts - particularly relating to drainage design, waste management, and energy use.	The application is accompanied by an Operational Waste Management Plan, a Resource Waste Management Plan and an Energy and Sustainability Statement which addresses the requirement and states that the development will be NZEB compliant.

7.2 NEIGHBOURHOOD – PEOPLE, HOMES AND PLACES

Compliance with the relevant Neighbourhood, People and places policies are set out below:

Policy	Compliance
Overarching Policy Objective PHP1: That increased delivery of housing throughout the County will be subject to the Strategic Policy Objective to: Align with the provisions of the National Planning Framework and the Eastern and Midlands Regional Spatial and Economic Strategy. Accord with the Core Strategy set out in Chapter 2, the Housing Strategy and Interim Housing Needs Demand Assessment for the County in Appendix 2 and/or the provisions of the future Regional Housing Need Demand Assessment. Embed the concept of neighbourhood into the spatial planning of the County by supporting and creating neighbourhoods and ensuring that residential development is delivered in tandem with the appropriate commensurate enabling infrastructure, including access to sustainable neighbourhood infrastructure, sustainable modes of transport, quality open space and recreation and employment opportunities	The proposed development is in line with the NPF and the RSES, the site is zoned 'residential' and is considered appropriately serviced with infrastructure (social, retail and physical) to deliver on a sustainable student accommodation development proximate to a large university and public transport. In addition, the proposal also accords with the core strategy as Setout in Chapter 2 of the Plan, the Housing Strategy and the HNDA.
Policy Objective PHP4: Villages and Neighbourhoods It is a Policy Objective to: Implement a strategy for residential development based on a concept of sustainable urban villages. Promote and facilitate the provision of '10-minute' neighbourhoods.	The proposed development is located within walking distance of UCD providing amenities and services to students.
Policy Objective PHP18: <i>It is a Policy Objective to: Promote compact urban growth through the consolidation and re-intensification of infill/ brownfield sites. Encourage higher residential densities provided that proposals provide for high quality design and ensure a balance between the protection of existing residential amenities and the established</i>	The proposed development provides intensification of an infill site, high quality purpose built student accommodation development that is in line with the zoning objectives of the site and improves the public realm and character of the area. The proposal strikes a balance in respect of existing adjoining residential amenity where the proposal steps down to 1 storey in places adjacent to the boundary. The massing, heights

Policy	Compliance
<i>character of the surrounding area, with the need to provide for high quality sustainable residential development.</i>	and setbacks of buildings have been carefully considered to minimize impacts on residential amenity.
Policy Objective PHP20: Protection of Existing Residential Amenity. It is a Policy Objective to ensure the residential amenity of existing homes in the Built Up Area is protected where they are adjacent to proposed higher density and greater height infill developments	As per PHP20 - protection of adjoining residential amenity has been a key consideration and informed the design of the development. As detailed in the table below and supported by the sunlight/daylight report by 3D Design Bureau, the proposal will not impact on current daylight levels achieved at adjoining residences.
Policy Objective PHP25: It is a Policy Objective to facilitate the implementation and delivery of the Housing Strategy and Interim Housing Need Demand Assessment (HNDA) 2022 - 2028.	The proposed development will deliver much needed student accommodation proximate to UCD freeing up other accommodation options in the area to revert to traditional housing and accords with Housing Strategy and HNDA.
Policy Objective PHP26: It is a Policy Objective to encourage the establishment of sustainable residential communities by ensuring that a wide variety of housing and apartment types, sizes and tenures is provided throughout the County in accordance with the provisions of the Housing Strategy and Interim Housing Need Demand Assessment (HNDA) and any future Regional HNDA	The proposed development will provide a purpose-built student accommodation option releasing housing in the area to reduce rental pressure.
Policy Objective PHP34: Healthy Placemaking It is a Policy Objective to: Ensure that all development is of high quality design with a focus on healthy placemaking consistent with NPO 4, 26 and 27 of the NPF, and RPO 6.1, 6.12, 9.10 and 9.11 of the RSES. Promote the guidance principles set out in the 'Urban Design Manual – A Best Practice Guide' (2009), and in the 'Design Manual for Urban Roads and Streets' (2013). Ensure that development proposals are cognisant of the need for proper consideration of context, connectivity, inclusivity, variety, efficiency, distinctiveness, layout, public realm, adaptability, privacy and amenity, parking, wayfinding and detailed design.	The design of the proposed development takes into account the overarching principles and objectives of the NPF and the RSES as they relate to good urban design and placemaking. The proposed development has been designed to comply with the Urban Design Manual (2009) as well as the Urban Design Manual for urban roads and streets in order to help develop a sense of place. The proposal has been carefully considered in terms of the quality of the design proposed. In this respect, the development has had regard to the context of existing and proposed surrounding developments in relation to block formation, height and density.
Policy Objective PHP35: Inclusive Design & Universal Access It is a Policy Objective to promote and support the principles of universal design ensuring that all environments are inclusive and can be used to the fullest extent possible by all users regardless of age, ability or disability consistent with RPO 9.12 and 9.13 of the RSES	The RAU Architectural design and landscape design by RMDA has been formulated in relation to providing a layout which is inclusive and can be used to the fullest extent possible by all users.
Policy Objective PHP36: Public Realm Design It is a Policy Objective that all development proposals, whether in established areas or in new growth nodes, should contribute positively to an enhanced public realm and should demonstrate that the highest quality in public realm design is achieved.	The proposal provides a strong edge to the site along the Goatstown Road, creating passive surveillance as well as providing an enhanced and high-quality public realm.

Policy	Compliance
Policy Objective PHP38: Safer Living Environment It is a Policy Objective to facilitate the promotion and delivery of a safe environment for both the residents of, and visitors to, the County.	The proposed development encompasses safe design principles throughout with all communal areas over look to encourage passive surveillance. Lighting is also provided throughout the site. Access to the site is controlled via access card for residents only.
Policy Objective PHP39: Building Design & Height It is a Policy Objective to: Encourage high quality design of all new development. Ensure new development complies with the Building Height Strategy for the County as set out in Appendix 5 (consistent with NPO 13 of the NPF).	Refer to Section 7.4.1 below which addresses this requirement.

7.3 LAND USE ZONING

The subject lands are zoned Objective ‘A’ *“To provide residential development and/or protect and improve residential amenity”*. Student Accommodation is ‘open for consideration’ in the zone.



Source: Map 1 of the DLR CDP 2022-2028

7.4 STUDENT ACCOMMODATION

Policy Objective PHP29: Provision of Student Accommodation states that:

“It is a Policy Objective to facilitate increased provision of high-quality, purpose built and professionally managed student accommodation in line with the provisions of the National Student Accommodation Strategy (2017). Purpose built student

accommodation should be provided on campus or in suitable locations which have convenient access to Third Level colleges (particularly by foot, bicycle and high quality and convenient public transport) in a manner compatible with surrounding residential amenities avoiding overprovision of student accommodation in any one area.”

Response: The proposed development will provide a high-quality purpose-built Student Accommodation scheme in accordance with the National Student Accommodation Strategy, located at a suitable location with a convenient access to UCD (by foot or bicycle). There is one existing purpose-built student accommodation development in the immediate area, outside of the UCD campus. Glenard University Residence located at no. 36 Roebuck Road, Clonskeagh includes c. 30 bed spaces and is an initiative of Opus Dei, accommodating female students only. An Bord Pleanála also granted permission for a 698 no. student bedspace scheme at Our Lady’s Grove (ABP Ref: 309430-21) approximately 300 metres north of the subject site. However, the decision was subsequently quashed by the high court. In this respect, having regard to the proximity of the site to UCD and the identified need for high-quality purpose-built student accommodation, it is considered that the proposed development will not result in an over provision of student accommodation in the area. This is further detailed in the paragraphs below.

Policy Objective PHP29: Provision of Student Accommodation also states that:

“In considering planning applications for student accommodation the Council will have regard to:

- ***The ‘Guidelines on Residential Developments for Third Level Students’ (2005), and any amendment thereof.***
- ***The provisions of The National Student Accommodation Strategy (2017).***
- ***Circular PL 8/2016 APH2/2016.***
- ***Circular NRUP/05/2021.***

No social/affordable housing will be required with regard to bona fide purpose built and professional managed student accommodation (refer also to Section 12.3.7.11)”

Response: The proposed development will provide high-quality purpose-built student accommodation (PBSA) to address demand in the area. It is apparent that the CDP acknowledges that the provision of student accommodation developments in the area are an important component of the housing strategy for the county. The provision of purpose-built student accommodation can have a significant benefit for housing availability, releasing existing housing stock occupied by students.

Compliance with the ‘Guidelines on Residential Developments for Third Level Students’ 1999 and as updated in 2005 has been demonstrated within the HQA prepared by RAU. Compliance with the provisions of The National Student Accommodation Strategy (2017) is demonstrated at Section 5.5 of this report above.

Circular PL8/2016 states:

“National research indicates that the demand for student accommodation currently exceeds supply and it is estimated that there is an unmet demand of c. 25,000 bed spaces nationally. This has a significant related impact on the private rental sector and an increase in the provision of student accommodation is a key priority in addressing the housing crisis.”

The proposed development will assist in providing much needed purpose-built student accommodation to address this demand. The circular further states:

“A flexible approach should be applied in respect of any planning conditions related to use/occupation of student accommodation. Such an approach would recognise the need to establish a steady rental income for such student accommodation throughout the year in order to ensure the deliverability of development projects from a funding point of view and recognise that student accommodation complexes can play an important role in providing affordable accommodation for tourists and visitors in major urban areas during peak summer demand periods. Therefore, planning authorities should aim to avoid making permissions for student accommodation complexes subject to restrictions on alternative summer or holiday uses, while at the same time ensuring that student accommodation is:

- (1) not used for residential accommodation of a permanent nature;*
- (2) safeguarded for use by students and other persons related to the HEI during the academic year; and*
- (3) capable of being used for legitimate occupation by other persons/groups during holidays periods, when not required for student accommodation purposes.”*

The proposed development will be managed by an experienced management team (we refer to the accompanying Management Plan by Fresh Property Group in this regard) and it is anticipated that students availing of the accommodation will likely attend UCD, which is proximate to the site. It is also intended that the accommodation be used as tourist or visitor accommodation outside the academic year when not in use by PHD students.

In relation to *Circular NRUP/05/2021*, it is noted that this relates to temporary change of use of student accommodation and is not relevant to this application. The proposal fully complies with Policy Objective PHP28.

In relation to Part V, it is noted that no provision is required for purpose-built student housing accommodation under the parameters of the Planning and Development Act 2000 and as confirmed in the DLR CDP at section 4.3.2:

“Specific exemptions to Part V where no or a reduced social element may be acceptable are:

- Purpose built and professionally managed student accommodation (refer also to Policy Objective PHP29);”*

“No social/affordable housing will be required with regard to a bona fide purpose built and professional managed student accommodation (refer also to Section 12.3.7.11).”

The proposed development meets this criteria and will be professionally managed as set out in the accompanying Management Plan by Fresh Property Group.

Section 12.3.7.11 – Student Accommodation

Section 12.3.7.11 - Student Accommodation of the CDP outlines the development management standards for student accommodation schemes as follows:

“All proposals for student accommodation should comply with the Department of Education and Science Guidelines on Residential Development for Third Level Students (1999), the subsequent supplementary document (2005), the provision of the ‘National Student Accommodation Strategy’ (2017), and circular PL8/2016. and circular NRUP/05/2021.”

Response: It should be noted that the ‘Guidelines on Residential Development for 3rd Level Students’ (Department of Education 1999) and the supplementary document produced in 2005 are not Section 28 Guidelines and were published on the basis for tax relief. It is therefore

considered that these documents are guidelines only and should not be read as requirements to meet specific standards.

It should also be noted that these guidelines are significantly out of date and were prepared for a tax incentive scheme which was terminated a number of years ago, rather for planning purposes. The provision of privately management student accommodation schemes have since evolved using internationally accepted models which now set a precedent for student accommodation schemes.

Notwithstanding this, the proposal complies with the requirements of the document as follows:

Table 1 - Compliance with the Department of Education Standards (Section 50 of the Finance Act)

Dept. Of Education Recommendation	Proposal
<ul style="list-style-type: none"> Each unit to consists of minimum 3 bed spaces, maximum 8 bed spaces. Study bedrooms shall be arranged in units sharing a common entrance hall and kitchen/living room. 	The proposal complies with this requirement. Bedrooms are arranged in groups of 5, 6, 7 or 8 and include a communal kitchen. See Page 7 of the HQA prepared by Reddy Architecture.
<ul style="list-style-type: none"> Minimum GFA 55 sq.m., maximum GFA 160 sq.m. Study bedrooms to be arranged in units with a common entrance, access stairs and corridors and ancillary facilities. 	The proposal complies with the requirements as outlined in the schedule of accommodation within the accompanying HQA.
<ul style="list-style-type: none"> Provision of shared kitchen / dining / living room at a minimum of 4 sq.m. per bedspace. 	The proposal meets and exceeds this requirement as shown within the schedule of areas in the accompanying HQA.
<ul style="list-style-type: none"> Single ensuite study bedroom 12 sq.m. Single disabled study bedroom with ensuite 15 sq.m. 	The proposal meets this requirement. Proposed studios are 27sqm and accommodate disabled access.
<ul style="list-style-type: none"> Circulation and storage provision. 	Storage is provided in each bedroom as demonstrated in the HQA.
<ul style="list-style-type: none"> Where not located on campus, adequate open space should be provided within developments for the amenity of students. 	1,247 sqm of external amenity space is provided for student use. This equates to 5.6 sqm of external space per resident.
<ul style="list-style-type: none"> Communal facilities including:- caretaker/security office and apartment; centralised storage; laundry facilities; drying rooms and utility rooms; and a seminar room. The floor area of these facilities shall not exceed 12% of the total area of the development, and their cost shall not exceed 12% of the total qualifying expenditure. 	<p>The following communal facilities are proposed equating to 538sqm (7.9% of the GFA).</p> <ul style="list-style-type: none"> Kitchen/ Tea Room, Multi- functional Space 01 Multi- functional Space 02 Laundry Office / Concierge Communal Toilets Refuse
<ul style="list-style-type: none"> Disabled access and provision of accessible bedrooms. 	The proposal complies with this requirement.
<ul style="list-style-type: none"> Bicycle storage provision. 	218 no. bicycle spaces have been provided for resident and visitor use within the courtyard and within a secured area at the frontage of the site.

• Refuse storage provision.	A refuse storage room is provided within the courtyard to the rear of the site.
• No. of apartments per lift core not > 30.	The proposal complies with this requirement.
• Minimum 1 / 50 bedspaces designed for disabled.	The proposal complies as 10 studios are provided to meet this requirement.

Circular PL8/2016 states:

“National research indicates that the demand for student accommodation currently exceeds supply and it is estimated that there is an unmet demand of c. 25,000 bed spaces nationally. This has a significant related impact on the private rental sector and an increase in the provision of student accommodation is a key priority in addressing the housing crisis.”

The proposed development will assist in providing much needed purpose-built student accommodation to address this demand. The circular further states:

“A flexible approach should be applied in respect of any planning conditions related to use/occupation of student accommodation. Such an approach would recognise the need to establish a steady rental income for such student accommodation throughout the year in order to ensure the deliverability of development projects from a funding point of view and recognise that student accommodation complexes can play an important role in providing affordable accommodation for tourists and visitors in major urban areas during peak summer demand periods. Therefore, planning authorities should aim to avoid making permissions for student accommodation complexes subject to restrictions on alternative summer or holiday uses, while at the same time ensuring that student accommodation is:

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- (2) safeguarded for use by students and other persons related to the HEI during the academic year; and*
- (3) capable of being used for legitimate occupation by other persons/groups during holidays periods, when not required for student accommodation purposes.”*

The proposed development will be managed by an experienced management team (we refer to the accompanying Management Plan by Fresh Property Group in this regard) and it is anticipated that students availing of the accommodation will likely attend UCD, which is proximate to the site. It is also intended that the accommodation be used as tourist or visitor accommodation outside the academic year when not in use by PHD students.

In relation to **Circular NRUP/05/2021**, it is noted that this relates to temporary change of use of student accommodation and is not relevant to this application. The proposal fully complies with Policy Objective PHP28.

In relation to Part V, it is noted that no provision is required for purpose-built student housing accommodation under the parameters of the Planning and Development Act 2000 and as confirmed in the DLR CDP at section 4.3.2:

“Specific exemptions to Part V where no or a reduced social element may be acceptable are:

- Purpose built and professionally managed student accommodation (refer also to Policy Objective PHP29);”*

“No social/affordable housing will be required with regard to a bona fide purpose built and professional managed student accommodation (refer also to Section 12.3.7.11).”

“The Council will support the provision of on-campus accommodation and purpose built-professionally managed student accommodation off-campus at suitable locations. When dealing with planning applications for such developments a number of criteria will be taken into account including:”

“The location of student accommodation should follow the following hierarchy of priority:

- ***On campus***
- ***Within 1km distance from the boundary of a Third Level Institute***
- ***More than 1km from a Third Level Institute and within close proximity to high quality public transport corridors (DART, N11 and Luas), cycle and pedestrian routes and green routes. In all cases such facilities will be resisted in remote locations at a remove from urban areas.”***

Response: As demonstrated on the Mobility Map prepared by Reddy Architecture and contained in the Urban Design Report the subject site is located within 800m or the equivalent of a 13minute walk (6-minute cycle) of the UCD campus. A cycle lane directly connects the site and UCD campus. It is anticipated that students attending UCD will reside at the site given its proximity.

Should students need to avail of public transport, the site is also served by the 11 bus which stops almost directly in front of the site at Trimbleston. This connects the site to the city centre (Trinity College Dublin), as well as St Patricks College Drumcondra, and DCU. On average, the bus generally services the stop every 15-20 minutes. The site is also within walking distance of the S4 and S6 radial bus route to UCD and Dundrum town Centre. The site therefore meets the above criteria. The green line Luas stop at Dundrum is also 1.3km from the site. The site is 700m from the proposed orbital core bus route S6 under the Bus Connects Proposal.

Figure 16 - Existing bus stops proximate to the site (Source NRB Consulting Engineers 2022)



- *The potential impact on residential amenities. Full cognisance will be taken of the need to protect existing residential amenities particularly in applications for larger scale student accommodation, and such accommodation will not be permitted where it would have a detrimental effect.*

Response: The proposed development has been designed to mitigate any overlooking of existing adjoining residential properties through the use of off-set angled windows, blank facades and separation distances. The proposed scale of the scheme is reflective of the existing built form, with the highest points of the building contained to the northern section of the site, providing a natural transition in scale from the 5-storey elements of Trimbleston to the existing 2-storey neighbourhood centre to the south.

Figure 17 - Proposed Fifth floor plan showing setbacks



Source: RAU

Figure 18 - Proposed ground floor plan showing setbacks to neighbouring properties



Source: RAU

This application is accompanied by a Management Plan prepared by Fresh Property Group, an experienced provider who currently manage 59 no. student accommodation sites throughout the UK and Ireland. This demonstrated experience and policies developed over a number of years will ensure the professional and orderly management and use of the development by the resident students.

- *The level and quality of on-site facilities, including storage facilities, waste management, covered cycle parking and associated showers and locker, leisure facilities, car parking and amenity.*

Response: 538 sqm of internal student amenity space and 1,247sqm of external amenity space has been provided within the proposed development (total 1,785sqm). The internal amenity space includes student lounge areas with a shared kitchen/tearoom, multi-purpose spaces and a laundry and is further detailed in the HQA prepared by Reddy Architects.

These areas are located on the ground floor of the scheme directly fronting Goatstown Road, providing a level of activation to the frontage. This also allows for the provision of bedrooms at quieter areas of the site. The proposed internal amenity spaces are also directly accessible via the external courtyard area provided to the rear of the development. Roof top gardens are also provided on the southern and western elevations providing amenity areas for students.

- *The architectural quality of the design and also the external layout, with respect to materials, scale, height and relationship to adjacent structures. Internal layouts should take cognisance of the need for flexibility for future possible changes of use.*

Response: An Urban Design Report including a schedule of materials accompanies this application. CGIS and a Townscape and Visual Impact Assessment by Park Hood also accompany the proposal.

The scheme will fully integrate with the existing neighbourhood whilst also acknowledging the objectives of the Plan and the desired future outcome for the site. Flexibility has been incorporated into the layout to accommodate future uses should this be required.

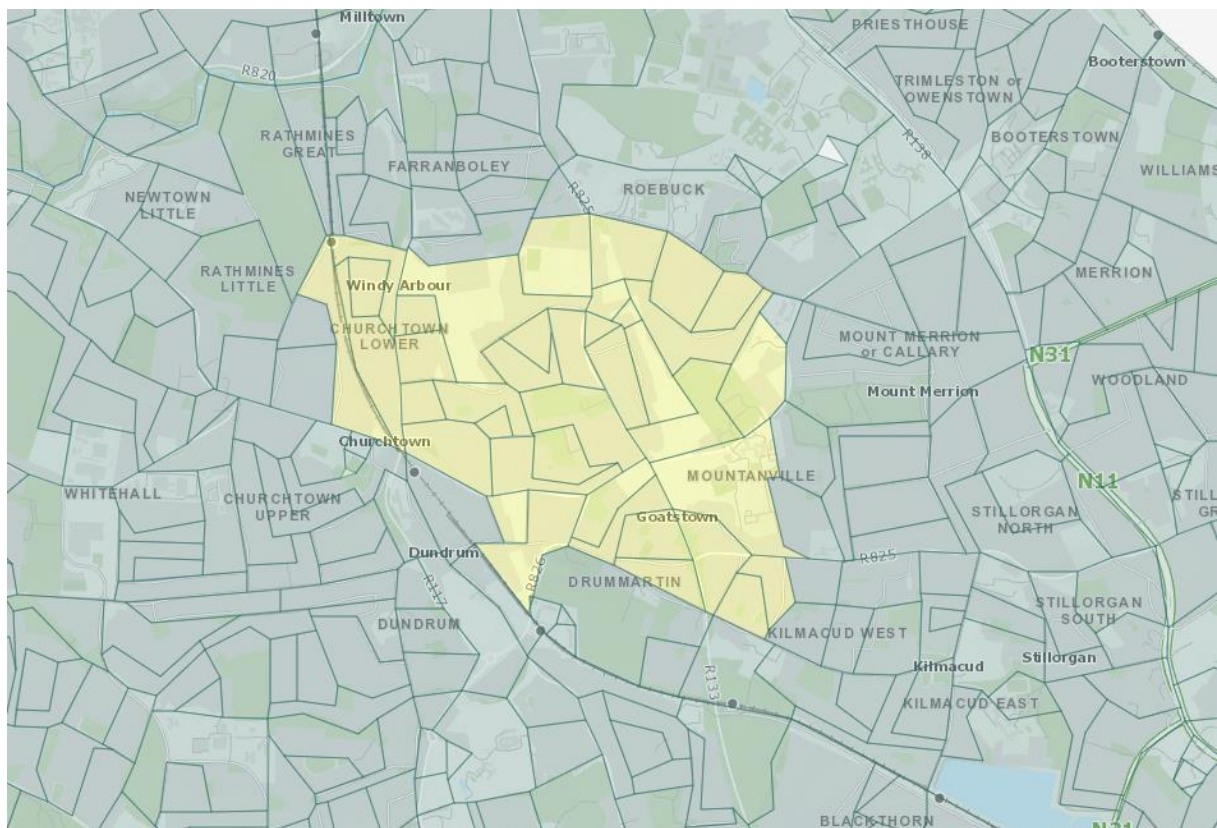
- *The number of existing similar facilities in the area (applicable only to off-campus accommodation). In assessing a proposal for student accommodation, the Planning Authority will take cognisance of the amount of student accommodation which exists in the locality and will resist the over-concentration of such schemes in any one area in the interests of sustainable development and residential amenity*

Response: There is only one purpose-built student accommodation development in the immediate area, outside of the UCD campus. Glenard University Residence located at no. 36 Roebuck Road, Clonskeagh includes c. 30 bed spaces and is an initiative of Opus Dei, accommodating female students only.

Figure 19 - Other Purpose-Built Student Accommodation Schemes within 1km of the site



Table 2 - CSO Small Area Statistics Map c. 1km radius from the site



Using the Small Area Population Statistics available for the area from the CSO 2022 data, a c. 1km radius of the area was mapped as above with a population of c. 10,778 people. The existing and proposed purpose-built student accommodation schemes (including the subject proposal) would result in 251 student bed spaces. This would therefore comprise 2% of the population within a 1km radius of the site, which is not considered an over concentration, especially when its proximity to UCD is considered.

The proposed development will add to the stock of student bedspaces in Dublin and respond to meeting an identified need for high quality and effectively managed accommodation in line with the CDP. In this respect, having regard to the proximity of the site to UCD and the identified need for high-quality purpose-built student accommodation, it is considered that the proposed development will not result in an over concentration of student accommodation in the area. It is important to note that the majority of student bedspaces are located on the UCD campus, with just 1 no. existing/ permitted schemes outside UCD, providing an opportunity for additional PBSA in the surrounding area to support that currently existing on campus at UCD.

The proposed development has been designed in accordance with Section 12.3.7.11 of the CDP which provides guidelines for student accommodation developments.

7.4.1 BUILDING HEIGHT AND DENSITY

Chapter 4 of the CDP sets out the key policy provisions in relation to density. Policy Objective PHP18: Residential Density of the CDP states:

“It is a Policy Objective to:

- Increase housing (houses and apartments) supply and promote compact urban growth through the consolidation and re-intensification of infill/brownfield sites having regard to proximity and accessibility considerations, and development management criteria set out in Chapter 12.*
- Encourage higher residential densities provided that proposals provide for high quality design and ensure a balance between the protection of existing residential amenities and the established character of the surrounding area, with the need to provide for high quality sustainable residential development.”*

In relation to the protection of existing residential amenity Policy Objective PHP20 states:

“It is a Policy Objective to ensure the residential amenity of existing homes in the Built Up Area is protected where they are adjacent to proposed higher density and greater height infill developments.

- On all developments with a units per hectare net density greater than 50, the applicant must provide an assessment of how the density, scale, size and proposed building form does not represent over development of the site. The assessment must address how the transition from low density to a higher density scheme is achieved without it being overbearing, intrusive and without negatively impacting on the amenity value of existing dwellings particularly with regard to the proximity of the structures proposed. The assessment should demonstrate how the proposal respects the form of buildings and landscape around the site’s edges and the amenity enjoyed by neighbouring uses.*
- On all developments with height proposals greater than 4 storeys the applicant should provide a height compliance report indicating how the proposal conforms to the relevant Building Height Performance Based Criteria “At District/Neighbourhood/Street level” as set out in Table 5.1 in Appendix 5.*

- *On sites abutting low density residential development (less than 35 units per hectare) and where the proposed development is four storeys or more, an obvious buffer must exist from the rear garden boundary lines of existing private dwellings.*
- *Where a proposal involves building heights of four storeys or more, a step back design should be considered so as to respect the existing built heights.”*

The proposed development has been carefully designed, cognisant of the adjoining medium density residential developments to the rear and north at Trimbleston. The proposed PBSA has been setback from the existing residential properties and where the required setback cannot be achieved, blank gables have been incorporated, as illustrated below. Windows have been off- set to ensure overlooking is minimised.

Figure 20 - Setbacks to nearby residential properties (RAU)



The proposed development is setback between 14.5m (ground floor level) and 28.5m (fifth floor level) from the existing residential dwellings to the rear. The proposed setback comply with the development plan standards in all instances. The proposal is setback 11.8m from the blank gable wall of Trimbleston to the north at ground to 4th floor level. The fifth floor level is setback 18m from Trimbleston. Windows on the southern side of the site are setback 29.3m from the nearest residential dwelling on Willowfield Park. In addition, windows have been off set on this boundary.

Figure 21 - View of the adjoining blank gable wall at Trimbleston to the north of the site

The proposed development provides an opportunity to accommodate a PBSA in a sustainable manner whilst ensuring the highest standards of design as well as the protection of existing amenities. The proposed development also makes a positive contribution to the evolving urban form in this part of the city and can help to achieve sustainable land use and movement patterns when compared with the existing use on site. The proposed development will improve the public realm and interaction of this underutilised site with the surrounding area.

7.4.2 APPENDIX 5 – BUILDING HEIGHT STRATEGY

Appendix 5 of the Plan contains the Building Height Strategy (“the Strategy”) for the County. Section 1.4.2 of the strategy sets out the requirements of the planning authorities to consider the policies and objectives contained in the ‘Urban Development and Building Heights – Guidelines for Planning Authorities 2018 when making their draft development plans and development plans. The Guidelines put forward both an area based and a performance criteria-driven approach as opposed to generic maximum height limits. The achievement of height is linked in the guidelines to increasing densities.

The Building Height Strategy (the Strategy) references the now expired Goatstown LAP 2012 at Section 4.2.9 and states:

“Whilst the Plan does set out specific height parameters these are set at individual level in accordance with site strategies, developed based on specific criteria relevant to the sites in question. In accordance with the Guidelines the LAP identifies locations for increased height.

There may be instances, however, where an argument can be made for increased height within the plan area and in those instances any such proposals would have to be assessed in accordance with any new performance criteria as outlined in the draft County Development Plan and SPPR3.

While it is appreciated that the Goatstown LAP will lapse in 2022 the criteria set out above are considered to remain.”

In this respect, we refer to Section 4.2.9 of Appendix 5 Height Strategy which references the Victor Motor Site, stating:

“Victor Motor Site

Within this area a benchmark area of 3 storeys is recommended (with possible set back floor or occupied roof space depending on site levels”

Response: In direct response to the above **recommendation**, we again refer to the stepped nature of the building which reaches 6 storeys in height adjacent to Trimbleston to the north, which is 4-5 storeys in height. On the southern boundary the building steps from a single storey to 4 no. storeys adjacent to the 3 storey duplexes and 2 storey neighbourhood centre. We refer the planning authority to the existing topography at this boundary interface and note that the site slopes from south to north in a c. 2m fall across the site.

This portion of the response addresses the site levels portion of the above statement and the following response to the recommendation is provided: The adjoining neighbourhood centre is therefore higher than the existing surface level of the site. The subject proposal will appear as a three storey development adjacent to the northern boundary due to the topography of the site with the ground level of the neighbourhood centre at 48.590 whilst ground floor level of the proposed scheme will be at 44.590. The fourth floor level of the scheme reaches 57.590 whilst the roof of the adjoining neighbourhood centre reaches 55.883, a difference of 1.7m. It is therefore evident that a suitable transition is provided on this boundary, successfully integrating with existing built form and character of the area.

The height strategy further states with respect to the Goatstown LAP:

“There may be instances, however, where an argument can be made for increased height within the plan area and in those instances any such proposals would have to be assessed in accordance with any new performance criteria as outlined in the draft County Development Plan and SPPR3.”

The proposal has had regard to the performance criteria which is referred to in SPPR 3 as set out below and as required above. While referenced by SPPR 3, these criteria do not form part of SPPR 3 itself. It should be noted that this application does not rely on SPPR 3.

While the building height strategy in Appendix 5 references the criteria in SPPR 3, the criteria themselves, are set out at paragraph 13.2 of the Urban Design Building Height and these criteria are addressed below:

Response: The proposed development is 4 to 6 no. storeys in height. While this is higher than the 3 storeys as provided in the now expired LAP and referenced in the Building Height Strategy, it accords with emerging development trends in the area, having regard to the

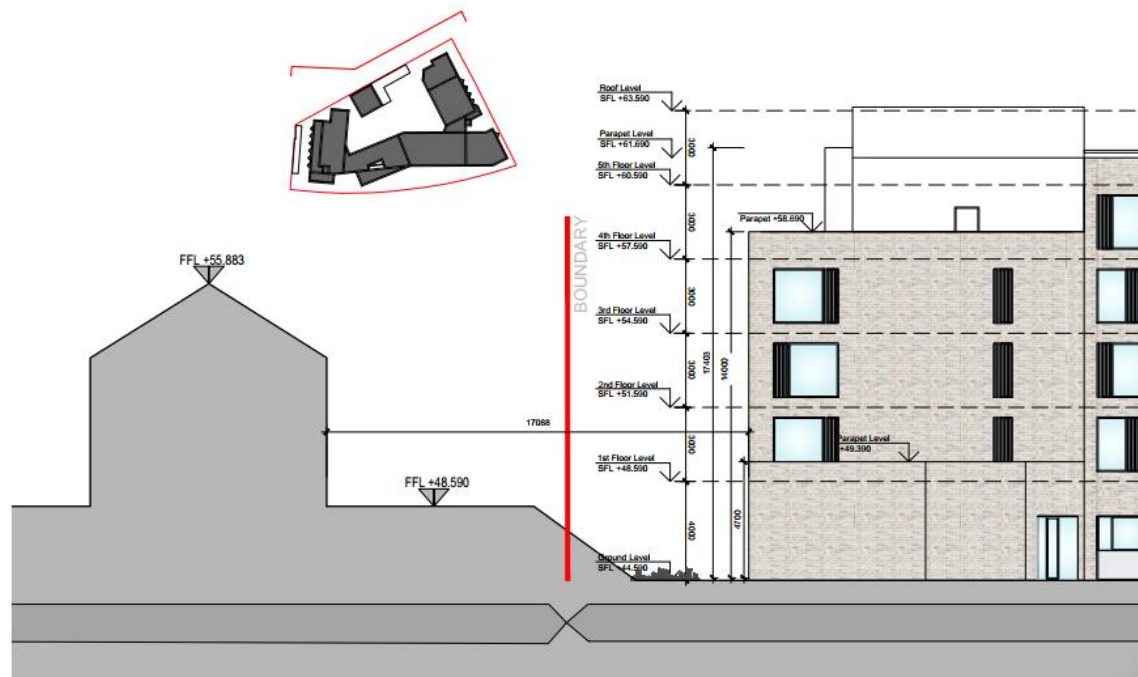
existing residential development to the north and east of the site, Trimbleston. We also note recent development at The Grove to the north of the site which includes 5 no. storey residential development. The proposed development is in keeping with this density and style of stepping down development and the emerging built form of the area. In addition, the height of the development is reduced towards the south of the site. A Townscape and Visual Impact Assessment prepared by Parkhoo assess the scale of the proposal in terms of the surrounding area and concludes;

‘The Application Site comprises a commercial site that contributes little to the character and visual quality of this part of Dublin. The proposed development, while more substantial, would result in a positive contribution to the townscape character and urban fabric of Goatstown. While recognising there are some significant local impacts, this report concludes that this proposal, on balance, has no unacceptable townscape / landscape or visual effects and can be successfully absorbed into the character and views of this part of the city.’

The proposal therefore constitutes ‘increased height’ rather than a taller building. The proposal is not more than 2 storeys higher than the prevailing height and in the range of 2 to 5 storeys which is the prevailing building height in the area.

It is further submitted that there is an identified need for purpose built student accommodation in the area (as there is only one existing student accommodation comprising 21 bedspaces outside the UCD campus) in the area. We also note that since the making of the Goatstown LAP 2012, there has been significant national policy change, in particular, we refer to the NPF which includes objectives for a more compact urban form and increased density on brownfield underutilised sites such as the Victor Motor Site. We also refer to the Urban Development and Building Height Guidelines and the Sustainable Compact Settlement Guidelines which post date the now expired LAP.

Figure 22 - Proposed East Elevation showing the level difference between the subject site and existing neighbourhood centre



Source: Reddy Architecture

We again refer to *Jennings v An Bord Pleanala* [2023] IEHC 14 where the court noted at paragraph 475 of the judgement:

“The Proposed Development, consisting of specifically student accommodation, is intended and expected to primarily serve students attending UCD’s nearby Belfield campus.”

The Court went on to reject the grounds of challenges relating to alleged inadequacy of transport capacity when applying SPPR3 stating at para 475:

“477. Counsel for the Board submits that the Inspector’s conclusions must be viewed in the context of the profile of the intended occupants of the Proposed Development and the profile of their transport needs. I see no reason to criticise this analysis.”

7.4.3 THE PERFORMANCE CRITERIA OF SPPR 3 OF THE URBAN DEVELOPMENT AND BUILDING HEIGHTS GUIDELINES 2018

SPPR3 of the Urban Development and Building Heights Guidelines 2018 provides:

SPPR 3

It is a specific planning policy requirement that where;

- (A) *1. an applicant for planning permission sets out how a development proposal complies with the criteria above; and*
2. the assessment of the planning authority concurs, taking account of the wider strategic and national policy parameters set out in the National Planning Framework and these guidelines;

then the planning authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise.

- (B) *In the case of an adopted planning scheme the Development Agency in conjunction with the relevant planning authority (where different) shall, upon the coming into force of these guidelines, undertake a review of the planning scheme, utilising the relevant mechanisms as set out in the Planning and Development Act 2000 (as amended) to ensure that the criteria above are fully reflected in the planning scheme. In particular the Government policy that building heights be generally increased in appropriate urban locations shall be articulated in any amendment(s) to the planning scheme*
- (C) *In respect of planning schemes approved after the coming into force of these guidelines these are not required to be reviewed.*

The following section demonstrates how the proposal as regard to the relevant criteria as referred to in SPPR 3:

The criteria for assessment of developments at the scale of the relevant city / town;

The site is well served by public transport with high capacity, frequency service and good links to other modes of public transport.

The proposed student accommodation will be highly accessible to UCD by direct cycle lane and pedestrian path and is located adjacent to a bus route (no.11). The DLRCDP also includes an objective for a proposed future quality bus route, the S86 on Goatstown Road. High frequency, high-capacity Luas services are located within walking distance of the site at the Dundrum Luas stop, 1.3km (13 minute walk) from the site. The site is also within close proximity to UCD (800m) and Dundrum town centre (1.5km).

The site is 700m from Bus Connects Orbital bus corridor S6 (Tallaght – Dundrum – UCD – Blackrock) stop on Taney Road, which provides a 15 minute frequency, the site is also within 1,000 metres of the S4 bus stop on Bird Avenue which operates on a 10 minute frequency during peak periods, connecting to UCD and Liffey Valley. The Green Line Luas stop at Dundrum is within 1.3km walking and cycling distance of the development. The future radial bus route no. 86 will also directly traverse the front of the site.

In relation to frequency and capacity, the Public Transport Capacity Assessment Report prepared by NRB confirms the following:

“The assessment confirms that the completion and full occupation of the development will result in an increased demand for Bus/LUAS seats, with an additional 9 Bus customers and 4 LUAS customers during the weekday AM Commuter Peak 7-9am (and less during the PM Commuter peak period). This represents a total of 0.4% of the Bus capacity and 0.05% of LUAS seating capacity available locally during this AM Period.

We conclude that the additional demand for Bus/LUAS trips as a result of the proposed development can be accommodated on the existing and future improved services in the area without any noticeable effect”

Figure 23 - Existing bus stops in the vicinity of the site (Source: NRB Consulting Engineers)



The site is also located adjacent to the no. 11 bus route which stops almost directly outside the site. We refer to the accompanying Traffic and Transport Assessment Report by NRB Consulting Engineers.

Figure 24 - Site location relative to the S4 bus stop

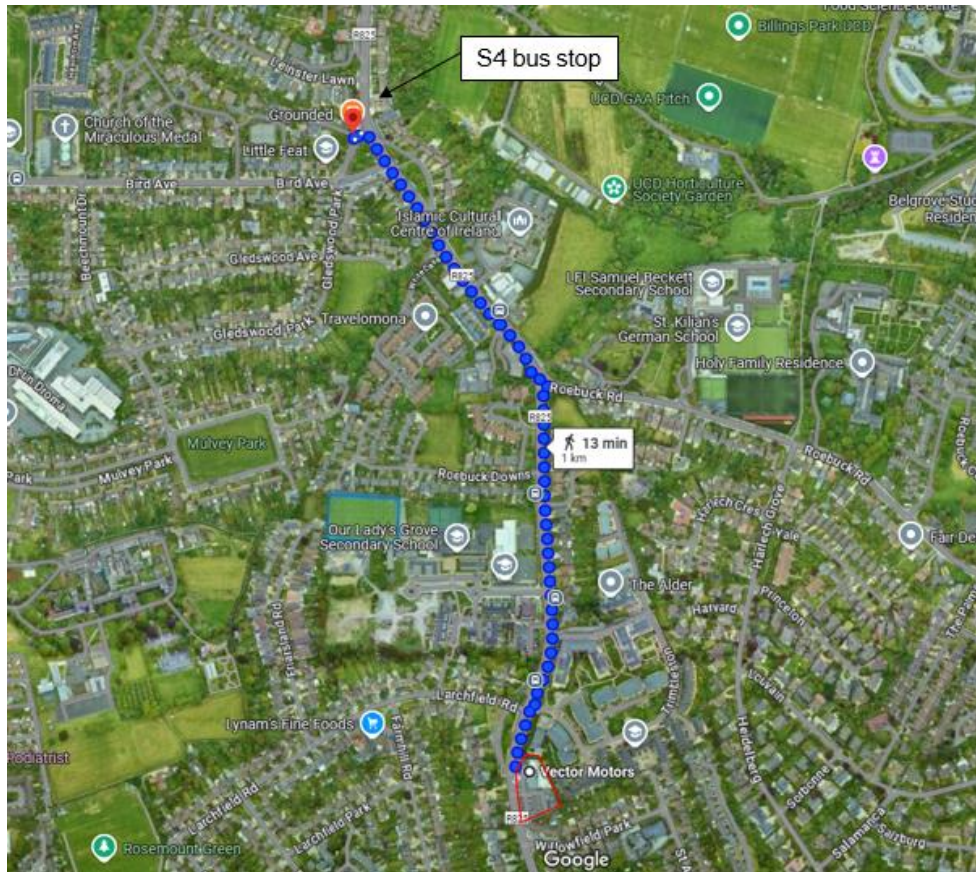
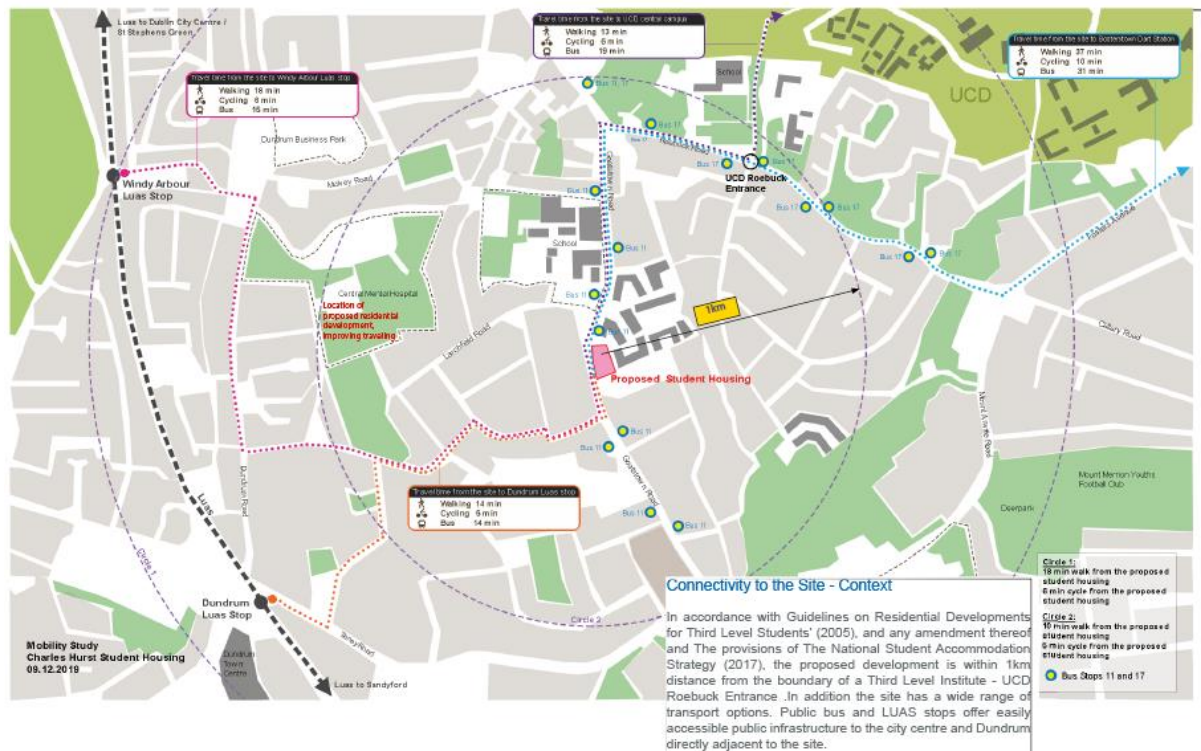


Figure 25 - Extract from map within the Urban Design Statement prepared by Reddy Architecture



Development proposals incorporating increased building height... should successfully integrate into/enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views. Such development proposals shall undertake a landscape and visual assessment by a suitably qualified practitioner such as a chartered landscape architect.

A Townscape and Visual Impact Assessment has been undertaken by Parkhood Landscape Architects and accompanies the application. Photomontages from 14 no. view locations prepared by 3D Design Bureau have also been prepared. In relation to the receiving environment, the assessment notes:

'The Application Site comprises a set of functional buildings set aside a large car park. It does have a presentable and tidy character in commercial terms but such a land-use would be categorised as poor townscape of low sensitivity and very capable of accommodating change.

The site carries no environment, amenity, heritage, visual amenity or landscape designations and possesses nothing that would be categorised as sensitive in terms of townscape character, notable features or vegetation. The buildings are basic structures in design terms and parking areas are purely practical presenting a utilitarian landscape that would be rated as low quality and value in townscape and visual terms.

The impact on Goatstown Road is assessed as follows;

'In broad terms, a proposal of this nature and scale will become part of the integrity, legibility and identity of this section of Goatstown Road.... The architecture and mass is compatible with the adjacent Trimbleston and nearby Grove developments which have both demonstrated that Goatstown

Road is broad enough to be able to absorb higher buildings without causing detriment....

The road pattern and public realm areas towards Goatstown Road will be unaffected. The public realm is enhanced allowing for the planting of approximately 12 no. street trees (at semi-mature size) and enhanced landscape works that will more than compensate for the loss of any existing vegetation as well as assisting in place-making. Further landscape works are proposed on courtyard areas and roof gardens and these will enhance the amenity, ecological worth and landscape vegetation cover comparative to the existing situation.'

The scale of the proposed development is considered to integrate appropriately with its surroundings. The proposed building height takes cognisance of the scale, height and proximity of neighbouring properties and maximises the topography of the site to ensure that the 1 - 6 no. storey building is not obtrusive in the surrounding features of the urban environment.

The existing car sales room and parking area is out of character with surrounding built form. The site contains a flat roofed building, located to the rear of the site, providing no street interaction or urban edge. This is in contrast to the adjoining Trimbleston scheme which fronts the street and addresses the public realm. The proposed development will continue and complement the existing established urban character as shown in the image below (see figure below).

Figure 26 - View of the proposed scheme adjacent to Trimbleston, looking south from Goatstown Road



In terms of the existing topography, the site slopes from south to north in a c. 2m fall across the site. The adjoining neighbourhood centre is therefore higher than the existing surface level of the site. The subject proposal will appear as a three-storey development adjacent to the northern boundary due to the topography of the site with the ground level of the neighbourhood centre at 48.580 whilst ground floor level of the proposed scheme will be at 44.590. The fourth-floor level of the scheme reaches 57.590 whilst the roof of the adjoining neighbourhood centre

reaches 55.883, a difference of 1.7m. It is therefore evident that a suitable transition is provided on this boundary, successfully integrating with existing built form and character of the area (see drawings prepared by Reddy Architecture).

The design approach is based on a need to protect the amenities of the surrounding residential developments. Trimbleston to the (north and east) comprises duplexes, terraced housing and apartments which range from 5 storeys (to the north) down to 2-3 storeys (to the east). The proposed development is in keeping with this density and scale of development, stepping down towards boundary where relevant (rear and south).

The building design ensures no overlooking to the east with brick façade provided on adjacent to the rear boundary of the site. The northern boundary fronts a blank façade on the Trimbleston apartment building and accordingly windows have been provided on this elevation. We also note the presence of existing mature screen planting on the adjoining property boundary. Angled windows are also included on the northern elevation of the proposed building to avoid any overlooking.

Figure 27 - View from the subject site to the brick elevation of Trimbleston on the northern boundary of the site



Angled windows are provided on the southern elevation of the building to mitigate any potential for overlooking of the adjoining neighbourhood centre.

A Landscape Rationale and Drawings prepared by Ronan MacDirmada and Associates Landscape Architects accompanies this submission and details how the proposed development will successfully integrate with and provide an improved landscaped setting for a site which is currently entirely paved. In this respect the proposal is considered to improve the overall landscaping setting of the neighbourhood.

The Townscape & Visual Impact Assessment prepared by Parkhood concludes that:

'The proposal would effectively balance and visually correlate to the broad width of Goatstown Road and integrate with the architecture, form, scale and mass of the recent developments to the immediate north at Trimbleston and

The Grove making a positive contribution to place-making. It will discernibly step down towards Willowfield Park. The collective will provide enhanced townscape sense of place and legibility while offering variation and relief from the prevailing similar and repetitive building type in Goatstown.'

On larger urban redevelopment sites, proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale of adjoining developments and create visual interest in the streetscape.

The proposed site is not considered to be a 'large redevelopment site' being c. 0.34ha. Notwithstanding, the scheme has a clear identity, being physically separate from adjoining development and will contribute positively to the streetscape. Access to the site is clearly identifiable to the average passer-by with a concierge located at the front of the site at ground level. A clear pedestrian path is provided to this point, from Goatstown Road.

The height of the student accommodation building will signal the location of the site while providing passive surveillance of the street. The proposed development will contribute to the creation of a sense of place by the creation of high-quality landscaping which will greatly improve this underutilised site. Lower heights are proposed where existing dwellings are closest to the site. The proposed treatment of the site frontage remains open to Goatstown Road, successfully integrating with and improving the existing public realm.

At the scale of district / neighbourhood / street

The proposal responds to its overall natural built environment and makes a positive contribution to the urban neighbourhood and streetscape

It is considered that the proposal introduces a high-quality development at an underutilised area of land within a suburban context which is zoned for residential development and will make a positive contribution to the receiving urban environment. The sensitive design and scale of development is considered to make a positive contribution to the urban neighbourhood through the re-establishment of a building line and streetscape. As detailed within the accompanying Photomontages and Townscape and Visual Impact Assessment (TVIA) by Parkhood Landscape Architects, the proposal visually integrates successfully with the surrounding suburban landscape.

The existing site conditions present a poor interface with the public realm and parking dominates the boundary with no active uses or building line at ground level. As noted in the TVIA:

'Any assessment must be measured against that of the situation that pertains at present and the current site contributes little to local townscape and has limited aesthetic appeal. In broad terms, a proposal of this nature and scale will become part of the integrity, legibility and identity of this section of Goatstown Road.'

'The current site and setting contributes little to the character or quality of this part of the city. The principle of this type of townscape change at this location is specifically endorsed in the County Development Plan being Zoned 'A' with a stated objective 'To protect and/or improve residential amenity'. This development will signify a fresh phase or stage for this site which will have substantial effects on areas closer to the proposed development but the baseline setting ensures this can be successfully absorbed without causing any adverse townscape / landscape effects. The completed building will improve

the quality and character of this part of Goatstown that would symbolise progress, rational townscape evolution and positivity in line with the Development Plan objective.'

The proposed scheme interacts with the public domain, includes landscaping and planting on the boundary and will include active uses in the form of student amenity spaces at ground floor.

The scheme encourages interaction with the public domain and will greatly improve the existing conditions on Goatstown Road.

The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of perimeter blocks or slab blocks with materials / building fabric well considered

The proposal specifically has taken account of the need to break up the mass of the building, including articulation and pop out elements on the Goatstown Road façade. The proposals incorporate a brick finish, with glazed elements and metal cladding in addition to high-quality external finishes and paving, in combination with soft landscaping.

The proposal could not be considered monolithic and avoids long uninterrupted walls as detailed in the Urban Design Report and An Bord Pleanála Response Report prepared by Reddy Architecture.

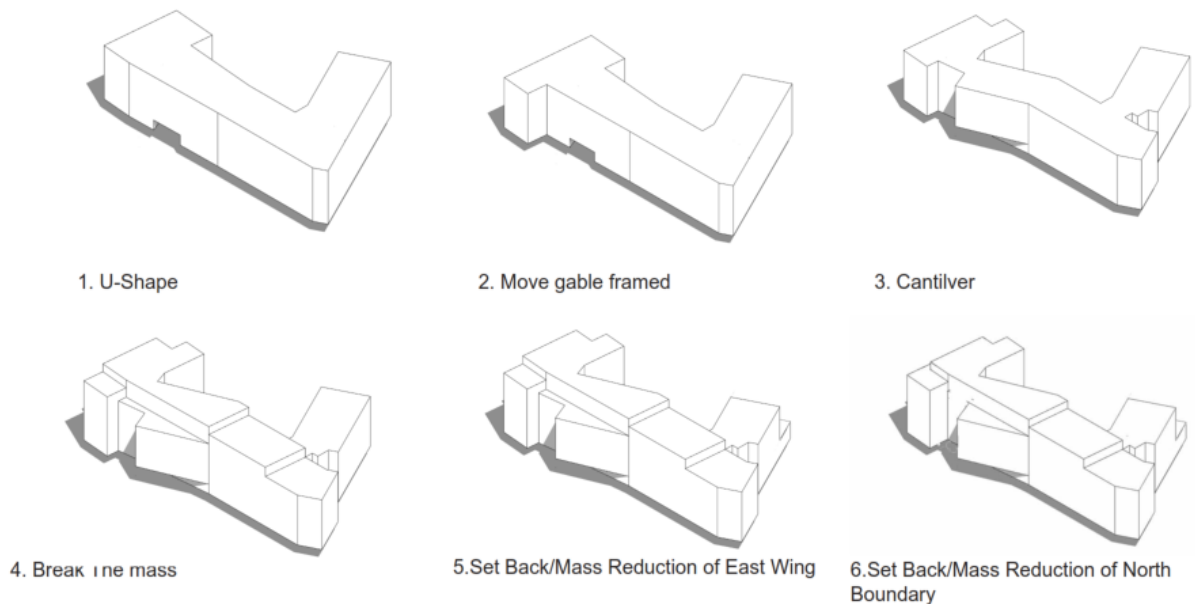
The Urban Design Report details the rationale for the scheme fronting Goatstown Road, ensuring the frontage is articulated and does not present a monolithic elevation;

'step-back facade on the upper floor introduced as a way to lessen the impact of the elevation to Goatstown Road. Extruded brick is added to the blank facade elevations to give them more texture and not seem too stark. Double height window frames are introduced to add vertical elements to the elevation.'

Figure 28 - CGI of proposed scheme fronting Goatstown Road



Figure 29 - Design evolution diagrams showing the break and built form and massing and built form of the building



Source: Reddy Architecture

The proposal enhances the urban design context for public spaces and key thoroughfares and inland waterway/ marine frontage, thereby enabling additional height in development form to be favourably considered in terms of enhancing a sense of scale and enclosure while being in line with the requirements of “The Planning System and Flood Risk Management – Guidelines for Planning Authorities” (2009).

As noted above, the proposal introduces a development which is compatible with its land use zoning and adjacent development. The scheme will contribute to the creation of a sense of place translated through high quality landscaping proposals which serve to enhance the experience of residents and visitors. The TVIA prepared by Parkhood states:

‘The Application Site comprises a commercial site that contributes little to the character and visual quality of this part of Dublin. The proposed development, while substantial, would result in a positive contribution to the townscape character and urban fabric of Goatstown. While recognising a high magnitude of impact to the Application Site itself, this report concludes that this proposal, on balance, has no unacceptable townscape / landscape or visual effects and can be successfully absorbed into the character and views of this part of the city.’

In their assessment of the immediate site itself, Parkhood Landscape Architects conclude that:

“There will inevitably be substantial and major effects to areas on and aside the proposed development on Goatstown Road and within the adjacent properties at Trimbleston and Willowfield Park due to the change in use from a commercial and open car park to a higher residential apartment scheme and complex that covers much of the site. However, it is also reasonable to conclude that this proposal will have positive effects in terms of local townscape character through enhanced streetscape while providing a distinctive and notable building giving this part of Goatstown added variation and identity.”

For completeness, the relevant analysis of flood risk has been completed in accordance with the 2009 Guidelines, which concludes that the site is appropriate for this proposed development.

The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area within which the development is situated and integrates in a cohesive manner.

The proposed development is logically laid out, having regard to the site's terrain and the context in which it sits, improving legibility of the street. Due to the nature of the subject brownfield site, adjacent to existing established and privately owned residential uses, the proposed development will provide a more appropriate use on the subject site when compared to its current use as a car sales premises.

The proposed development and site layout will integrate with and contribute to the legibility of the site from the public domain, when compared to the current car sales showroom and ancillary parking area.

The proposal positively contributes to the mix of uses and/ or building/ dwelling typologies available in the neighbourhood:

The proposal will provide 220 no. student accommodation bedspaces within (walking and cycling distance) 800m of UCD Belfield campus. This will significantly reduce rental pressure in the area, releasing houses for families in need in the local area. The purpose-built student accommodation will provide a quality alternative housing solution to students who might typically have entered a share house in the locality. The proposal therefore contributes to the mix of residential typologies in the area.

At the scale of the site/building

The form, massing and height of proposed developments should be carefully modulated so as to maximise access to natural daylight, ventilation and views and minimise overshadowing and loss of light.

Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision outlined in guides like the Building Research Establishment's 'Site Layout Planning for Daylight and Sunlight' (2nd Edition) or BS 8206-2: 2008 – 'Lighting for Buildings – Part 2: Code of Practice for Daylighting'.

Where a proposal may not be able to fully meet all the requirements of the daylight provisions above, this must be clearly identified and a rationale for any alternative, compensatory design solutions must be set out, in respect of which the planning authority or An Bord Pleanála should apply their discretion, having regard to local factors including specific site constraints and the balancing of that assessment against the desirability of achieving wider planning objectives. Such objectives might include securing comprehensive urban regeneration and or an effective urban design and streetscape solution.

As demonstrated in the suite of documentation prepared by Reddy Architecture, the form and massing of the scheme has been carefully considered to maximise access to natural daylight and minimise overshadowing and loss of light.

The proposed design is centred around a central courtyard, maximising light to the inner floor plate of the building. The same design technique ensure daylight access is maintained to adjoining properties to the rear of the site and overshadowing is reduced. The outlook from the rear will front the landscaped courtyard component of the scheme.

A Sunlight/Daylight and Overshadowing Analysis Report has been prepared by 3D Design Bureau and accompanies the application. The sunlight / daylight analysis assessed the level of light access within rear gardens and windows of neighbouring residential properties, particularly to the north and east of the site at Willowfield Road and Trimbleston.

In relation to the Vertical Sky Component for windows at adjacent dwellings, the report assessed dwellings at nos. 2-8 and nos. 10-16 Willowfield Park and notes;

“The effect on VSC has been assessed for 66 no. windows/rooms across the surrounding properties along 2, 4, 6 and 8 Willowfield Park, 157-164 Trimbleston, 165-166 Trimbleston, The Pine, The Sycamore.

Using the rationale explained in section 3.2 on page 11, the effect to VSC on 48 no. of these windows/rooms would be considered ‘negligible’, 12 no. ‘minor adverse’, 5 no. ‘moderate adverse’ and 1 no. ‘major adverse’.

This shows that circa 73% of the assessed windows would experience a ‘negligible’ level of effect.

The ‘major adverse’ level of impact recorded in this study occurs to the window tagged as ‘W2d’ that serves a commercial property (a real estate agency on 2 Willowfield Park). Another window on the same property (W2a) recorded a ‘moderate adverse’ level of impact. It is important to note that depending on the commercial nature of the room which is served by the affected window, it could be deemed of less importance than a habitable residential room. See Figure 5.1 for reference.

Other 4 no. ‘moderate adverse’ results occur on The Sycamore, on Trimbleston building. As can be seen in Figure 5.2 (in orange), all these windows are located on the ground floor and below balconies, therefore are self-constrained by the overhang. As per the BRE Guidelines, a supplementary ‘No Balcony Study’ has been carried out and showed that if it was not for the overhangs, all windows on The Sycamore would present a ‘negligible’ level of impact, as can be see on section “B.0 Supplementary No Balcony Study” on page 45. ‘Minor adverse’ levels of impact occur on other windows of The Sycamore (yellow windows in Figure 5.2), 165 Trimbleston and 4 Willowfield Park. Windows on The Sycamore building in green in Figure 5.2 recorded a ‘negligible level of effect. The results of the study on VSC can be found in section A.1 on page 28.”

Figure 30 - Extract - figures 5.1 and 5.2 as referenced above from the 3DDB sunlight daylight assessment



The proposed development performs well in regard to daylight and sunlight within the site. The proposal meets the requirements in the *Building Research Establishment’s ‘Site Layout Planning for Daylight and Sunlight’ (2nd Edition)* or *BS 8206-2: 2008 – ‘Lighting for Buildings – Part 2: Code of Practice for Daylighting’* as demonstrated in the accompanying report. Please

refer to the accompanying Daylight & Sunlight Report for further details, including with respect to the other like standards.

Specific Assessments

SPPR 3 also states that specific assessments may be required to support developments ‘*at some or all of these scales*’. The specific assessments are outlined below with a comment included noting how each criterion is addressed, if relevant to the subject proposal;

- *Specific impact assessment of the micro-climatic effects such as down-draft. Such assessments shall include measures to avoid/ mitigate such micro-climatic effects and, where appropriate, shall include an assessment of the cumulative micro-climatic effects where taller buildings are clustered.*

Comment: The proposed building is ‘low rise’ and below 30m in height and the proposed tree planting, will mitigate any minor downdraft conditions. The proposed development is not considered to comprise tall buildings. The proposal is consistent with the adjoining 5 storey development to the north stepping to 4 storeys to the southern boundary. The building ranges in height from 4 storeys to 6 storeys and is not considered to be of such a scale that will impact the micro-climate or create significant downdraft.

A Sunlight/Daylight Analysis Report has been prepared by 3DDB and accompanies the application. The sunlight / daylight analysis assessed the level of light access within rear gardens and windows of neighbouring residential properties, particularly to the north and east of the site at Willowfield Road and Trimbleston as discussed above. Refer to the accompanying report for the full assessment details.

A Sustainable Energy Report prepared by RMCE is also submitted with the proposal. Overall, the proposal will have a positive impact on climate change, contributing a sustainable building design, on a brownfield site in close proximity to public transport.

- *In development locations in proximity to sensitive bird and / or bat areas, proposed developments need to consider the potential interaction of the building location, building materials and artificial lighting to impact flight lines and / or collision.*

Comment: The subject site is not in proximity to such a location. Notwithstanding, the application is accompanied by a Bat Assessment Prepared by Malone O'Regan Environmental and states ‘*the survey area is considered to be of Low Importance for roosting, commuting and foraging bats within the local area as the majority of the Site is heavily illuminated at night and the Site is located within an urban environment*’. The report recommends mitigations outlined within the document and through the implementation of these, ‘*the potential impacts on bats will be reduced and the overall impact from the proposed development on bats will be Negligible*’.

In relation to birds, the EclA prepared by Malone O'Regan Environmental notes that the site is located within a ‘*residential built-up urban area*’ and is not located adjacent to any SPAs. The report states: ‘*it is considered unlikely that the Proposed Development will result in a significant collision risk to local bird species*’ and due to the location in urban environment ‘*it is considered that the Proposed Development will not stand out in its landscape and thus should no impact flight patterns of bird flying over the Site*’.

- *An assessment that the proposal allows for the retention of important telecommunication channels, such as microwave links.*

Comment: The subject site currently does not contain any telecommunication antennae or towers and is not of a significant height (less than 30m) that would impact on telecommunication channels. Notwithstanding, a Telecommunication Report prepared by ISM Ireland accompanies this application. The report concludes that; *'Pursuant to our review, ISM can conclude based on the findings outlined herein, that the proposal being made by the Applicant within its submission to the Planning Authority does not impact any existing Telecommunication Channels to any degree that would warrant mitigation. Therefore, we have not made any recommendations that the Applicant implement any mitigating infrastructure at this time.'*

- *An assessment that the proposal maintains safe air navigation.*

Comment: Similarly, the proposed buildings are not of such a height as to justify any specific assessment in relation to air navigation safety. The CDP does not include any policies or management standards in relation to air navigation safety and there are no known low flight paths near the site. The subject proposal (max. 6 storeys) is consistent with the height of the adjoining building (5 storeys) and will not impact on air safety.

- *An urban design statement including, as appropriate, impact on the historic built environment.*

Comment: An Urban Design Statement has been prepared by Reddy Architecture and Urbanism and accompanies the application. The site is not within a nominated conservation area, does not contain a protected structure nor is it in close proximity to a protected and accordingly a heritage impact assessment is not required.

- *Relevant environmental assessment requirements, including SEA, EIA, AA and Ecological Impact Assessment, as appropriate.*

Comment: The application is accompanied by an AA Screening Report, Ecological Impact Assessment and EIA Screening report as required.

From the above analysis, it is considered that the proposal meets the criteria for higher buildings as set out within the Guidelines on Building Height Guidelines. The site is well placed to absorb a high-density development which is appropriately scaled and designed in the context of its urban surroundings, at a highly accessible location and in close proximity to high frequency public transport. The site also benefits from easy access to UCD as well as connections to Dundrum and other surrounding areas.

The proposals make optimum use of this underutilised area of land which is zoned for residential development (including student housing) and is therefore considered compatible with adjacent existing land uses. The scheme integrates appropriately with the suburban environment and enhances public open space provision.

It is respectfully submitted that the proposed development has had regard to the planning policy framework as set out in the Guidelines and the National Planning Framework. The provision of residential development at this location up to 6 no. storeys is supported by the Urban Development and Building Height Guidelines which encourages increased density and building heights. As such, the proposed development is considered to be in accordance with the provisions of national policy guidelines.

Having regard to the assessment under Section 3.2 of the Guidelines, it is respectfully submitted that the proposed development has had regard to the planning policy framework as set out in the building height guidelines and National Planning Framework. The provision of student accommodation at this location ranging from 1 - 6 no. storeys is supported by the

height guidelines which encourages increased density and building heights at appropriate locations. The proposed development complies with such objectives and is therefore considered to be in accordance with the provisions of national policy guidelines.

Section 4.4 - Policy Approach – Building Height Strategy

Section 4.4 of the Building Height Strategy states:

“To ensure application of the 4 SPPRs and having regard to the other content of the Guidelines a number of policies have been formulated, which support increased building height and/or taller buildings at appropriate locations while ensuring adequate protection of residential amenities and the very unique character and environmental sensitivities of the County. A very detailed Performance Management Criteria table has also been developed. It is overall policy that all proposals for increased height and/or taller buildings;

- over and above the benchmarks of three to four storey in what are called residual suburban areas or*
- in other identified areas as set out in Policy BH1 below*
- above what is set out in any of the Local Area Plans or*
- above any other specified heights in this plan (SUF) must be assessed in accordance with the criteria set out in Section 5.”*

Policy Objective BHS1 and BHS 2

Policy Objective BHS 1 - Increased Height states:

*“It is a policy objective to support the consideration of increased heights and also to consider taller buildings where appropriate in the Major Town Centres of Dún Laoghaire and Dundrum, the District Centres of Nutgrove, Stillorgan, Blackrock, and Cornelscourt, within the Sandyford UFP area, UCD and in suitable areas well served by public transport links (i.e. within 1000 metre/10 minute walk band of LUAS stop, DART Stations or Core/Quality Bus Corridor, 500 metre/5 minute walk band of Bus Priority Route) provided that proposals ensure a balance between the reasonable protection of existing amenities and environmental sensitivities, protection of residential amenity and the established character of the area. (NP0 35, SPPR 1& 3). Having regard to the Building Height Guidelines and more specifically in order to apply SPPR 3 there may be instances where an argument can be made for increased height and/or taller buildings in the areas mentioned above. In those instances, any such proposals must be assessed in accordance with the performance based criteria set out in table 5.1 which is contained in section 5. The onus will be on the applicant to demonstrate compliance with the criteria. **Within the built-up area of the County increased height can be defined as buildings taller than prevailing building height in the surrounding area. Taller buildings are defined as those that are significantly taller (more than 2 storeys taller) than the prevailing height for the area”** (emphasis added).*

In response to BHS1, it is submitted that the site is located within 1000m of the S4 bus stop on Bird Avenue. The bus route operates on a 10 minute frequency and is within 1,000m of the site as required by BHS1. In addition, the no. 11 bus stop is within a 2 minute walk of the site (140m) and operates on a 20 min frequency at peak times. The S6 bus stop is located 700m to the south of the site and operates on a 15 minute frequency during peak hours. This site is also within walking distance of Dundrum Luas. It is respectfully submitted that given the range of services available in close proximity to the site, it is reasonable to conclude that the site is well served by public transport.

It is also noted that students will be in a position to plan their travel to required destinations via the available proximate routes. Transport for Ireland provides an interactive online tool that enables users to plan journeys, with real time information on Bus & Rail services on a nationwide basis. Notwithstanding the availability of public transport, students of the PBSA will ultimately attend UCD and are most likely to walk or cycle to the college campus where a wide range of facilities are available, including shops, pharmacy, doctors etc.

Accordingly, given the above, it is submitted that the site is considered to be a suitable site to accommodate 'increased height'. The subject proposal is 4-6 storeys and reaches a maximum height of 6 storeys. Trimbleston which directly adjoins the site to the north accommodates a building height ranging from 4 to 5 storeys. The Grove located 200m from the site also reaches 5 storeys and the adjoining Errew House reaches 4 storeys in height. It is therefore respectfully submitted that the subject proposal is not more than 2 storeys taller than the prevailing building height in the environs of the site, which is in the range of 2 to 5 storeys.

Figure 31 - Walking route to the S4 bus stop from the site

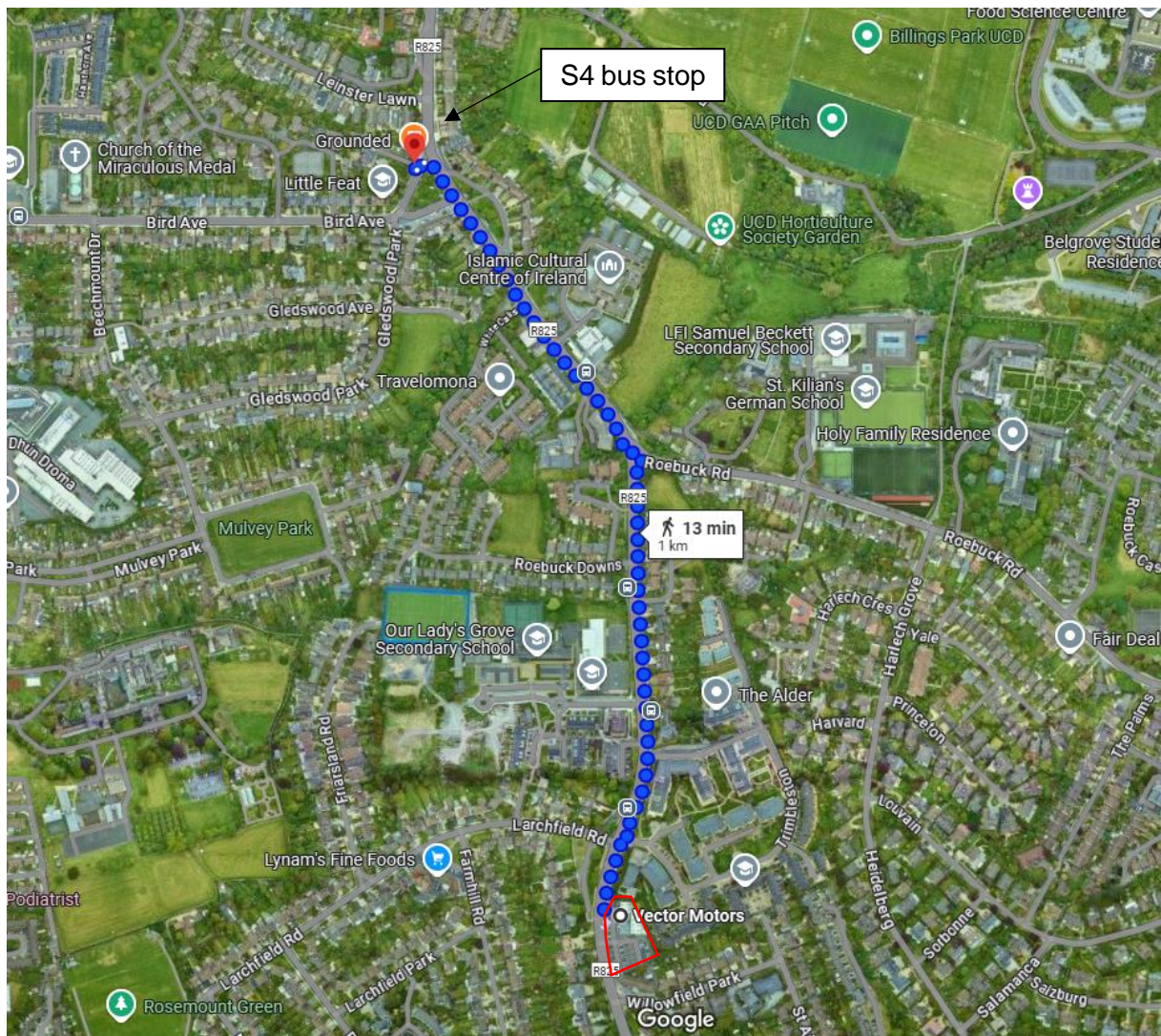
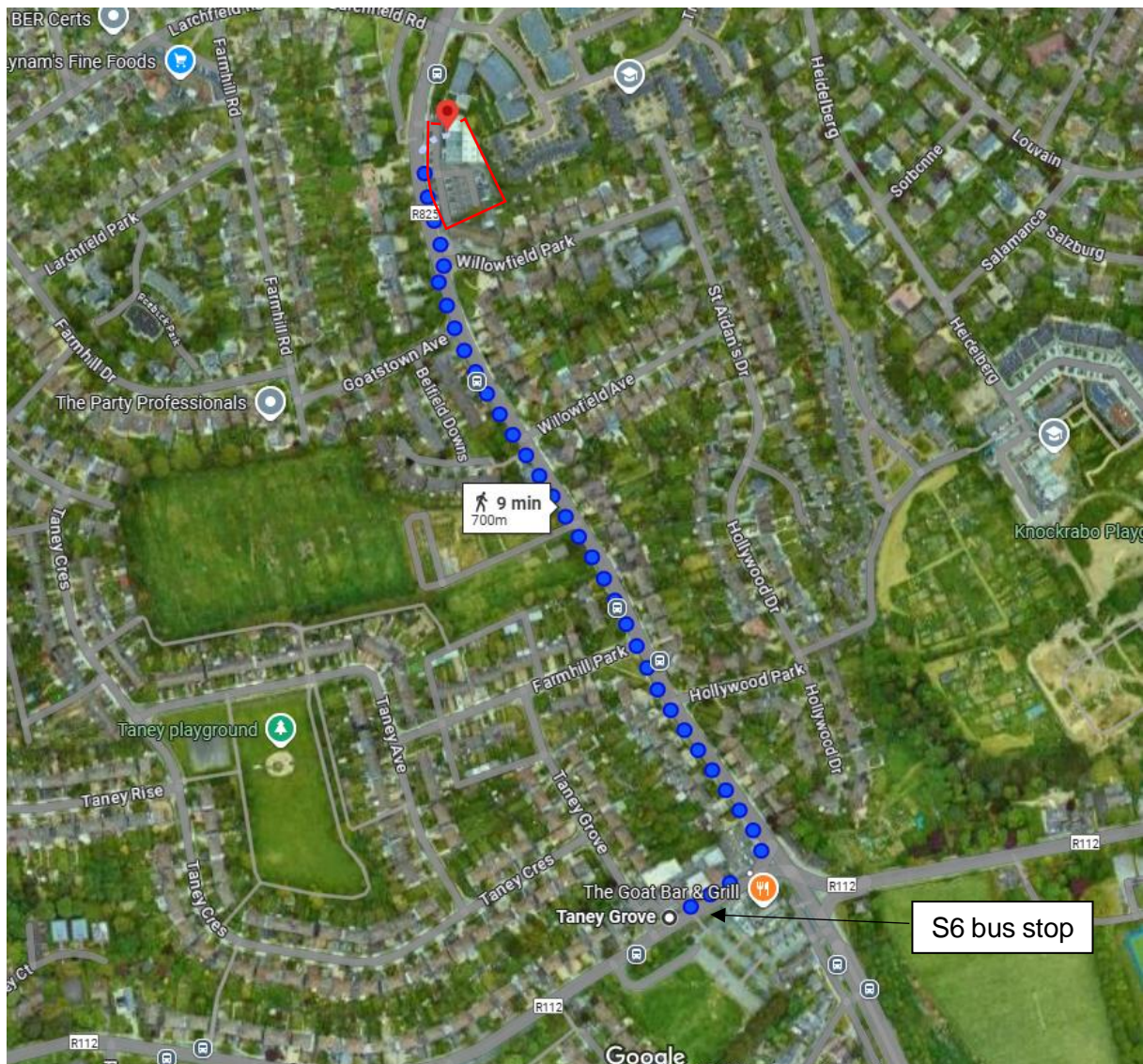


Figure 32 - Walking route to the 11 bus stop from the site

Figure 33 - Walking route to the S6 bus stop from the site

Policy Objective BHS 2 – Building Height in areas covered by an approved Local Area Plan or Urban Framework Plan (UFP must form part of the County Plan) states:

“It is a policy objective to promote and support proposed heights as set out in any approved statutory Local Area Plans and as set out for certain areas in this draft County Development Plan (Sandyford Urban Framework Plan area, Dundrum Urban Framework Plan Area and Dun Laoghaire Urban Framework Plan area).”

*Having regard to the Building Height Guidelines and more specifically in order to apply SPPR 3 there may be instances where an argument can be made for increased height and/or taller buildings in the areas mentioned above **on the basis of placemaking**. In those instances, any such proposals must be assessed in accordance with the performance based criteria set out in table 5.1 which is contained in section 5. The onus will be on the applicant to demonstrate compliance with the criteria.*

Within the built-up area of the County increased height can be defined as buildings taller than prevailing building height in the surrounding area. Taller buildings are defined as those that are significantly taller (more than 2 storeys taller) than the prevailing height for the area.” (emphasis added).

Response: The subject site is located in the area covered by the Goatstown LAP 2022 (now expired). Where the LAP was expired when the Development Plan was adopted, the Building Height Strategy at Appendix 5 makes reference to the expired LAP and the heights setout within. It is respectfully submitted that the subject site is suitable to accommodate increased building height at this location. As demonstrated throughout this report, the existing development on the site is out of place and does not complement the character of the existing built form on Goatstown Road. The Vector motors site comprises a flat roofed building and is out of character with the neighbouring buildings and so the proposed development is more in character with the neighbourhood, making a positive contribution to the neighbourhood. The proposed development has been carefully designed to deliver a built form which will contribute positively to the streetscape and enhance placemaking in the immediate area. We refer to the accompanying TVIA by ParkHood which states:

“The proposal would effectively balance and visually correlate to the broad width of Goatstown Road and integrate with the architecture, form, scale and mass of the recent developments to the immediate north at Trimbleston and The Grove making a positive contribution to place-making. It will discernibly step down towards Willowfield Park. The collective will provide enhanced townscape sense of place and legibility while offering variation and relief from the prevailing similar and repetitive building type in Goatstown.”

The TVIA further states that:

“The road pattern and public realm areas towards Goatstown Road will be unaffected. The public realm is enhanced allowing for the planting of 12 no. street trees (at semi-mature size) and these works that will more than compensate for the loss of any existing vegetation as well as assisting in place-making. Further landscape works are proposed on courtyard areas and roof gardens and these will enhance the amenity, ecological worth and landscape vegetation cover comparative to the existing situation.”

As clearly outlined in objective BHS2 above, opportunity exists, in accordance with the expressed terms of the Plan for an argument to be made for increased height and/or taller buildings on the basis of placemaking. The below images illustrate the existing nearby built-form in the area which demonstrates the emerging built form in the area.

Figure 34 - Image of 5 storey development at Trimbleston

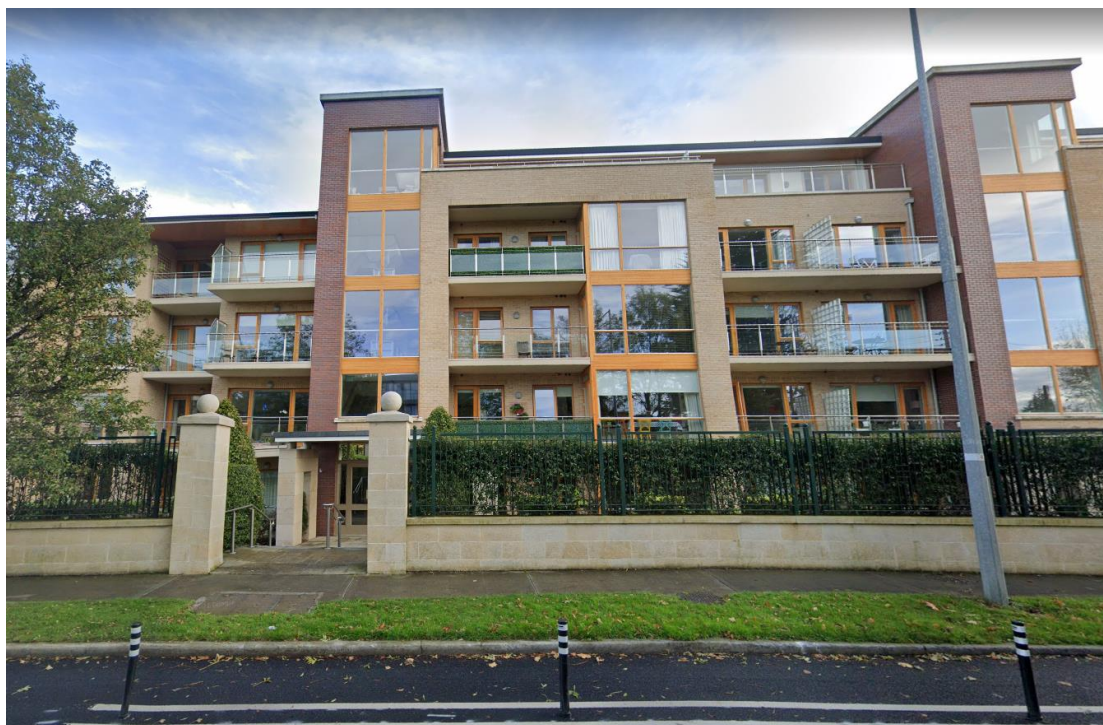


Figure 35 - Image of 5 storey development at Trimbleston



Figure 36 - Image of 5 storey development at The Grove, Goatstown Road (c. 200m from the subject site).



Figure 37- Image of 5 storey development at Trimbleston



The proposed building is not more than 2 storeys higher than the prevailing building height. This is illustrated in the below plan, extracted from the accompanying Reddy Architecture Design Statement.

Figure 38 – Location of existing 4 & 5 storey development in vicinity of site

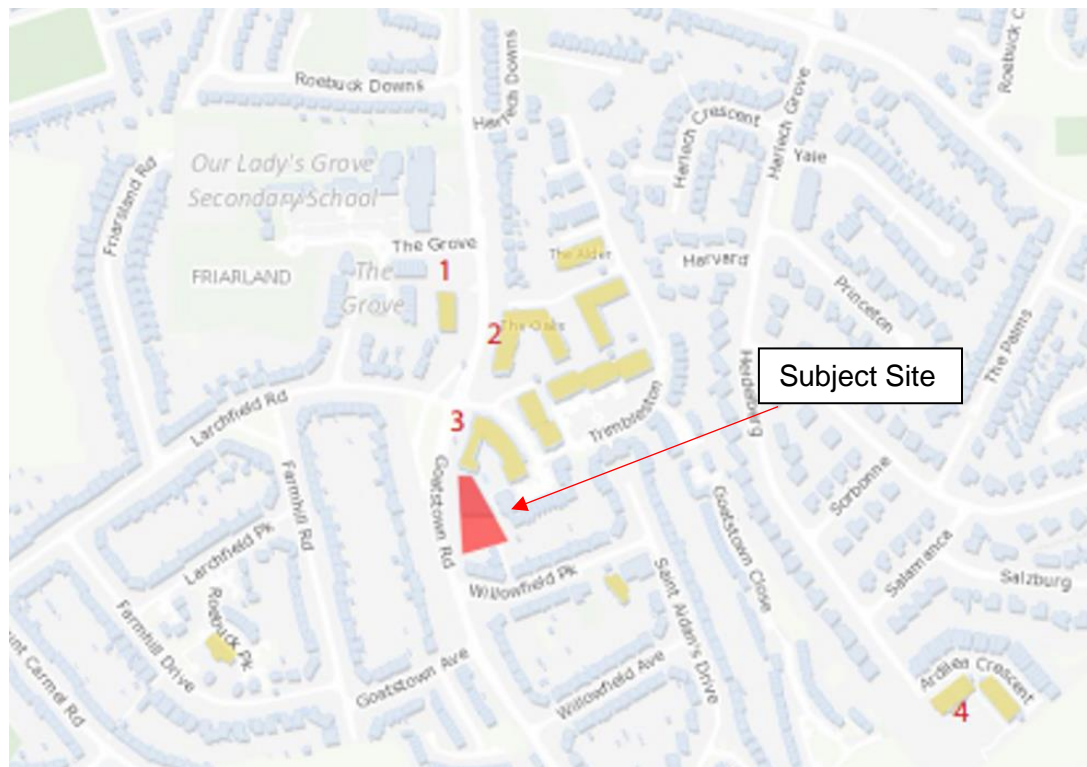


Figure 39 - Response to Table 5.1 of the Building Height Strategy

<u>At County Level</u>	
Criteria	<i>Proposal assists in securing objectives of the NPF, in terms of focusing development in key urban centres, fulfilling targets in relation to brownfield, infill development and delivering compact growth.</i>
DM Requirement	-
Response:	As set out in detail at Section 4.1 above, the proposal provides 220 additional purpose-built bed spaces and contributes to the delivery of the NPF objectives in relation to brownfield and urban infill sites. The proposal assists in securing a number of National Policy Objectives (NP02a, NPO3a, NPO3b, NPO4, NPO11, NPO13, NPO27, NPO33, NPO35).
Criteria	<i>Site must be well served by public transport – i.e. within 1000 metre/10 minute walk band of LUAS stop, DART Stations or Core/Quality Bus Corridor, 500 metre/5 minute walk band of Bus Priority Route - with high capacity, frequent service and good links to other modes of public transport.</i>
DM Requirement	-
Response	The site is located within 1000m of the S4 bus stop on Bird Avenue. The bus route operates on a 10 minute frequency and is within 1,000m of the site as required. In addition, the no. 11 bus stop is within a 2 minute walk of the site (140m) and operates on a 20 min frequency at peak times. The S6 bus stop is located 700m to the south of the site and operates on a 15 minute frequency during peak hours. It is respectfully submitted that given the range of services available in close proximity to the site, it is reasonable to conclude that the site is <i>well served by public transport</i> .

Taking the totality of all the options available via public transport the site can be considered to be well served by public transport. This is in addition to the profile of residents using the site being students who will predominately be focused on transport to and from UCD, as set out in the accompanying Traffic and Transport report by NRB.

The site is a suitable location for student accommodation on this basis. The underlying rationale for the above criteria is therefore complied with. We again refer to the para 475 of the Jennings Case as referenced earlier in this report which accepted that students would occupy the site and would therefore frequent UCD as the main focus point of travel.

Existing bus stops south of the site (Source: NRB Consulting Engineers)



Existing bus stops in the vicinity of the site (Source: NRB Consulting Engineers)




We also note that further high frequency, high-capacity Luas services are located within walking distance of the site at the Dundrum Luas stop, 1.3km (14-minute walk) from the site. The site is also within close proximity to UCD (800m) and Dundrum town centre (1.5km). See figure below.

The proposed student accommodation will be highly accessible to UCD by direct cycle lane and pedestrian path. It is anticipated that students utilising this accommodation option will be attending UCD. UCD also comprises numerous other facilities such as medical centres, sports centres, restaurants, bars, play fields and shops. It is anticipated that the campus will serve the majority of resident's needs.

	<p>Extract from map within the Urban Design Statement prepared by Reddy Architecture</p> <p>Connectivity to the Site - Context</p> <p>In accordance with Guidelines on Residential Developments for Third Level Students* (2005), and any amendment thereof and the provisions of The National Student Accommodation Strategy (2017), the proposed development is within 1km distance from the boundary of a Third Level Institute - UCD Roebuck Entrance. In addition the site has a wide range of transport options. Public bus and LUAS stops offer easily accessible public infrastructure to the city centre and Dundrum directly adjacent to the site.</p>
<p>Criteria</p>	<p><i>Proposal must successfully integrate into/enhance the character and public realm of the area, having regard to topography, cultural context, setting of key landmarks.. In relation to character and public realm the proposal may enclose a street or cross roads or public transport interchange to the benefit of the legibility, appearance or character of the area</i></p>
<p>DM Requirement</p>	<p>Landscape and visual assessment by suitably qualified practitioner. Urban Design Statement. Street Design Audit (DMURS 2019).</p>

<p>Response</p>	<p>A Townscape and Visual Impact Assessment has been undertaken by Parkhood Landscape Architects and accompanies the application. Photomontages from 14 no. view locations prepared by 3D Design Bureau have also been prepared. In relation to the receiving environment, the assessment notes;</p> <p><i>‘The Application Site comprises a set of functional buildings set aside a large car park. It does have a presentable and tidy character in commercial terms but such a land-use would be categorised as poor townscape of low sensitivity and very capable of accommodating change. This would have been a key factor in the Goatstown LAP designating this site as a notable redevelopment opportunity.</i></p> <p><i>The site carries no environment, amenity, heritage, visual amenity or landscape designations and possesses nothing that would be categorised as sensitive in terms of townscape character, notable features or vegetation. The buildings are basic structures in design terms and parking areas are purely practical presenting a utilitarian landscape that would be rated as low quality and value in townscape and visual terms.’</i></p> <p>The impact on Goatstown Road is assessed as follows;</p> <p><i>‘In broad terms, a proposal of this nature and scale will become part of the integrity, legibility and identity of this section of Goatstown Road.... The architecture and mass is compatible with the adjacent Trimbleston and nearby Grove developments which have both demonstrated that Goatstown Road is broad enough to be able to absorb higher buildings without causing detriment....</i></p> <p><i>The road pattern and public realm areas towards Goatstown Road will be unaffected. The public realm is increased and enhanced allowing for the planting of approximately 12 no. street trees (at semi-mature size) and enhanced landscape works that will more than compensate for the loss of any existing vegetation as well as assisting in place-making. Further landscape works are proposed on courtyard areas and roof gardens and these will enhance the amenity, ecological worth and landscape vegetation cover comparative to the existing situation.’</i></p> <p>The scale of the proposed development is considered to integrate appropriately with its surroundings. The proposed building height takes cognisance of the scale, height and proximity of neighbouring properties and maximises the topography of the site to ensure that the 6 no. storey building is not obtrusive in the surrounding features of the urban environment.</p> <p>The existing car sales room and parking area is out of character with surrounding built form. The site contains a flat roofed building, located to the rear of the site, providing no street interaction or urban edge. This is in contrast to the adjoining Trimbleston scheme which fronts the street and addresses the public realm. The proposed development will continue and complement the existing established urban character as shown in the image below (see figure below).</p>
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	<p>View of the proposed scheme adjacent to Trimbleston, looking south from Goatstown Road</p>  <p>The Visual Impact Statement concludes that:</p> <p><i>‘The proposal would effectively balance and visually correlate to the broad width of Goatstown Road and integrate with the architecture, form, scale and mass of the recent developments to the immediate north at Trimbleston and The Grove making a positive contribution to place-making. It will discernibly step down towards Willowfield Park. The collective will provide enhanced townscape sense of place and legibility while offering variation and relief from the prevailing similar and repetitive building type in Goatstown.’</i></p>
Criteria	<i>Protected Views and Prospects: Proposals should not adversely affect the skyline or detract from key elements within the view whether in foreground, middle ground or background. A proposal may frame an important view.</i>
DM Requirement	-
Response	There are no protected views in the vicinity of the site.
Criteria	<i>Infrastructural carrying capacity of area as set out in Core Strategy of CDP, relevant Urban Framework Plan or Local Area Plan.</i>
DM Requirement	-
Response	<p>A Confirmation of Feasibility letter has been provided by Irish Water – refer to Appendix IV of the Civil Engineering Report by BMCE.</p> <p>In relation to services, we note the proximity of the site to UCD campus which provides the social infrastructure and services required by students of the proposed development.</p>
<i>At District/Neighbourhood/Street Level</i>	
Criteria	<i>Proposal must respond to its overall natural and built environment and make a positive contribution to the urban neighbourhood and streetscape.</i>
DM Requirement	<i>Proposal should demonstrate compliance with the 12 criteria as set out in “Sustainable Residential Development in Urban areas, Guidelines for Planning Authorities” 2009. Street Design Audit (DMURS 2019).</i>
Response	The application is accompanied by a Design Statement prepared by Reddy Architecture and Urbanism which addresses each of the 12

	criteria design principles as set out in “Sustainable Residential Development in Urban areas, Guidelines for Planning Authorities” 2009. The principles are also set out in Appendix 2 below.
Criteria	<i>Proposal should not be monolithic and should avoid long, uninterrupted walls of building in the form of slab blocks.</i>
DM Requirement	Design Statement.
Response	As detailed in the Design Statement prepared by Reddy Architects, The proposal specifically has taken account of the need to break up the mass of the building, including articulation and pop out elements on the Goatstown Road façade. The proposals incorporate a brick finish, with extensive glazed elements, iodised window frames and high-quality external finishes and paving, in combination with soft landscaping.
Criteria	<i>Proposal must show use of high quality, well considered materials.</i>
DM Requirement	Design Statement. Building Life Cycle Report.
Response	<p>The proposals incorporate a brick finish, with glazed elements and metal cladding in addition to high-quality external finishes and paving, in combination with soft landscaping.</p> <p>The Urban Design Report details the rationale for the scheme fronting Goatstown Road, stating that the:</p> <p><i>‘A distinctive front facade to Goatstown Road offers the building a unique identity. The front entrance forms the focal point easily distinguished as the primary facade, features include:</i></p> <ul style="list-style-type: none"> - <i>Brick finish with brick return detailing</i> - <i>Recessed metal cladding / brick / rendered panels</i> - <i>Protruding bay windows</i> - <i>Glazed Curtain Walling with a selected Aluminium Windows/Doors.</i> <p>A Building Lifecycle Report prepared by RAU also accompanies the application.</p>
Criteria	<i>Proposal where relevant must enhance urban design context for public spaces and key thoroughfares and marine or river/stream frontage.</i>
DM Requirement	Must also meet the requirements of “The Planning System and Flood Risk Management Guidelines for Planning Authorities, 2009”.
Response	The application site is not located on a marine/stream frontage. Please refer to FRA prepared by BMCE in accordance with the “The Planning System and Flood Risk Management Guidelines for Planning Authorities, 2009”.
Criteria	<i>Proposal must make a positive contribution to the improvement of legibility through the site or wider urban area. Where the building meets the street, public realm should be improved</i>
DM Requirement	-
Response	The scheme has a clear identity, being physically separate from adjoining development and will contribute positively to the streetscape. Access to the site is clearly identifiable to the average passer-by with a concierge located at the front of the site at ground level. A clear pedestrian path is provided to this point, from Goatstown Road. The proposed treatment of the site frontage remains open to Goatstown

	<p>Road, successfully integrating with and improving the existing public realm.</p> <p>It is considered that the proposal introduces a high-quality development at an underutilised area of land within a suburban context which is zoned for residential development. The sensitive design and scale of development is considered to make a positive contribution to the urban neighbourhood through the re-establishment of a building line and streetscape. As detailed within the accompanying Photomontages and Visual Impact Assessment, the proposal visually integrates successfully with the surrounding suburban landscape. The proposed presents a significant improvement on the site when compared to the existing use of the site which presents a gap in the building line and is inconsistent with the surrounding land uses.</p> <p>The existing site conditions present a poor interface with the public realm and parking dominates the boundary with no active uses or building line at ground level. As noted in the TVIA:</p> <p><i>‘Any assessment must be measured against that of the situation that pertains at present and the current site contributes little to local townscape and has limited aesthetic appeal. In broad terms, a proposal of this nature and scale will become part of the integrity, legibility and identity of this section of Goatstown Road.’</i></p> <p><i>‘The current site and setting contributes little to the character or quality of this part of the city. The principle of this type of townscape change at this location is specifically endorsed in the County Development Plan being Zoned ‘A’ with a stated objective ‘To protect and/or improve residential amenity’. This development will signify a fresh phase or stage for this site which will have substantial effects on areas closer to the proposed development but the baseline setting ensures this can be successfully absorbed without causing any adverse townscape / landscape effects. The completed building will improve the quality and character of this part of Goatstown that would symbolise progress, rational townscape evolution and positivity in line with the Development Plan objective.’</i></p> <p>The proposed scheme interacts with the public domain, includes landscaping and planting on the boundary and will include active uses in the form of student amenity spaces at ground floor. The scheme encourages interaction with the public domain and will greatly improve the existing conditions on Goatstown Road.</p>
Criteria	<i>Proposal must positively contribute to the mix of uses and /or building/dwelling typologies available in the area</i>
DM Requirement	Design Statement
Response	<p>The proposal will provide 220 no. student accommodation bedspaces within (walking and cycling distance) 800m of UCD Belfield campus. This will significantly reduce rental pressure in the area, releasing houses for families in need in the local area. The purpose-built student accommodation will provide a quality alternative housing solution to students who might typically have entered a share house in the locality. Please see Reddy Architecture Design Statement enclosed.</p>

	The proposal will add to the range and mix of uses and typologies in the area which comprises predominantly of houses and apartments.
Criteria	<i>Proposal should provide an appropriate level of enclosure of streets or spaces.</i>
DM Requirement	Design Statement
Response	<p>The proposed development and site layout will integrate with and contribute to the legibility of the road from the public domain, when compared to the current car sales showroom and ancillary parking area. The proposed design is centred around a central courtyard which contributes to a sense of place and enclosure with pedestrian footpath linking to Goatstown Road. The outlook from the rear will front the landscaped courtyard component of the scheme.</p> <p>The existing building on the site is setback from the road and does not provide any interaction at street level. The proposed development will provide a strong urban edge, continuing the building line established by the adjoining Trimbleston development. The curve of the road and the site is reflected in the design of the building which provides a direct interface with the street. Enhanced landscaping will improve the public domain on Goatstown Road.</p>
Criteria	<i>Proposal should be of an urban grain that allows meaningful human contact between all levels of buildings and the street or spaces.</i>
DM Requirement	-
Response	<p>The proposed development is logically laid out, having regard to the site's terrain and the context in which it sits, improving legibility of the street. The proposal specifically has taken account of the need to break up the mass of the building, including articulation and pop out elements on the Goatstown Road façade. The central courtyard and internal amenity spaces throughout the development encourages human contact, with shared kitchen/living/dining areas provided throughout. The stepped nature of the building addressing the road creates and presents an urban grain that is in keeping with the scale of the adjoining Trimbleston development.</p>
Criteria	<i>Proposal must make a positive contribution to the character and identity of the neighbourhood</i>
DM Requirement	-
Response	<p>The Vector motors site with a flat roofed building is out of character with the neighbouring buildings and so the proposed development is more in character with the neighbourhood and therefore makes a positive contribution to the neighbourhood.</p> <p>It is considered that the proposal introduces a high-quality development at an underutilised area of land within a suburban context which is zoned for residential development and will make a positive contribution to the receiving urban environment. The sensitive design and scale of development is considered to make a positive contribution to the urban neighbourhood through the re-establishment of a building line and streetscape. As detailed within the accompanying Photomontages and Townscape and Visual Impact Assessment (TVIA) by Parkhood Landscape Architects, the proposal visually integrates successfully with the surrounding suburban landscape.</p> <p>The chosen brick finishes are of high-quality and will integrate successfully with the adjoining development, delivering a development</p>

	that will stand the test of time and contribute successfully to the existing and emerging character of the area.
Criteria	<i>Proposal must respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbouring properties</i>
DM Requirement	-
Response	The design approach respects the form and buildings adjoining the site. Trimbleston to the (north and east) comprises duplexes, terraced housing and apartments which range from 5 storeys (to the north) down to 2-3 storeys (to the east). The proposed development is in keeping with this density and scale of development, stepping down towards boundary where relevant (rear and south). The proposal steps to a single storey at the south-eastern boundary, respectful of the existing residential units to the rear. This is a significant amendment when compared with the previous application on the site and sets the building further away from Trimbleston to the rear.
<i>At site/building scale</i>	
Criteria	<i>Proposed design should maximise access to natural daylight, ventilation and views and minimise overshadowing.</i>
DM Requirement	Must address impact on adjoining properties/spaces
Response	The accompanying Daylight & Sunlight Analysis report prepared by 3D Design Bureau notes no significant overshadowing effects to neighbouring properties arising from the proposed development. The scheme has been amended since the previous application to reduce potential impacts on adjoining properties to the east. The proposed development also performs well in regard to daylight and sunlight within the site.
Criteria	<i>Proposal should demonstrate how it complies with quantitative performance standards on daylight and sunlight as set out in BRE guidance "Site Layout Planning for Daylight and Sunlight" (2nd Edition). Where a proposal does not meet all the requirements, this must be clearly identified and the rationale for any alternative, compensatory design solutions must be set out. On relatively unconstrained sites requirements should be met.</i>
DM Requirement	-
Response	As noted above, the proposed development performs well in regard to daylight and sunlight within the site. The proposal meets the requirements in the <i>Building Research Establishment's 'Site Layout Planning for Daylight and Sunlight' (2nd Edition)</i> or <i>BS 8206-2: 2008 – 'Lighting for Buildings – Part 2: Code of Practice for Daylighting'</i> as demonstrated in the accompanying report. The accompanying assessment by 3DDB states: <i>"In cases where rooms comply with the criteria of BR 209 but do not meet the criteria of I.S. EN 17037, it is the recommendation of 3D Design Bureau that these rooms will appear adequately daylight. This recommendation is based on the fact that BR 209 provides room-specific criteria, unlike I.S. EN 17037. BR 209 considers the varying daylight requirements for different room types, which I.S. EN 17037 does not account for."</i>

	<p><i>“Based on the above statements, a rationale has been provided by the project architect where rooms do not achieve the daylight provision targets as set out in the BRE Guidelines:</i></p> <p><i>“The scheme provides high quality internal and external amenity space. The café area at ground floor has an East-West orientation and direct access to the courtyard. All Units have access to a number of high quality rooftop amenity areas varying in size and orientation giving residents a broad range of options.”</i></p> <p><i>“The rationale for all instances of non-compliance with the BR 209 criteria that can be attributed to the effect that trees have on daylight, is that the provision of trees is an important aspect of the proposed site layout. Where trees affect daylight potential, a conscious decision has been made by the design team in balancing daylight provision with an appropriate level of foliage.</i></p> <p><i>Given the site constraints on the proposed site and the fact that an appropriate level of density is being targeted, the results of the SDA study could be considered to be favourable.”</i></p> <p>Please refer to the accompanying Daylight & Sunlight Report for further details.</p>
Criteria	<i>Proposal should ensure no significant adverse impact on adjoining properties by way of overlooking overbearing and/or overshadowing</i>
DM Requirement	-
Response	<p>As demonstrated in the suite of documentation prepared by Reddy Architecture, the form and massing of the scheme has been carefully considered to maximise access to natural daylight and minimise overshadowing and loss of light. The proposed design is centred around a central courtyard, maximising light to the inner floor plate of the building. The same design technique ensure daylight access is maintained to adjoining properties to the rear of the site and overshadowing is reduced.</p> <p>A Sunlight/Daylight and Overshadowing Analysis Report has been prepared by 3D Design Bureau and accompanies the application. The sunlight / daylight analysis assessed the level of light access within rear gardens and windows of neighbouring residential properties, particularly to the north and east of the site at Willowfield Road and Trimbleston.</p> <p>The design approach is based on a need to protect the amenities of the surrounding residential developments. Trimbleston to the (north and east) comprises duplexes, terraced housing and apartments which range from 5 storeys (to the north) down to 2-3 storeys (to the east). The proposed development is in keeping with this density and scale of development, stepping down towards boundary where relevant (rear and south).</p> <p>In terms of setbacks, the proposed development is setback more than 22m at the south-eastern corner where a gable wall is then included without windows to mitigate overlooking. On the north-eastern boundary similar mitigation measures are included in the form of a gable wall without windows to avoid overlooking.</p>

On the southern boundary, angled windows have been carefully designed to minimise overlooking albeit noting the neighbourhood centre building is off-set from the property boundary and does not directly front the site. It is further noted that the majority of the first floor units are utilised as commercial properties.

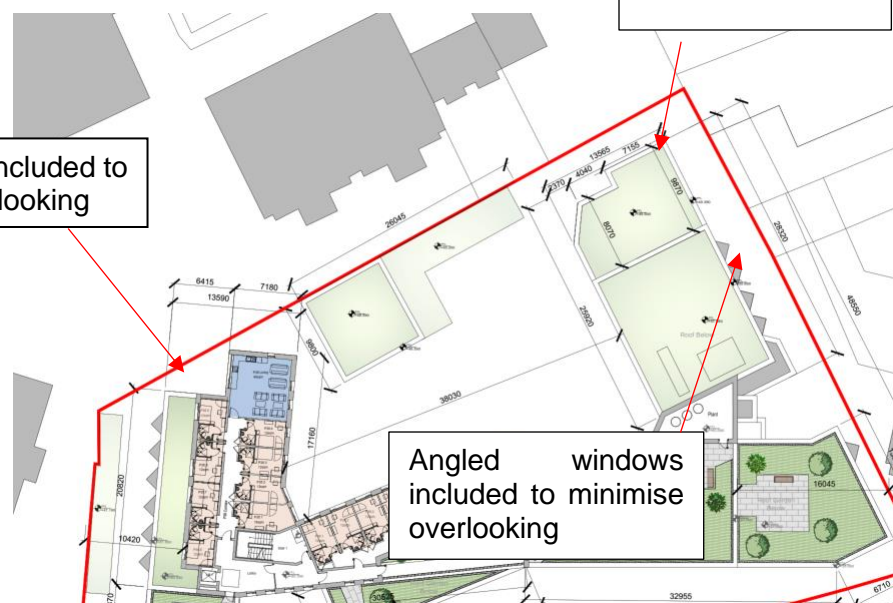
On the northern boundary, the existing Trimbleston development includes a blank façade adjoining the site. We also note the presence of existing mature screen planting on the adjoining property boundary. In addition, the fifth floor level has been setback 18m from Trimbleston. Angled windows have also been provided to avoid overlooking.

View from the subject site to the brick elevation of Trimbleston on the northern boundary of the site



+22m setback from Trimbleston

Gable wall included to reduce overlooking



Angled windows included to minimise overlooking

Criteria	<i>Proposal should not negatively impact on an Architectural Conservation Area (ACA) or the setting of a protected structure</i>
DM Requirement	-

Response	The site is not within or adjacent to an ACA.
County Specific Criteria	
Criteria	<i>Having regard to the County's outstanding architectural heritage which is located along the coast , where increased height and/or taller buildings are proposed within the Coastal area from Booterstown to Dalkey the proposal should protect the particular character of the coastline. Any such proposals should relate to the existing coastal towns and villages as opposed to the coastal corridor.</i>
DM Requirement	An urban design study and visual impact assessment study should be submitted and should address where appropriate views from the sea and/or piers
Response	The subject site is not located within a Coastal area.
Criteria	<i>Having regard to the high-quality mountain foothill landscape that characterises parts of the County any proposals for increased heights and/or taller building in this area should ensure appropriate scale, height and massing so as to avoid being obtrusive.</i>
DM Requirement	An urban design study and visual impact assessment study should be submitted.
Response	<p>The site is not located in foothill landscape. The Townscape & Visual Impact Assessment prepared by Parkhood accompanies this submission and states in respect of the proposal:</p> <p><i>'This development will signify a fresh phase or stage for this site which will have substantial effects on areas closer to the proposed development but the baseline setting ensures this can be successfully absorbed without causing any adverse townscape / landscape effects. The completed building will improve the quality and character of this part of Goatstown that would symbolise progress, rational townscape evolution and positivity in line with the Development Plan objective.'</i></p> <p>The site is not located within a specific mountain foothill landscape.</p>
Criteria	<i>Additional specific requirements (Applications are advised that requirement for same should be teased out at pre-planning's stage).</i>
DM Requirement	-
Response	n/a
Criteria	<i>Specific assessments such as assessment of microclimatic impacts such as down draft.</i>
DM Requirement	-
Response	<p>The proposed building is 'low rise' and below 30m in height and the proposed tree planting, will mitigate any minor downdraft conditions. The proposed development is not considered to comprise tall buildings. The proposal is consistent with the adjoining 5 storey development to the north stepping to 4 storeys to the southern boundary. The building ranges in height from 4 storeys to 6 storeys and is not considered to be of such a scale that will impact the micro-climate and down draft.</p> <p>A Sunlight/Daylight Analysis Report has been prepared by 3D Design Bureau and accompanies the application. The sunlight / daylight analysis assessed the level of light access within rear gardens and windows of neighbouring residential properties, particularly to the south and east of the site at Willowfield Road and Trimbleston. The report concludes:</p>

	<p><i>“In total 13 no. spaces have been assessed. Using the rationale explained in section 3.2 on page 11, all gardens would experience a ‘negligible’ level of effect.</i></p> <p><i>100% of these outdoor spaces have met the criteria for effect on sunlighting as set out in the BRE Guidelines.”</i></p>
Criteria	<i>Potential interaction of building, materials and lighting on flight lines in locations in proximity to sensitive bird/bat areas.</i>
DM Requirement	-
Response	<p>The application is accompanied by a Bat Assessment prepared by Malone O'Regan Environmental. No bats were recorded on the site. Bat Sensitive lighting has been included across the site. The assessment concludes:</p> <p><i>“Overall, the Site is considered to be of low local importance for commuting and foraging bats. It is considered that if the mitigation measures presented within this report are followed, the potential impacts on bats will be reduced and the overall impact from the Proposed Development on bats will be Low-Negligible.”</i></p> <p>In relation to birds, the EcIA prepared by Malone O'Regan Environmental notes that the site is located within a ‘residential built-up urban area’ and is not located adjacent to any SPAs. The report states:</p> <p><i>‘it is considered unlikely that the Proposed Development will result in a significant collision risk to local bird species’ and due to the location in urban environment ‘it is considered that the Proposed Development will not stand out in its landscape and thus should no impact flight patterns of bird flying over the Site’.</i></p>
Criteria	<i>Assessment that the proposals allows for the retention of telecommunications channels, such as microwave links.</i>
DM Requirement	-
Response	<p>The subject site currently does not contain any telecommunication antennae or towers and is not of a significant height (less than 30m) that would impact on telecommunication channels. Notwithstanding, the accompanying Telecommunication Report by ISM states:</p> <p><i>“Pursuant to our review, ISM can conclude based on the findings outlined herein, that the proposal being made by the Applicant within its submission to the Planning Authority does not impact any existing Telecommunication Channels to any degree that would warrant mitigation. Therefore, we have not made any recommendations that the Applicant implement any mitigating infrastructure at this time.”</i></p>
Criteria	<i>An assessment that the proposal maintains safe air navigation.</i>
DM Requirement	-
Response	<p>The proposed buildings are not of such a height as to require any specific assessment in relation to air navigation safety. The CDP does not include any policies or management standards in relation to air navigation safety and there are no known low flight paths near the site. The subject proposal (4 – 6 storeys) is consistent with the height of the adjoining building (5 storeys) and will not impact on air safety.</p>

Criteria	<i>Relevant environmental assessment requirements, including SEA, EIA (schedule 7 information if required), AA and Ecological Impact Assessment, as appropriate.</i>
DM Requirement	-
Response	The application is accompanied by an AA Screening Report, Ecological Impact Assessment and EIA Screening report as required.
Criteria	<i>Additional criteria for larger redevelopment sites with taller buildings</i>
DM Requirement	-
Response	The proposed site is not considered to be a 'large redevelopment site' being c. 0.34ha or include 'taller buildings'. Notwithstanding, the scheme has a clear identity, being physically separate from adjoining development and will contribute positively to the streetscape. Access to the site is clearly identifiable to the average passer-by with a concierge located at the front of the site at ground level. A clear pedestrian path is provided to this point, from Goatstown Road.
Criteria	<i>Proposal should make a positive contribution to place making, incorporating new streets where appropriate, using massing and height to achieve densities but with variety and scale and form to respond to scale of adjoining development.</i>
DM Requirement	-
Response	<p>The proposed development will make a positive contribution to place making. As noted within the accompanying TVIA:</p> <p><i>'In broad terms, a proposal of this nature and scale will become part of the integrity, legibility and identity of this section of Goatstown Road....The architecture and mass is compatible with the adjacent Trimbleston and nearby Grove developments which have both demonstrated that Goatstown Road is broad enough to be able to absorb higher buildings without causing detriment.'</i></p> <p>The scale and density of the proposed development is considered to integrate appropriately with its surroundings. The proposed building height takes cognisance of the scale, height and proximity of neighbouring properties and maximises the topography of the site to ensure that the 6 no. storey building is not obtrusive in the surrounding features of the urban environment.</p>
Criteria	<i>For larger unconstrained redevelopment sites BRE standard for daylight and sunlight/any forthcoming EU standards on daylight sunlight should be met.</i>
DM Requirement	-
Response	The proposed site is not considered to be a 'large redevelopment site' being c. 0.34ha. The proposed development performs well in regard to daylight and sunlight within the site. The proposal meets the requirements in the <i>Building Research Establishment's 'Site Layout Planning for Daylight and Sunlight' (2nd Edition)</i> or <i>BS 8206-2: 2008 – 'Lighting for Buildings – Part 2: Code of Practice for Daylighting'</i> as demonstrated in the accompanying report. Please refer to the accompanying Daylight & Sunlight Report for further details.

7.5 SUSTAINABLE MOVEMENT & TRANSPORT

Table 12.5 of the Dun Laoghaire-Rathdown CDP 2022-2028 “Car Parking Zones and Standards” notes the ‘Maximum’ requirement for 1 car parking per 10 student bedspaces in Zone 3, where the application site is located. It is noted by the Development Plan that these are areas which are generally characterised by:

- Access to a level of existing or planned public transport services
- A reasonable level of service accessibility, existing and planned, by walking or cycling
- A capacity to accommodate a higher density of development than rural areas.

A nominal parking provision is proposed onsite including 2 no. disabled car parking spaces and 4 no. set down spaces at the front of the site. A total of 210 no. visitor and resident cycle spaces are provided as part of the scheme. These are provided in ground floor, covered and secure parking areas in the form of a visitor parking area (Sheffield stands) to the front of the site and within the courtyard and residential parking (Sheffield stands and stacked spaces) within the central courtyard and adjacent to the northern boundary. The proposed provision is considered suitable at this location.

The NPF states that:

“Although sometimes necessary to safeguard against poor quality design, planning standards should be flexibly applied in response to well-designed development proposals that can achieve urban infill and brownfield development objectives in settlements of all sizes.

This is in recognition of the fact that many current urban planning standards were devised for application to greenfield development sites and struggle to take account of evolved layers of complexity in existing built-up areas.

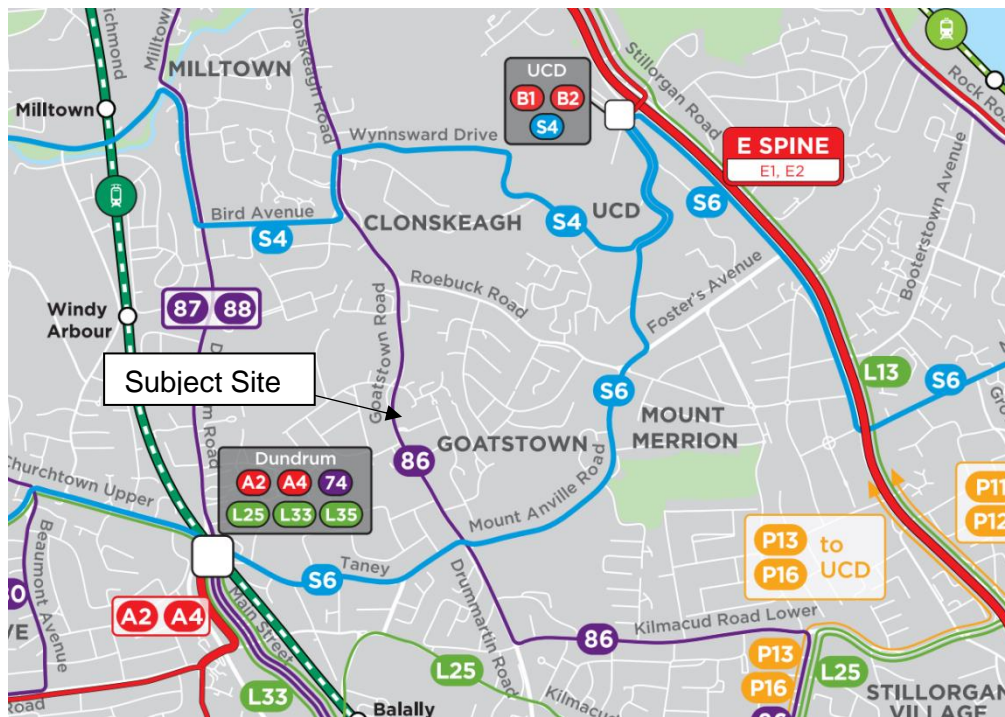
*In particular, general restriction on building height or universal standards for **car parking** or garden size may not be applicable in all circumstances in urban areas and should be replaced by performance-based criteria appropriate to general locations e.g. city/ town centre, public transport hub, inner suburban, public transport corridor, outer suburban, town, village etc”.*

National Policy Objective 13 states ‘In urban areas, planning and related standards, including in particular building height and **car parking** will be based on performance criteria that seek to achieve well-designed high-quality outcomes in order to achieve targeted growth. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected.’

The proposed development is located within 800m of UCD campus. The site is 700m from Bus Connects Orbital bus corridor S6 (Tallaght – Dundrum – UCD – Blackrock) stop on Taney Road and within 1,000 metres of the Dundrum / UCD – Tallaght S4 Orbital Core Bus Corridor on Bird Avenue. Therefore the site is within 1,000m /15 minute of a high-frequency public transport service.

It is also located along the proposed City Bound Route 86 linking Sandyford to Dublin City Centre. This will provide an enhanced bus service to the application site in terms of quantity and frequency of bus routes accessible immediately adjacent to and within short walking distance.

Figure 40 – Bus connects map showing bus routes proximate to the site



(Source: <https://busconnects.ie/wp-content/uploads/2021/01/big-picture-map-170920-oe-web.pdf>)

The site is also located adjacent to the no. 11 bus route which stops almost directly outside the site. High frequency, high-capacity Luas services are located within walking distance of the site at the Dundrum Luas stop, 1.3km (14-minute walk) from the site. The site is also within close proximity to UCD (800m) and Dundrum town centre (1.5km).

The proposed student accommodation will be highly accessible to UCD by direct cycle lane and pedestrian path. It is anticipated that students utilising this accommodation option will be attending UCD. UCD also comprises numerous other facilities such as medical centres, sports centres, restaurants, bars, play fields and shops. It is anticipated that the campus will serve the majority of resident's needs.

The proposed car parking provision includes disabled spaces and set down spaces (6 no spaces in total) are provided at the site frontage. This allows for greater cycle parking facilities (218 no. spaces) in covered and secure locations within the central courtyard, proximate to the northern boundary and adjacent to the western boundary at the north of the site. A Mobility Map has been prepared by Reddy Architecture and includes an assessment of the walking and cycling times from the site to UCD. The map shows that the site is within 13 minutes walking distance and within a 6-minute cycle from UCD via the Roebuck entrance to the university. We note that there is a cycle lane along the entire route from the site to UCD there by encouraging safe cycling access to the university. The proposed parking provision is therefore considered acceptable at this location.

7.6 WATER AND DRAINAGE

Table 0.1 – Relevant Water and Drainage Policies

Policy	Compliance
Policy Objective EI3: Wastewater Treatment Systems It is a Policy Objective that all new developments in areas served by a public	The proposed development connects into the existing Irish Water foul network, with a separate surface water system – a

Policy	Compliance
foul sewerage network connect to the public sewerage system, either directly or indirectly. It is a Policy Objective to promote the changeover from septic tanks to collection networks where this is feasible and to strongly discourage the provision of individual septic tanks and domestic wastewater treatment systems in order to minimise the risk of groundwater pollution.	Confirmation of Feasibility from Irish Water is enclosed with this LRD application. Please refer to Appendix B of the accompanying Infrastructure Report by BMCE.
Policy Objective EI4: Water Drainage Systems It is a Policy Objective to require all development proposals to provide a separate foul and surface water drainage system – where practicable. (Consistent with RPO 10.12)	As per Policy Objective EI3 above.
Policy Objective EI6: Sustainable Drainage Systems It is a Policy Objective to ensure that all development proposals incorporate Sustainable Drainage Systems (SuDS).	The drainage strategy for the development is to provide SUDS measures before out falling to the existing storm sewer at a restricted rate. The proposed development includes 67% of its total roof area as 'green roof'. This is considered to be compliant with development plan policy and the Council's Green Roof Policy at Appendix 7.2 of the adopted Plan which does not set out specific green roof requirements for student accommodation under Section 3. Please refer to the Barrett Mahony Civil Engineering Infrastructure Report & FRA for further information.
Policy Objective EI7: Water Supply and Wastewater treatment and Appropriate Assessment It is a Policy Objective to require that all developments relating to water supply and wastewater treatment are subject to screening for Appropriate Assessment to ensure there are no likely significant effects on the integrity, defined by the structure and function, of any European sites ¹ and that the requirements of Article 6 of the EU Habitats Directive are met. (Consistent with RPO 10.7 of the RSES).	An Appropriate Assessment Screening is included with the application.
Policy Objective EI13: Waste Management Infrastructure, Prevention, Reduction, Reuse and Recycling: To ensure new developments are designed and constructed in line with the Council's Guidelines for Waste Storage Facilities (an excerpt of which is contained in Appendix 6)	The proposed development has been designed to accommodate waste storage management, which is set out in the AWN Waste Management Report.

8.0 CONCLUSIONS

The report set out herein demonstrates that the proposed development is consistent with the relevant national, regional, and local planning policy context.

At a national and regional level, this statement has demonstrated consistency with the following:

- National Planning Framework 2040;
- Housing for All 2021;
- Eastern and Midlands Regional Assembly; Regional Spatial and Economic Strategy 2019- 2031;
- National Student Accommodation Strategy 2017;
- Greater Dublin Area Transport Strategy 2022 – 2042;
- Birds and Habitats Directive – Appropriate Assessment;
- Sustainable and Compact Settlement Guidelines (2024);
- Urban Development and Building Height Guidelines (2018); and.
- Guidelines for Planning Authorities on ‘The Planning Systems and Flood Risk Management (November 2009)’.

Consistency is also demonstrated with the policies and provisions of the Dun Laoghaire Rathdown County Development Plan 2022-2028.

UCD is the largest university in Ireland; with 33,285 students studying on its 133-hectare grounds. Students attend from all over the country and abroad as UCD is ranked within the top 1% of higher education institutions international.

The percentage of students living in rented private accommodation has been declining from 37% in 2013 to 23% in 2016 and this is a direct attribute of schemes such as the proposed development.

The subject site is located within 800m or the equivalent of a 13minute walk (6 minute cycle) of the UCD campus. A cycle lane directly connects the site and UCD campus. The site is also served by the 11 bus which stops almost directly in front of the site at Trimbleston. This connects the site to the city centre, as well as St Patricks College Drumcondra, and DCU. On average, the bus generally services the stop every 20 minutes.

It is respectfully submitted that the proposed development will provide an appropriate form of high-quality student accommodations on the subject lands.

In conclusion, it is respectfully submitted that the proposed development is consistent with and in accordance with the proper planning and sustainable development of the area, and complies with all relevant national, regional and local planning policies.

APPENDIX 1 – SECTION 247 MEETING

The development, as proposed, has been guided by feedback received from Council officials during a Section 247 meeting held on the 12th of December 2023. The meeting was attended by the Applicant and Design Team, (Max O'Reilly Hyland – Orchid Residential, John Spain – John Spain Associates(JSA), Meadhbh Nolan (JSA), Lisa Wynn – Reddy Architecture and Brian Mahony (Barrett Mahon Engineers) and Dun Laoghaire Rathdown Council (Dara Holohan – acting Senior Executive Planner, Sean McGrath – Senior Executive Engineer and Joanne Codd acting Senior Executive Engineer) . The following matters were highlighted by Dun Laoghaire Rathdown County Council have been included in the development of the proposal:

- a) **Student Accommodation:** The Planning Authority noted the proximity of the site to UCD and the appropriateness of student accommodation at this location as recognised.

Response: The site is within a 13-minute walk and a 6 minute cycle (via designated cycle lanes) to UCD campus. Further, a detailed analysis has been undertaken of the area and shown only one other (30 bed) student accommodation building within a 1km radius of the site. The site is considered to be entirely appropriate for student accommodation and will deliver a much-needed student residence to the area.

- b) **Density:** The Planning Authority queried the density of the proposal. Chapters 4 and 12 should be referenced in the planning application. Aswell as the Building Height Strategy at Appendix 5 of the CDP, including Table 5.1.

Response: The DLR CDP does not include a density standard or range for student accommodation. The Sustainable Residential Development and Compact Settlements Guidelines 2024 introduced a standard of 4 no. bedspaces equal to 1 dwelling for the purposes of calculating the density of student accommodation. Applying this to the proposed scheme of 220 bedspaces on a site of 0.34ha would result in a density of 161 uph. We refer the Council to Section 8.4.1 of this report where these matters are responded to in detail.

- c) **Car/Bike Parking:** The submitted rationale for the proposed reduced car parking numbers was generally supported. A high provision of high-quality cycle parking is supported, and the submitted drawings should give details of the types of bicycle parking proposed.

Response: 2 no. disabled spaces are provided at the front of the site in addition to 4 no. set-down spaces as justified in the Infrastructure Report prepared by BMCE and submitted with this request. Details of the proposed bicycle parking is provided in the architectural drawings. 218 secure bicycle spaces are provided in form of Sheffield stands adjacent to the vehicle entrance to the site and in stacked parking arrangement in a covered area in the internal courtyard at the rear of the site.

- d) **Engineering:** 70% extensive planting and 50% intensive planting was required in addition to nature-based solutions such as tree pits. An update Confirmation of Feasibility is required.

Response: We refer the Council to the accompanying Civil Engineering Infrastructure Report by BMCE which responds to the above items. Confirmation of Feasibility from Irish Water is also included in the appendices of the Infrastructure Report.

APPENDIX 2 – URBAN DESIGN MANUAL – A BEST PRACTICE GUIDE (2009)

Figure 41 - Urban Design Manual 12 criteria



Source: Urban Design Manual DoEHLG 2009

The Urban Design Manual is based around 12 criteria that have been drawn up to encapsulate the range of design considerations for residential development based on “*a distillation of current policy and guidance and tried and tested principles of good urban design.*” Compliance with the 12 no. criteria are assessed within the Urban Design Report prepared by Reddy Architecture and summarised as follows:

Context: How does the development respond to its surroundings?

The proposed development re-establishes the building line of the streetscape improving the public realm and develops the relationship between the development and its surroundings. The existing buildings to the north, south and east have been considered as part of this development. The density and style of development to the north and east of the site has been mirrored in this design through the reduction of height from north to south. The height of the development is reduced towards the south adjacent to the neighbourhood centre.

The overall layout of the design has been centred around an internal courtyard; this reduces overlooking onto adjacent sites while still allowing for passive surveillance of the courtyard and the road frontage.

The proposed rear brick gable wall is 14.5m from the windows of the 2 storey Trimbleston dwellings (no. 165). No windows are proposed on this elevation (east). The existing three storey dwellings (157 – 164 Trimbleston) are sited c.28.5m from the windows of the proposed building. These dwellings will overlook the proposed central courtyard which extends to c. 20m at its narrowest point from the rear boundary to the proposed building, providing an improved landscaped setting.

Windows on the southern elevation have been offset and angled to mitigate any overlooking of the adjoining neighbourhood centre. We also note that the windows of the neighbourhood centre do not directly front the subject site.

Connections: How well is the new neighbourhood / site connected?

The site location is central to numerous facilities: Goatstown is an urban village but is located within a network of suburbs and centres around the Dun Laoghaire Rathdown Council area. The site itself is within walking distance of UCD and multiple shops and restaurants. Dundrum town centre is less than 1.5km from the subject site and provides a wide variety of retail, entertainment and food services. The site is also located along a Dublin Bus route and is a 13 minute walk from a Luas stop. This provides access to wider variety of facilities.

Inclusivity: How easily can people use and access the development?

The proposed development includes units which are suitable for mobility impaired persons, which allows for ease of access. Landscape design and detailing of roads and footpaths provide for movement throughout the development by mobility impaired persons, in compliance with Building Regulations Part M.

The proposed development includes units which are suitable for mobility impaired persons, which allows for ease of access.

The proposed development will provide pedestrian and cycle routes throughout the site. Disabled car parking spaces and set down spaces are also provided within the development.

Variety: How does the development promote a good mix of activities?

The proposed amenity spaces are provided in a variety of internal and external uses for both passive and active use as detailed in the accompanying suite of architectural design reports.

External amenity space comprises a large central courtyard within the development and multiple roof garden spaces. These provide green space within the development for a communal meeting point and restful space.

The internal amenity space provided is divided into study spaces, a laundrette and a lounge with a communal kitchen. This provides students with quiet study areas, external to their private rooms as well as useful amenities such as laundry facilities and a shared kitchen. This kitchen and lounge area creates an internal meeting area for groups and individuals, similar to the roof gardens, while the study spaces allow for education-based meetings for study sessions or group work.

In addition, UCD is located within 800m of the development and provides it students with a range of additional facilities such as restaurants, a cinema, sports centre, a gym, libraries and sports pitches.

Efficiency: How does the development make appropriate use of resources, including land?

The proposed layout is well designed so that efficient numbers of bed spaces can be accommodated as well as a high-quality amenity space. Amenity space is located primarily on the ground level for accessibility, with roof gardens creating more green space without under-developing the site. A central interior courtyard provides open space and improves connections through the site, while creating an attractive area for rooms to look onto. A reduction in carparking on the site prevents a waste of land on a key site, when public transport and local facilities render car parking unnecessary.

Distinctiveness: How do the proposals create a sense of place?

The design of the development is based around a central courtyard: this centres the development with a landscaped communal space, featuring links to the clusters, amenity space and entrance. The amenities are predominantly located on the ground floor of the development; further developing an open, communal courtyard and ground floor with a range of uses.

The materials used in finishing the development, the range of heights from 4-6 storeys and the breaking of the site into multiple blocks all help to create the feeling of multiple spaces and the creation of a neighbourhood, while still providing the connectivity of a single site.

Layout: How does the proposal create people-friendly streets and spaces?

The proposed site is designed around pedestrians and cyclists: car parking spaces are limited within the development, instead choosing to utilise the nearby facilities, public transport and include safe, sheltered cycle spaces. As a result, the main space through the development is a courtyard, which connects the three blocks, the bicycle storage and the ground floor amenity spaces.

The courtyard is a people-focused space at the centre of the development which benefits from landscaping and passive surveillance.

Public Realm: How safe, secure and enjoyable are the public areas?

The communal areas of this development are predominantly the central courtyard and the rooftop gardens. The central courtyard is landscaped and provides access to multiple areas within the ground floor of the development. In order to ensure security, it is also overlooked by the ground floor amenities and the rooms on the upper floors. The roof gardens provide green space and a relaxing atmosphere for the residents of the development. These are kept secure as their access is limited to residents.

The boundary interface with Goatstown Road will be upgraded to include landscaping and planting. Clear pedestrian access will be provided to the site and the overall interface with the public realm will be greatly improved.

Adaptability: How will the buildings cope with change?

The proposed development provides a range of clusters of accommodation which could be altered, separated or combined if needed. In addition, the range of amenity spaces could be redesigned or updated to meet future needs as required. This is further detailed in the Urban Design Report by Reddy Architecture.

Privacy / Amenity: How do the buildings provide a high quality amenity?

High quality amenity space is provided in a variety of internal and external uses; for both passive and active use. This is comprised of a large central courtyard and multiple roof garden spaces which provide green space within the development for a communal meeting point and restful space.

The internal amenity space provided is divided into study spaces, a laundrette and a lounge with a communal kitchen. This provides students with quiet multi-functional rooms, external to their private rooms as well as useful amenities such as laundry facilities and a shared kitchen. This kitchen and lounge area creates an internal meeting area for groups and individuals, similar to the roof gardens, while the study spaces allow for education-based meetings for study sessions or group work.

Parking: How will the parking be secure and attractive?

A nominal parking provision for disabled spaces and set down spaces (6 no spaces in total) are provided at the site frontage. This allows for greater cycle parking facilities (218 no. spaces) in covered and secure locations within the central courtyard and adjacent to the western boundary at the north of the site.

Detailed Design: How well thought through is the building and landscape design?

The proposed design of the development has been subject to a number of preapplication consultations between the design team and the Planning Authority (noted at Appendix 1). The design rationale from an urban design and architectural perspective is explained in the Urban Design Statement prepared by Reddy Architects. The landscape design rationale is set out in the Landscape Design Statement prepared by Ronan MacDiarmada.