

Planning
Application
Report

Largescale Residential
Development

Blocks B1 & C and
associated Demolition,
Conservation and Site
Works

At No. 42A Parkgate
Street, Dublin 8.

For Ruirside
Developments Ltd

DECEMBER 2024

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1 INTRODUCTION

We, Stephen Little & Associates Chartered Town Planners and Development Consultants have been instructed by our client, Ruirside Developments Ltd (*“the LRD Applicant”*), Usher House, Main Street, Dundrum, Dublin D14 N7Y8, to prepare this Planning Application Report and Statement of Consistency to accompany a planning application for Large-scale Residential Development (LRD).

The LRD Planning Application seeks permission, with a life of 8 years, for proposed development comprising mixed use residential, community and commercial redevelopment (c. 25,777 sq m gross floor area), accommodated in 2no. blocks (Block B1 and Block C) ranging in height from 8 to 13 storeys with basement and undercroft, and including: 316no. apartments (178no. 1-bed units and 138no. 2-bed units), with associated private balconies on all building elevations and communal roof terraces at Levels 07, 08, 09 and 12; ancillary internal residents’ amenity facilities (c.226 sq m); co-working/community/cultural space available for public hire (c. 496sq. m); ground level retail (c.147sq. m). And all associated and ancillary demolition, conservation, landscaping and site development works including bicycle parking; car parking; public open space; communal open space; 2no. new pedestrian site entrances at Parkgate Street, connecting to proposed public plaza and the proposed riverside amenity walkway; 1no. new vehicular access via Parkgate Street to surface areas at western edge of the site. All at No. 42A Parkgate Street, Dublin 8 (Protected Structures on site).

For a more comprehensive description of development please refer to Section 5 of this report, and to the plans and particulars that accompany this pre-planning submission.

This LRD application has been prepared on behalf of the Applicant by: -

- Stephen Little & Associates, Chartered Planners and Development Consultants.
- Reddy Architecture & Urbanism
- ARUP Group
- Mitchell + Associate Landscape Architects
- IN2 Engineering Design Partnership
- ModelWorks
- ARC Architectural Consultants
- AWN Consulting
- Altemar Ecological Consultants
- CMK Hort + Arb Ltd
- Courtney Deery Archaeology
- Aramark

In accordance with the statutory Regulations, we confirm that an electronic fund transfer has been made to Dublin City Council as the appropriate fee in this instance (proof of payment enclosed). This covers application fee for proposed residential units, non-residential floor space and submission of a Natura Impact Statement.

The Supplementary Form 19 associated with this stage of the LRD Application Process has been completed and is also enclosed herewith. A complete list of enclosures with this application can be found at Section 10 of this Report.

The enclosed planning application drawings have been screened by this office for consistency with the requirements of the Planning & Development Regulations 2001, as amended.

This Planning Application Report and Statement of Consistency sets out how, in our opinion, the proposed development complies with the proper planning and development of this site in the context the relevant strategic and local planning policy, as expressed primarily in the Dublin City Council Development Plan 2022-2028.

This Report, prepared by Stephen Little & Associates Chartered Town Planners & Development Consultants, should be read in conjunction with the plans and particulars submitted with this application. A list of the various accompanying material is outlined in the enclosures list at the end of this Report.

2 THE APPLICANT

The Applicant in this case is Ruirside Developments Ltd, the required details of which are as follows: -

Name: Ruirside Developments Ltd

Address: Usher House, Main Street, Dundrum, Dublin 14.

Telephone: 01 2164097

Email: info@charteredland.ie

Chartered Land Estate Management, of Usher House, Main Street, Dundrum, Dublin 14 is acting for the Applicant, hence their email is being used.

3 LAND OWNERSHIP

The application site is owned by The Davy Platform ICAV acting on behalf of its Sub-Fund Premier Sub-Fund, 49 Dawson Street, Dublin 2, who has issued a Letter of Consent, dated 15 October 2024, consenting to the Applicant to make a planning application in respect of this site. This letter is enclosed with this application.

A portion of the site is within the ownership/control of Dublin City Council, including a public footpath and open spaces located on the north and eastern site boundary. We would highlight that the red line application site boundary does not change from that of the previously consented SHD scheme. Notwithstanding, updated letters of consent from Dublin City Council's Transportation and Parks Departments accompany the current LRD application.

4 COMPLIANCE WITH LRD PLANNING LEGISLATION

4.1 LRD Definition

The development proposed seeks permission for a residentially-led mixed use development, at a site of approximately 0.82 hectares at No. 42A Parkgate Street, Dublin 8.

We consider the development now being proposed is Large Scale Residential Development (LRD) as defined by the Section 2 of the Planning & Development Act 2000 (as amended).

Section 2 of the Act confirms, *inter alia*, that: -

“LRD’ means large-scale residential development;

...

‘large-scale residential development’ means a development that includes -

(a) the development of 100 or more houses,

(b) the development of student accommodation that includes 200 or more bed spaces,

(c) both the development of 100 or more houses and of student accommodation, or

(d) both the development of student accommodation that includes 200 or more bed spaces and of houses.

where the LRD floor space of -

(i) in the case of paragraph (a), the buildings comprising the houses,

(ii) in the case of paragraph (b), the student accommodation,

(iii) in the case of paragraphs (c) and (d), the buildings comprising the houses and the student accommodation,

is not less than 70 per cent, or such other percentage as may be prescribed, of the LRD floor space of the buildings comprising the development;

‘LRD floor space’, in relation to a building or part of a building, means the area ascertained by the internal measurement of the floor space on each floor of a building or part of a building (including internal walls and partitions), disregarding any floor space provided for—

- (a) the parking of vehicles by persons –
 - i. occupying or using the building or the part of the building,
 - ii. for a purpose incidental to the primary purpose of the building or part of the building,
- and
- (b) ancillary residential services, including gyms and child-care facilities;

The proposed development comprises 316no. residential units, retail and co-working/community/cultural space on lands primarily zoned *Objective Z5 “City Centre”* which seeks:

To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity.

The ground floor level retail (c. 147.0sqm) and co-working/community/cultural space available for public hire (c.496 sq. m) amount to 643sqm. As a result the non-Residential floorspace amounts to just 2.5% of the floor area of the development.

We are of the professional planning opinion that the development is correctly categorised as LRD having regard to the above terms.

4.2 LRD Consultation

We can confirm that a Section 247 Pre-Planning Consultation meeting took place with the Planning Authority, on 22 August 2024. Additional informal pre-planning consultation took place with the Transport Department of the Council. We refer the Planning Authority to Section 7 of this Report which provides further detail.

In a letter dated 5 November 2024, Dublin City Council states its determination, based on the plans and particulars received by it on 12.08.2024 and 02.10.2024, and having compared the proposed development to the previously permitted SHD at the same site, that:

- (a) *“The proposed development is substantially the same as the permitted development, and*
- (b) *The nature, scale and effect of any alterations to the permitted development are not such that require the consultation process to be repeated.*

The Planning Authority has determined that no further consultation is required under Section 247 in relation to the proposed development.”

The Planning Authority’s determination notification, dated 5 November 2024, is enclosed with this planning application.

Consequently, and for avoidance of doubt, there is no Planning Authority LRD Opinion or corresponding ‘Applicant’s Response’ to such Opinion accompanying this LRD planning application.

4.3 Statutory Notice

In accordance with Article 18(1)(d)(iv) of the Regulations the planning notice includes confirmation that the planning application is LRD and includes a web address where the application can be viewed (www.ParkgateStBlocksB1andC.com)

5 LIFE OF PERMISSION SOUGHT

The applicant is seeking permission with a life of 8 years for the proposed scheme.

This would be commensurate with the life of permission granted for Block B2 (LRD6042/23) and Block A (ABP-310567-21) within the same shared planning unit.

6 SITE DESCRIPTION & CONTEXT

The application site is a brownfield site, last occupied by Hickey's Fabrics warehouse and main office.

This triangular shaped site measures approximately 0.82 ha. It is bounded by Parkgate Street to the north, the River Liffey to the south, the junction of Sean Heuston Bridge and Parkgate Street and a small electricity substation to the east, and the Parkgate Place office and residential development to the west.

The application site forms the eastern section of a larger former industrial site sitting between Parkgate Street and the River Liffey. The former industrial site was divided some time prior to 1940, and the western section is now occupied by the Parkgate Place 4-5 storey office and residential development.

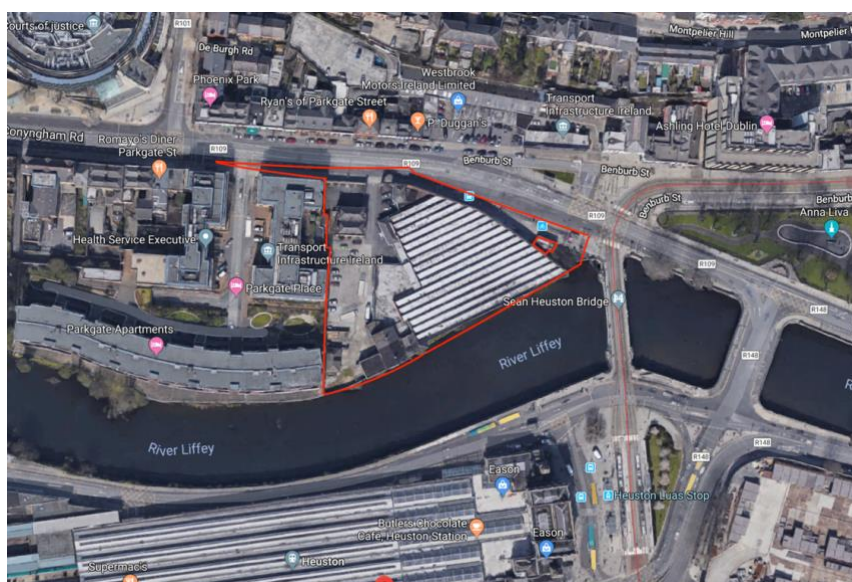


Figure 1: Application site outlined approximately in red (Source: Bing Maps, with overlays by SLA). Please refer to the enclosed Site Location Plan prepared by Reddy Architecture & Urbanism, for the definitive red line boundary of the subject site.

The application site is easily accessible on foot, being within walking distance of most of the key retail, employment and recreational amenities of the city centre. The site is close to various healthcare and third level education campuses, including St. Patricks University Hospital, St. James' Hospital and TU Grangegorman. The area is also well served by legal and administrative services, with the new Criminal Court, the Four Courts and Dublin City Council Civic Offices all a short distance away. We refer to the Section 6.1.4 of this Report for further review of office use within the SDRA 7 catchment.

The site is proximate to cycle facilities along the quays and to a number of Dublin Bike Stations. The site is within walking distance of a number of significant public transportation services, including Heuston Station Intercity Railway Station, Heuston Red Line LUAS stop (linking to Connolly Station) and numerous Dublin bus services which operate on Parkgate Street and the City Quays (route no's 25, 25a, 25b, 26, 66, 66a, 66b, 66e, 67, 69 and 145).

The site also lies adjacent to an excellent range of cultural and recreational amenities, such as the expansive Phoenix Park and Dublin Zoo, the National Museum of Ireland at Collins Barracks, the Irish Museum of Modern Art at Kilmainham and the Guinness Storehouse to name a few.

6.1 Existing and Consented Development

6.1.1 Former Use

The Phoenix Iron Works was founded in 1808. The application site occupies the eastern half of the former ironworks site. Most of the original ironworks buildings were demolished and replaced by other buildings and structures in the mid 1880's. The site has seen a number of changes of use over time: to a woollen mills (late 1800's); shell factory / government depot (early 1900's); printers (early-mid 1900's); bookbinders / publishers (mid-late 1900's), and a textile warehouse (1970's – '00's). The western half of the original industrial site has most recently been redeveloped as a mixed use office and residential scheme.

The application site was last occupied by Hickey's Wholesale Fabrics warehouse and head office, for over 40 years dating back to the 1970s. The existing buildings on site total c.4,500 sqm, including the large single-storey warehouse, ancillary stores and former house/office. These buildings have fallen into disrepair and dilapidation to various degrees.

We refer to the sections below for details of the consented scheme at this site.

6.1.2 ABP Reg. Ref. 306569-20 (SHD Permission)

On 28 May 2020, an Order was made by the Board confirming a split decision (ABP Ref. 306569-20 refers) in respect of the subject site to:

- Grant Permission for 321no. Build-to-Rent ('BTR') residential apartments, ancillary residents' amenity facilities, commercial office (c. 3,698sqm), retail (c. 214sqm) and café/restaurant (c. 236sqm), accommodated in Blocks B & C, ranging from 8 to 13 storeys (c. 31,146sqm) over ancillary basement area, and all associated and ancillary conservation, landscaping and site development works.
- Refuse Permission for a 29-storey 'Block A' (12,207sqm gfa), accommodating 160no. 'BTR' residential apartments, ancillary residents' amenity areas and roof gardens, 1no. café/restaurant (c. 208sqm) and ancillary plant/storage.

This extant SHD Permission is due to wither in 2025. As such, permission for the proposed development which remains substantially of the same nature, scale and effect is being sought.

6.1.3 ABP Reg. Ref. 310567-21 (Block A Tower SHD and associated amendments to ABP Reg. Ref. 306569-20)

On 4 October 2021, an Order was made by the Board confirming a grant of permission, with a life of 8 years, for the redesigned 'Block A' residential tower, which forms a composite part of the overall SHD scheme. Permission was also granted for associated amendments to the originally consented scheme to integrate the revised tower building (i.e. tying it in with consented Block B2). The consented SHD development (Block A) includes: -

- 198no. 'Build-to-Rent' residential apartments (73no. studios, 97no. 1-bed, 27no. 2-bed & 1no. 3-bed) from 1st to 27th floors inclusive, including 53no. units with 'winter garden' balconies on the Block A eastern elevation.
- Ancillary internal (c. 384sqm) and external (c. 255sqm) residents' private communal amenity areas and facilities, including ground floor reception/concierge area, lounge bars at mezzanine and 9th floors, roof gardens at 9th and 28th floors, and access to residents' private communal amenity areas within the consented scheme ABP-306569-20.
- 1no. café/restaurant (c. 236sqm) at ground floor. Replacement office floor area (c.595.6sqm total) accommodated between 1st and 8th floor levels of Block A.

- Ancillary residential bicycle storage (22no. spaces), refuse, circulation and plant, and non-residential back of house and circulation areas at ground and mezzanine floors.

6.1.4 ABP Reg. Ref. 311507-21. (S.146B amendments to ABP Reg. Ref. 306569-20)

On 10 June 2022, an Order was made by the Board, confirming that the consented scheme be altered in accordance with a s.146B Request (ABP Ref. 311507-21 refers).

This non-material amendment included the omission of the basement car park (c.403 sq m) and reconfiguration of ground floor undercroft car parking arrangement permitted under ABP-306569-20. Resulting in 26no. reconfigured surface car parking spaces (including 22no. stacker spaces, 2no. standards spaces and 2no. accessible spaces) to the west of Block C.

6.1.5 ABP Reg. Ref. 311499-21. (S.146B amendments to ABP Reg. Ref. 306569-20)

On 28 June 2022, an Order was made by the Board, confirming that the consented scheme be altered in accordance with a s.146B Request (ABP Ref. 311499-21 refers).

This included minor changes in residential unit mix (19no. units affected), achieved through floor plan efficiencies in Blocks B1, C2 and C3 permitted under ABP-306569-20, as follows:

- 8no. permitted studio units (38sqm GFA each) change to 8no. 1-bed units (45.4sqm GFA each); at mezzanine to 7th floor levels, Block C3.
- 8no. permitted 2-bed, 3 person units (63.1sqm GFA each) change to 8no. 2-bed, 4 person units (74sqm GFA each); at mezzanine to 7th floor levels, Block C2.
- 1no. permitted 1-bed unit (63sqm GFA) changes to 1no. 2-bed, 3-person unit (63sqm GFA) at 9th floor level, Block B1.
- 1no. permitted 1-bed unit (45.1 sqm GFA) changes to 1no. studio unit (38sqm GFA) and 1no. permitted studio unit (38sqm GFA) changes to 1no. 1-bed unit (45.1sqm GFA) at 8th floor level, Block C3.

6.1.6 Dublin City Council Reg. Ref. LRD6042/23-S3A – Block B2 Change of Use (Office to Residential)

On 4 March 2024, permission was granted for amendments to the consented Strategic Housing Development ABP-306569-20 (SHD1), as amended by ABP-310567-21 (SHD 2) and Section 146B amendments ABP-311499-21 & ABP-311507-21 comprising 40no. residential apartments over 8 floors, replacing consented office floor area within the Block B2 building and associated works.

7 LRD CONSULTATION WITH PLANNING AUTHORITY

7.1 Section 247 Consultation

A section 247 consultation was held on 22 August 2024 and was attended by the following Planning Authority officers:

- Liam Currie, Senior Executive Planner
- David Freeland, Executive Planner
- Gareth Hyland, Senior Executive Planner (Transport Planning Division)
- Niamh Kiernan, Senior Executive Architectural Conservation Officer

The Planning Authority were broadly satisfied with the proposed development and welcomed the change of apartment unit mix and design to meet the current standards of the Apartment Guidelines 2023 and Dublin City Development Plan 2022-2028. It was noted that the proposed development was

would otherwise remain substantially the same as the extant SHD consent and that Blocks A and B2 are subject of separate stand alone planning permissions of 8 year duration respectively.

The applicant was advised to request in writing to the Planning Authority its determination as to whether LRD Stage 2 consultation would be required in this case. See Section 4.2 above.

The Planning Authority advised that that the following further information was to be provided in respect of the following matters:

- In respect of compliance with the Apartment Guidelines 2023, further clarification regarding compliance with the relevant standards relating to:
 - Sunlight and Daylight access to apartments.
 - Provision of communal open space.
 - Bicycle parking provision, including cargo and ebikes.
- Wind studies to demonstrate usability of roof terraces.
- That the proposed development would deliver the conservation gain associated with the extant SHD consented scheme.

8 PARTICULARS OF THE PROPOSED DEVELOPMENT

8.1 Description of Development

Permission with a life of 8 years for Large-Scale Residential Development is south at a site (c. 0.82 ha), at No. 42A Parkgate Street, Dublin 8.

This is a brownfield site of former Parkgate Printing Works, now known as Parkgate House. There are Protected Structures on site, including (a) riverside stone wall; (b) turret; (c) square tower; and (d) stone arch.

The proposed development comprises mixed use residential, community and commercial redevelopment (c. 26,027 sq m gross floor area), accommodated in 2no. blocks (Block B1 and Block C) ranging in height from 8 to 13 storeys with basement and undercroft, and including: 316no. apartments (178no. 1-bed units and 138no. 2-bed units), with associated private balconies on north, south, east and west building elevations and communal roof terraces at Levels 07, 08, 09 and 12; ancillary internal residents' amenity facilities (c.226 sq m); co-working/community/cultural space available for public hire (c.496 sq. m); ground level retail (c.147 sq. m).

And all associated and ancillary demolition, conservation, landscaping and site development works, including:

- Public open space (c.1,430 sq. m), including a plaza and riverside walkway.
- Residents' communal open space courtyard at ground level between Blocks B1 and C.
- Conservation, refurbishment, repair and adaption of existing protected structures, including:
 - Entrance stone archway (protected structure) to be conserved, refurbished, repaired and adapted for use as pedestrian access to proposed residents' communal open space, entrance foyers to Block B1 and Blocks C1, C2 and C3 and ancillary amenities.
 - Riverside stone wall (protected structure) to be conserved, refurbished, repaired and adapted, including partial demolition comprising the enlargement of existing opes and creation of new opes and lintel treatments for incorporation within the riverside stone wall, as part of the proposed riverside amenity walkway.
 - Turret (protected structure) at the eastern end of the riverside stone wall to be conserved, refurbished, repaired and adapted as an integrated part of riverside stone wall and proposed amenity walkway.
 - Square Tower on riverfront (protected structure) to be conserved, refurbished, repaired and adapted as an integrated part of riverside stone wall proposed and amenity walkway.
- Conservation, refurbishment, repair and adaption of the larger of the two riverfront gabled building ('River Building') for use as gym for residents of the development, accessible from Block C1 undercroft and residents' courtyard at ground level, and incorporation of building as integrated part of riverside stone wall and proposed riverside amenity walkway.
- Conservation, refurbishment, repair and adaption of the southern façade of the smaller riverfront gabled building as part of riverside wall and incorporated with the amenity walkway. Demolition of the remainder of the building fabric.
- Demolition of all other structures within the former Hickey's Fabrics site, including the large single storey warehouse building with curved wall to Parkgate Street and all warehouse internal walls and partitions including the southern brick wall running parallel to the interior of the riverside stone wall, a small two storey building adjacent to the entrance stone archway and the former 2-storey detached house (Parkgate House) at the north west corner of the site, and other miscellaneous structures.
- 2no. new pedestrian site entrances at Parkgate Street, connecting to proposed public plaza and the proposed riverside amenity walkway.
- 1no. new vehicular access via Parkgate Street to surface areas at western edge of the site.

- 24no. car parking spaces (total) at surface.
- 742no. bicycle parking spaces (total) at surface, undercroft and basement levels.
- Ancillary plant, bin storage and remote storage at ground and basement levels.
- Ancillary plant and telecommunications antennae at roof level.
- Solar panels on the roof of proposed Blocks B and C.
- Ancillary works along the southern footpath on Parkgate Street and in the public roadway, including new loading bay, removal of recycling bins and Dublin Bikes Station No. 92 and surface water drainage works including new sections of pipework.

At No. 42A Parkgate Street, Dublin 8 (Protected Structures on site).

This application for a **Large-Scale Residential Development** as defined under Section 2 of the Planning & Development Act 2000, as amended.

A **Natura Impact Statement** has been prepared in respect of the proposed development and accompanies this application.

8.2 Unit Mix

The proposed development seeks permission for 316no.build to sell apartments in place of 321no. build-to-rent apartments located in Block B1 & C permitted under ABP Ref. ABP-306569-20. These range in typology from deep plan to wide frontage comprising 1-bed and 2 bed units. The following table identifies the extent of accommodation proposed for proposed Blocks B1 and C only: -

Studio	1-Bed	2-Bed (3Person)	2-Bed (4-Person)	3-Bed
0no. units	176no. units	24no. units (< 10%)	116no. units	0no. units
56%		44%		
Total number of units				316

Table 1: Residential Unit Mix – Proposed New Units in Block B1 & C

The proposed scheme, in combination with the 40no. apartment units in Block B2, permitted under DCC Reg. Ref. LRD6042/23-S3A, then results in a combined unit mix (for Apartment Guidelines 2023 compliant units) of:

Studio	1-Bed	2-Bed (3Person)	2-Bed (4-Person)	3-Bed
0no. units	178no. units	26no. units (< 10%)	152no. units	0no. units
50%		50%		
Total number of units				356

Table 2: Residential Unit Mix – Permitted and Proposed Scheme (Blocks B1, B2 & C)

We refer the Planning Authority to the **Architectural Design Statement** prepared by Reddy Architecture and Urbanism for further schedule of accommodation details.

8.3 Amenity Space and Landscaping

8.3.1 Public Open Space

Section 15.8.6 of the City Plan requires that all residential development is required to provide for public open space. The minimum quantum for Z5 zoned lands is 10% of the site area. It should complement the site layout and surrounding environment, and where possible be contiguous to existing open space or natural features in the vicinity. It should benefit from passive surveillance, adequate daylight and sunlight penetration, and be publicly accessible for all users for the purpose of active and passive recreation.

There are no changes proposed to the public open space permitted under ABP-306569-20. This application seeks to reapply public open space permitted under ABP-306569-20 which the meets the

Development Plan criteria in terms of quantum and quality and will be enjoyed by the local resident, working and visiting populations.

The most significant features of the permitted public amenity open space include the 'river walk' and public plaza, connecting to Parkgate Street and the River Liffey. This amounts to **c.1,430sqm** within the site area of 0.82 ha (c.17% of the site area).

Publicly accessible open space and amenities will be open during normal public park opening hours only and otherwise access controlled by the management company.

We refer the Planning Authority to the **landscape plans** and particulars, prepared by Mitchell + Associates for further detail.

8.3.2 Community Amenity Space

The proposed 316no. residential units in Block B2 generate a requirement for 1,832sq m communal amenity space.

Notwithstanding the slight reduction in separation between Blocks B1 and C, 2,490sqm of outdoor communal amenity space is provided for the proposed development at the courtyard between Blocks B1 & C and at roof level of Blocks B1 and C. This amenity space will be accessible to residents only.

It should be noted that the proposed development, in combination with the consented development will be provided with a total of c. 5,951sqm of outdoor communal amenity space, exceeding the 3,162sqm requirement for a total of 554no. units (73no. studios, 273no. 1-beds, 207no. 2-beds and 1no. 3-bed). We refer the Planning Authority to page 37 & 38 of the enclosed Architectural Design Statement for further detail.

Refer to Section 8.3.3 below for children's play provision within the communal courtyard area.

We refer the Planning Authority to the **Architectural Design Statement** prepared by Reddy Architecture and Urbanism, and to the enclosed landscape plans and particulars, prepared by Mitchell + Associates Landscape Architecture, for further details.

We refer also to the **Wind Analysis Report**, prepared by IN2, which demonstrates that the proposed external amenity spaces perform well.

While not required for conventional apartments under the Development Plan and Sustainable Urban Housing Design Standards for New Apartments Guidelines for Planning Authorities (2023), the proposed development includes the provision of 226sqm of internal amenity space at ground floor level for use of future residents.

8.3.3 Children's Play

The proposed development provides a ground level communal courtyard located between Blocks B and C, which includes a Children's Play Space of 85sqm.

It is proposed to incorporate a large chess board (12sqm) surrounded by seating and tree planting in the southwest of the residential courtyard located between Block B and Block C. The chess board is made of paving units and offers fun activity while encouraging recreation and social interaction between the residents, predominantly older children.

8.3.4 Private Open Space

Individual balconies/ terraces are provided to each of the proposed apartments, as external private amenity areas that achieve (or in some cases exceed) the standards set out in the Sustainable Urban Housing Design Standards for New Apartments Guidelines for Planning Authorities (2023).

All private spaces can be accessed directly from the main living areas.

We refer to the enclosed **Housing Quality Assessment**, prepared by Reddy Architecture + Urbanism for details regarding the quantum provided.

We refer the Planning Authority to the enclosed **Sunlight & Daylight Assessment Report**, prepared by IN2 Consulting which demonstrates that units perform well in terms of sunlight and daylight accessibility. We refer also to the **Wind Analysis Report**, prepared by IN2, which also demonstrates that the proposed balconies perform well as amenity spaces.

8.4 Site Access

The proposed development prioritises pedestrian movement at ground level.

The proposed development will have a number of access points from Parkgate Street, as follows:

- The public plaza and 'river walk' will be accessible via a new arched site entrance created between Blocks A and B. Public access will be facilitated during normal public park opening hours, and otherwise access controlled by the Management Company. This site entrance will also be able to accommodate emergency and maintenance vehicles as necessary.
- A further pedestrian access route to the public plaza and 'river walk' will be opened up via the small landscaped open space beside the existing electricity substation in the eastern corner of the site near Sean Heuston Bridge. Public access will be facilitated during normal public park opening hours, and otherwise access controlled by the Management Company.
- The residents' communal private space will be accessible to resident's only, via the stone archway, which is maintained in situ in its historic location.
- Bicycles can access secure bicycle storage at undercroft in the south west corner of the site, via any of the pedestrian access points.
- Vehicular access to surface car parking along the western site boundary is located at the western corner of the site.

8.5 Bicycle Parking

Bicycle parking spaces at a rate of 1no. space per bedroom proposed (456no. spaces), 30no. public/visitor spaces are proposed at grade within the public plaza. This is in accordance SPPR 4 of the Compact Settlement Guidelines (2024).

A total of 734no. bicycle parking spaces are provided for proposed Blocks B1 & C and consented Blocks B2 & A.

We refer the Planning Authority to the enclosed **Transportation Statement**, prepared by ARUP Group and Schedule of Accommodation, prepared by Reddy Architecture + Urbanism for further detail.

8.6 Car Parking

24no. car parking spaces are proposed at surface level to cater for GoCar/Car Sharing.

8.7 Water & Drainage Services

We refer the Planning Authority to the enclosed Drainage Report and Drainage Drawings, prepared by ARUP in the first instance. The associated appendices include a Confirmation of Feasibility from Uisce Eireann and confirmation that a connection application was submitted to Uisce Eireann in May 2024 with the agreement awaiting.

Wastewater

As previously permitted and agreed with Uisce Eireann, foul drainage from the development shall be drained by a separate system to that of the surface water drainage system. Foul drainage shall drain by gravity and discharge to the existing sewer on the Parkgate Street.

See Arup **drainage drawings** Appendix A of the enclosed Drainage Report for details.

Water

As previously permitted and agreed with Uisce Eireann, the water supply connection to the proposed development will be from the existing public main adjacent to the site on Parkgate Street with a cross-connection to the public main running in parallel with the public main.

See Section 4 of the enclosed **Drainage Report**, prepared by ARUP for further detail.

Surface Water Drainage

As previously permitted, surface water run-off from the development shall drain by gravity and discharge to the River Liffey.

Sustainable drainage systems will be incorporated into the development and will include greenroofs, raingardens, filter strips, filter drains, rainwater harvesting for irrigation purposes and surface water treatment systems.

Surface water run-off will go through a minimum of two-stage treatment prior to discharge by gravity to the River Liffey. The proposed SuDS measures will reduce the quantity and improve the quality of water discharging into the receiving system.

We refer to further discussion of green roof requirements for the proposed development at Section 10.8 of this report.

See otherwise Section 3.3 of the enclosed **Drainage Report**, prepared by ARUP for further detail. See also the landscape drawings for details on the location and extent of green roof measures at roof level.

8.8 Flood Risk

A Site-Specific Flood Risk Assessment (SSFRA), prepared by ARUP is enclosed with this application and confirms that flood risk to the the site is low and existing ground levels are above the maximum 1% AEP fluvial water level and the 0.5% AEP tidal level. The risk of groundwater and pluvial flooding is also low.

8.9 Proposed Conservation Works

The heritage significance of the existing buildings and structures on site and the significance of the site within the designated Conservation Area along the Liffey banks are well understood and have informed the previously permitted (SHD ABP-306569-20) and same proposed demolition, salvage and conservation site works for this regeneration project.

All of the structures listed in the Record of Protected Structures, namely the stone arch at Parkgate Street and the riverside stone wall, the turret and the square tower along the river front, will be conserved, repaired and adapted, as previously permitted, within the currently proposed scheme as described in the plans and particulars that accompany the planning application.

We refer the Planning Authority in particular to the **Architectural Design Statement, Heritage Buildings and detailed drawings** and **Demolition Justification Strategy Report**, prepared by Reddy Architecture and Urbanism. We refer also to the assessment of the proposed works by the **Architectural Heritage Impact Assessment Report** prepared by ARC, which accompanies the application.

For the avoidance of doubt, the proposed conservation works do not differ from those permitted under ABP-306569-20 and associated compliance agreement with the planning authority on associated points of details (in particular compliance agreement on Conditions 4(v) – cast iron salvage, 23(e) –

conservation and demolition, and 30 – construction waste management of that permission). The Applicant is seeking to reapply for these same approved works to ensure they are implemented as part of the current application.

8.9.1 Stone Archway (Protected Structure)

Along the Parkgate Street frontage, it is proposed to conserve and adapt the Stone Arch at its current position as the primary residential gateway feature to the site. This is the focal point of the entrance colonnade that leads to the south facing private courtyard. The setting of the arch will be framed between the residential wings with café, retail and community use shopfronts on either side. The setting of the Arch is protected by providing further set back of the upper floors, to allow this feature to be clearly read. The landscaping proposal integrates planting with the existing and new gates and railings to define the threshold between the street and the private realm.

8.9.2 Riverside Stone Wall

Adaptation works, including enlargement or reopening of existing opes, and the creation of several new openings, will result in the loss of some historic fabric of the riverside stone wall. As noted above, this has previously been approved under ABP-306569-20 and associated compliance agreement on details submitted by the applicant under Condition 23(e), amongst others.

It is considered that the removal of the southern wall of the industrial warehouse building (not protected) and the creation of new opes in the riverside stone wall (protected structure) will enhance the proposed creation of a new 'river walk' amenity, within the application site, connecting with Parkgate Street and the river edge. The proposed river walk seeks to implement the Z9 open space objective along the southern edge of the site and meet the guiding principles of SDRA 7 for excellent public realm, interconnection and city legibility. There is also potential to form a connection with the existing boardwalk to the west at some future date, subject to agreement with that landowner, to create a greenway along the northern bank of the Liffey, in the direction of Island Bridge.

The proposed new opes will enhance light penetration to the proposed public and shared residential amenity open spaces behind the riverside stone wall. Given the southern aspect of these spaces, light penetration will however be excellent to very good, with or without the new opes. The proposed opening up of the riverside stone wall will enable a visual connection between Parkgate Street and the River and Heuston Station beyond, in accordance with the guiding principles of SDRA 7 to enhance interconnectivity between the development site and the adjacent urban structure and cultural / historic attractions. Parkgate Street is an important corridor connecting the City Quays to Phoenix Park.

Ultimately, the proposed creation of new opes in the riverside stone wall is not fundamental to the success of the public realm or overall scheme. It would be possible to deliver good quality public realm / open space environment and amenity without the wall opes. However, with the omission of the opes, the opportunity to provide enhanced visual and physical amenity connections through the development site, relevant to strategic regeneration and placemaking within the Heuston gateway, would not be realised.

It is our opinion, and previously that of Dublin City Council and An Bord Pleanála, that the proposed works strike the right balance between delivering the Z9 (recreational amenity, open space, green networks) objective and SDRA principles of the Development Plan, while substantially conserving the historic fabric and character of the historic protected riverside stone wall.

The wall proposed to be removed along the inside of the riverside stone wall is not a Protected Structure, which forms part of the large warehouse building (not a protected structure).

We refer to the **Heritage Impact Assessment Report** prepared by ARC for further description of the existing historic buildings and structures on site, and their conservation status.

8.9.3 Turret, Square Tower and Ancillary Gabled Buildings

As described previously, the 'river walk', will incorporate the full length of the riverside stone wall, and will also include the turret, the square tower and other non-protected late 19th Century structures, including the larger ancillary gabled building and the gable wall of the smaller ancillary building, that contribute to the walled character of the existing built edge to the river. As part of the river walk experience it will be possible to enter inside the square tower and view the river through the existing ope that is proposed to be reopened to connect with the river.

8.10 Existing Buildings and Structures to be Removed

The remaining existing structures (not protected) on site to be demolished, as previously permitted, include:

- The large industrial warehouse building, including curved wall to Parkgate Street, southern wall inside the riverside stone wall and western wall. Some of the supporting cast iron beams and columns to be salvaged for reuse as a pergola feature in the residents' communal open space area.
- The removal of all but the river façade of the smaller 19th C gabled building, west of the square tower,
- The detached two-storey house (Parkgate House) in ruinous condition and partially collapsed.
- The small building beside the stone arch.

Again, for the avoidance of doubt, the proposed conservation and demolition works do not differ from those permitted under ABP-306569-20 and by associated compliance agreement on points of detail submitted under Conditions 4(v) – cast iron salvage, 23(e) – conservation and demolition, and 30 – construction waste management of that permission. The Applicant is seeking to reapply for these same approved works to ensure they are implemented as part of the current application.

We refer the Planning Authority in particular to the **Architectural Design Statement, Heritage Buildings and detailed drawings** and **Demolition Justification Strategy Report** (including **Salvage Strategy** agreed through previous compliance), prepared by Reddy Architecture and Urbanism. We refer also to the assessment of the proposed works by the **Architectural Heritage Impact Assessment Report** prepared by ARC and **Resource Waste Management Plan** prepared by AWN, which accompany the application.

8.11 Daylight & Sunlight

We refer the Planning Authority to the accompanying **Daylight & Sunlight Analysis**, prepared by IN2 Engineering Design Partnership.

Th Report finds: -

Communal Open space

that all amenity spaces were found to be compliant with the BRE Guide. Every proposed amenity space receives at least 2 hours of direct sunlight on March 21st.

Internal Daylight Analysis

The overall scheme was determined to be 90% compliant with the methodology utilised.

Sunlight Analysis

It was determined that 87% of the assessed units were found to be compliant for the BRE Guide recommended sunlight hours.

Impact on Neighbouring Dwellings (Daylight)

The analysis indicated that all existing residences on Montpelier Hill assessed for daylight impact were found to achieve full compliance with BRE recommendations, as VSC values were predicted to be either remain above 27% and or any reduction was less than 20%. These

dwelling would therefore not be adversely affected by the proposed development in terms of receipt of natural light.

Impact on Neighbouring Dwellings (Sunlight)

Similarly, analysis undertaken for sunlight availability determined BRE compliance with regards to all existing dwellings assessed on Montpelier Hill, confirming their currently received sunlight would not be adversely affected by the proposed development.

Appendix E of the Daylight and Sunlight Report identifies the failing units and compensatory design measures are identified in Section 6.3, listed below for ease of reference: -

1. Daylight Adjacency

In cases where a room falls below the target, another room within the unit was found to be comfortably compliant for daylight. Therefore, despite the unit being slightly below the daylight target, each of these units has well daylit rooms.

2. ETS

In the case where a room falls below the target space is compensated by a high level of ETS (more than 3 hours).

3. Communal Open Space

Compensatory measures have been provided outside of the individual units with a large portion of the site being landscaped for communal open space. The proposed development includes the provision of a large quantum of communal open space.

4. Winter Garden

Some KLD's with below target SDA values have the compensatory measure of a winter garden. These winter gardens were determined to be full daylit and have the added advantage of being a sheltered space that can capture the aspect over the Phoenix Park.

5. Aspect

Some units with lower SDA results have the benefit of positive aspects onlooking the Phoenix Park or into the communal amenity space.

6. Location

The scheme location is of high benefit due to both its proximity to the Phoenix Park and its location a major transport node at Heuston Station.

9 STRATEGIC PLANNING CONTEXT – STATEMENT OF CONSISTENCY

9.1 National Planning Framework – Ireland 2040

The National Planning Framework (NPF) seeks to achieve the consolidation of Dublin City's development and growth within the M50 and canals to create more compact urban form. The NPF seeks 40% of all new homes to be located within the existing footprints of our urban settlements. In Dublin, development should be focused within the M50 and canal rings in order to consolidate the urban area. Development on infill and brownfield sites is seen as a key way to deliver this vision, particularly where such sites are served by high capacity public transport.

The subject site is exceptionally well placed to achieve this NPF vision. It delivers a high quality, mixed use regeneration development on a brownfield site at one of the city's key public transportation hubs.

This policy direction means encouraging more people, jobs and activity generally within our existing urban areas. It requires a change in previous development patterns which have predominately focused on 'greenfield' sites. In particular, it requires well-designed, high-quality development that can encourage more people, and generate more jobs and activity within existing cities, towns and villages.

Development must therefore meet appropriate design standards to achieve targeted levels of growth. It also requires active management of land and sites in urban areas.

The following are the key NPF Policy Objectives which support the principle of this development:

National Policy Objective 2a notes a target of half (50%) of future population and employment growth will be focussed in the existing five cities and their suburbs.

National Policy Objective 3b seeks to deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints.

National Policy Objective 4 promotes 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.

National Policy Objective 7 states apply a tailored approach to urban development that will be linked to the Rural and Urban Regeneration and Development Fund, with a particular focus on: Dunlin;... Encouraging population growth in strong employment and service centres of all sizes, supported by employment growth; In more self-contained settlements of all sizes, supporting a continuation of balanced population and employment growth.

National Policy Objective 11 states a presumption in favour of development that encourages more people and generates more jobs and activity within existing cities, towns and villages, subject to appropriate planning standards being met and targeted growth achieved.

In NPF Chapter 4 'Making Stronger Urban Places', the following Key Objective is relevant:

National Policy Objective 13 requires that *"in urban areas, planning and related standards, including in particular 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"*, subject to a range of environmental and residential amenity tolerances.

In NPF Chapter 6 'People Homes and Communities', the following Key Objectives are relevant:

National Policy Objective 27, that seeks to *"ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages."*

National Policy Objective 33, that seeks to *"prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location."*

National Policy Objective 35, that seeks to *"increase residential density in settlements, through a range of measures including restrictions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration and increased building heights."*

National Policy Objective 36, that seeks to put in place Section 28 Ministerial Guidelines to improve the evidence base, effectiveness and consistency of the planning process for housing provision to meet varying housing needs at regional, metropolitan and local authority levels. For example, in reconciling future housing requirements effectively it is identified that in Dublin city, while one, two and three person households comprise 80% of all households, the housing stock is largely comprised of 3 and 4-bedroom houses.

We note that the Draft Revised National Planning Framework was published in November 2024 to take account of the changes that have occurred since the National Planning Framework was published in 2018. We can confirm that the proposed development remains consistent with same in a similar manner.

9.1.1 Housing for All

Housing for All: A New Housing Plan for Ireland is the Government's commitment to address the acknowledged housing crisis in this Country. In this regard, Housing for All states that:-

"The overall aim of our new housing plan for Ireland is 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. "

To achieve this, *Housing for All* provides four pathways to achieving four overarching objectives, being:-

- *Supporting Homeownership and Increasing Affordability;*
- *Eradicating Homelessness, Increasing Social Housing Delivery and Supporting Social Inclusion;*
- *Increasing New Housing Supply; and*
- *Addressing Vacancy and Efficient Use of Existing Stock.*

Housing for All targets the provision of 33,000 new homes per year, over a five year period starting in 2021.

Based upon the official statistics supplied by the CSO, the most recent 5 years on record are 2018-2022 (inclusive) where records show that there were 110,003 new dwelling completions; or approximately 22,000 new dwelling completions per year. The CSO records for Q1-Q3 2023 suggest that the number of new completions for that year would exceed 30,000 for the first time since 2008, but is still short of Government targets. That would amount to nearly 55,000 new dwelling completions less than that being sought under *Housing for All*; all be it over a slightly different period.

The latest housing targets agreed by Government in November 2024, in anticipation of the publication of the approved NPF and associated Implementation Roadmap, project the need for 55,500 dwellings per annum to 2030 nationwide. Dublin City along with the 4 other Cities to receive 50% of this projected growth, and of that 40% to be directed to brownfield and infill sites in the built up urban areas.

While it is acknowledged that the Government is taking steps to enhance the delivery of new dwellings units, this will take some time to be realised. The proposed development, delivering 316no. dwellings to the housing rental market, ideally situated within the City Centre, will assist Government in bridging the gap between the target set and the shortfall which is currently happening on the ground.

The proposed development positively responds to each of the four overarching objectives of Housing for All and should be supported in principle.

9.2 Climate Action Plan 2023

CAP23 identifies that the dispersal of residential settlements, commercial zones and workplaces to peripheral areas instead of focusing on central areas and locations served by public transport, has led to an over-reliance on the private car. The Annex of Actions to CAP23 includes an action to prepare sustainable settlement guidelines and to review planning guidelines to ensure a graduated approach in relation to the provision of car parking.

The proposed development is fully aligned to the CAP23 Annex of Actions, in proposing additional new residential units within the western edge of Dublin City Centre, where the 15-minute neighbourhood can be a reality.

Refer also to Section 10 of this report for discussion regarding compliance with Dublin City Development Plan climate action policies and objectives.

9.3 National Sustainable Mobility Policy/ National Mobility Policy Action Plan 2022-2025

9.3.1 Key Principles and High-Level Goals

These policy documents aim to support more sustainable modal shift between now and 2030, through infrastructure and service improvements, as well as demand management and behavioural change measures. This is with a view to encouraging healthier mobility choices, relieving traffic congestion, improving urban environments and helping to tackle the climate crisis.

The Policy is guided by three key principles which are underpinned by 10 high-level goals: -

- **Safe and Green Mobility**
 1. Improve mobility safety.
 2. Decarbonise public transport.
 3. Expand availability of sustainable mobility in metropolitan areas.
 4. Expand availability of sustainable mobility in regional and rural areas.
 5. Encourage people to choose sustainable mobility over the private car.
- **People Focused Mobility**
 6. Take a whole of journey approach to mobility, promoting inclusive access for all.
 7. Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model.
 8. Promote sustainable mobility through research and citizen engagement.
- **Better Integrated Mobility**
 9. Better integrate land use and transport planning at all levels.
 10. Promote smart and integrated mobility through innovative technologies and development of appropriate regulation.

9.3.2 Consistency of Proposed Development with National Sustainable Mobility Policy & Action Plan

The proposed development in combination with the balance of the consented scheme at this site is consistent with the key principles of encouraging use of more sustainable public transport, cycling and walking, given the highly accessible site location.

It meets a number of the relevant high level goals. It is consistent with the promotion of better integrated mobility, with respect to implementing land use and transportation (9), where the proposed residential use is set within a mixed use context and easily accessible by rail, bus, cycling and walking.

It is consistent with the promotion of safe and green mobility, being part of a pedestrian priority development, connected with local services and employment opportunities within easy walking and cycling distance and adjacent to a strategic public transport hub. The consented scheme with the proposed amendment will thus present choice of alternative, sustainable transport modes over the private car (5). High density, people focussed development in turn also supports investment in sustainable mobility infrastructure (3).

It is consistent with the promotion of people focussed mobility, where access for all and universal design principles are factored into the design of the proposed development (6 & 7).

9.4 Section 28 Ministerial Guidelines

The following Statements of Consistency sets out how the proposed development is consistent with the Section 28 Ministerial Guidelines.

9.4.1 Compact Settlement Guidelines 2024

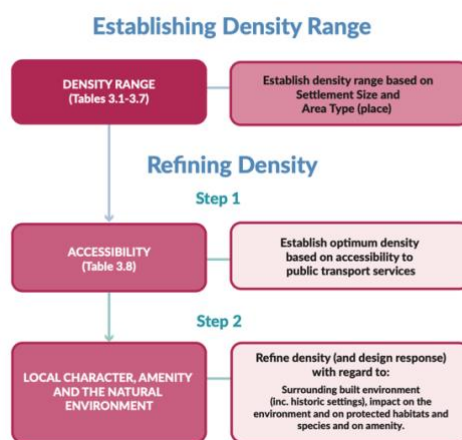
The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities set national planning policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements.

The Guidelines replace the [Sustainable Residential Developments in Urban Areas-Guidelines for Planning Authorities 2009](#) (now revoked). They build on and update previous guidance to take account of current Government policy and economic, social and environmental considerations. The Guidelines expand on higher-level policies of the National Planning Framework, setting policy and guidance in relation to the growth priorities for settlements, residential density, urban design and placemaking and introduce development standards for housing.

Policy and Objective 3.1 – Density Ranges

It is a policy and objective of these Guidelines that the recommended residential density ranges set out in Section 3.3 are applied within statutory development plans and in the consideration of individual planning applications, and that these density ranges are refined further at a local level using the criteria set out in Section 3.4 where appropriate.

Figure 3.3: Illustration of the process for establishing, optimising and refining appropriate density for a plan or development.



The proposed development seeks to provide 316no. units on a net site area of c. 0.82ha. It should be noted that 238no. units are also permitted within the site area under ABP-310567-21 (198no. dwellings) and LRD6042/23-S3A (40no. dwellings). The combined development results in 554no. dwellings and a combined density of c. 676no. units per hectare.

The Sustainable and Compact Settlements Guidelines for Planning Authorities (2024) (“the Compact Settlement Guidelines”) sets out the methodology for the determination of appropriate densities having regard for settlement hierarchies. Figure 3.3 of the Compact Settlements Guidelines for establishing, optimising and refining appropriate density.

Table 3.1 of the Compact Settlements Guidelines set out the density ranges for Dublin. Give the location of the application site, it can be considered a ‘City- Centre’, the defining of which is: -

“The city centres of Dublin and Cork, comprising the city core and immediately surrounding neighbourhoods, are the most central and accessible urban locations nationally with the

greatest intensity of land uses, including higher order employment, recreation, cultural, education, commercial and retail uses. It is a policy and objective of these Guidelines that residential densities in the range 100 dph to 300 dph (net) shall generally be applied in the centres of Dublin and Cork”.

In terms of accessibility, the application site can be considered ‘High Capacity Public Transport Node or Interchange’ as defined in Table 3.8 of the Compact Settlements Guidelines: -

“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 Rail, light rail or MetroLink services; or locations within 500 metres walking distance of an existing or planned BusConnects ‘Core Bus Corridor’ stop.

Highest densities should be applied at the node or interchange and decrease with distance.”

The proposed development is highly accessible with a number of high-frequency public transport routes in its vicinity including DART, Train, Luas, Dublin Bus and BusConnects routes.

The wording, referring to the general application of this density range, allows for some flexibility at sites suitable for higher density, with highest densities applied at significant public transport interchanges. The site is within 500m of Heuston Station and served by Luas, Dublin Bus and within easy walking and cycling distance of Dublin City Centre amenities and services.

We would also highlight that the site is considered appropriate for mid-height and landmark buildings in the Development Plan (see discussion of SDRA 7 guiding principles in Section 10 below). The extant permission that similarly exceeds the 300 dph range, was previously considered acceptable by both Dublin City Council and An Bord Pleanála, having regard to the SDRA7 principles and highly accessible by sustainable modes of transport.

Given that the site conditions and the permitted building height, scale and massing have not materially changed, we would expect that the proposed development, would be similarly acceptable. The supplementary assessments that accompany the planning application demonstrate that no significant new adverse planning or environmental impacts arise for the proposed development (e.g. visual impact, overlooking, overshadowing, heritage impacts, etc).

We refer the Planning Authority to the enclosed Transportation Assessment, prepared by ARUP which provides further detail in respect of public transport availability and active travel patterns.

Specific Planning Policy Requirement 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.

In all cases, the obligation will be on the project proposer to demonstrate to the satisfaction of the planning authority or An Bord Pleanála that residents will enjoy a high standard of amenity and that the proposed development will not have a significant negative impact on the amenity of occupiers of existing residential properties, on a case by case basis.

Proposed Development

Separation distances of over 16m between is maintained between opposing windows serving habitable rooms in existing, permitted and proposed buildings. The proposed development is consistent with SPPR 1.

Windows and balconies to residential units are carefully located to ensure no direct overlooking of the existing residential units at Parkgate Place, from the western elevation of proposed Block C. It may be noted that the living areas of the residential units in the existing Parkgate Place development are oriented towards the south and the river. Proposed balconies are concentrated towards the central and northern area of the western elevation and look over public open space at the neighbouring development. The existing public open space in the neighbouring development is in any event overlooked by the existing office development at Parkgate Place.

Within the proposed scheme, the separation distance between Block B1 and C has reduced slightly from 21m to 18.7m, and so remains well over the 16m separation distance recommendation.

We refer the Planning Authority to the enclosed **Architectural Design Statement**, prepared by Reddy Architecture & Urbanism and to the **Sunlight, Daylight & Over Shadowing Report**, prepared by IN2 Consulting.

Specific Planning Policy Requirement 2 – Minimum Private Open Space Standards for Houses

It is a specific planning policy requirement of these Guidelines that proposals for new houses meet the following minimum private open space standards:

- 1 bed house 20 sq. m
- 2 bed house 30 sq. m
- 3 bed house 40 sq. m
- 4 bed + house 50 sq. m

Proposed Development

These standards relate only to houses and are therefore not applicable in this instance.

We refer the Planning Authority to Section 9.6.2 of this Report which demonstrates compliance with the relevant standards of the Apartment Guidelines (2023).

Specific Planning Policy Requirement 3 – Car Parking

It is a specific planning policy requirement of these Guidelines that:

- i. In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on-street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking

Proposed Development

24no. car parking spaces are proposed at surface level to cater for GoCar/Car Sharing. These spaces will be available for the both the proposed development and the consented development (Block A ABP-310567-21 and Block B2 LRD LRD6042/23), which result in a combined total of 554no. apartment units on site.

This is significantly below the maximum provision of 1no. space per unit and consistent with SPPR3.

Specific Planning Policy Requirement 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.

The following requirements for cycle parking and storage are recommended:

- i. Quantity – in the case of residential units that do not have ground level open space or have smaller terraces, a general minimum standard of 1 cycle storage space per bedroom should be applied. Visitor cycle parking should also be provided. Any deviation from these standards shall be at the

discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/ enlargement, etc. It will be important to make provision for a mix of bicycle parking types including larger/heavier cargo and electric bikes and for individual lockers.

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

Proposed Development

Bicycle parking spaces at a rate of 1no. space per bedroom proposed (456no. spaces), 30no. public/visitor spaces are proposed at grade within the public plaza. This is in accordance SPPR 4.

A total of 734no. bicycle parking spaces are provided for proposed Blocks B1 & C and consented Blocks B2 & A.

We refer the Planning Authority to the enclosed Transportation Assessment Report, prepared by ARUP Group and Design Statement, prepared by Reddy Architecture + Urbanism for further detail.

Section 4.4 – Key Indicators of Quality Design and Placemaking

(i) Sustainable and Efficient Movement

- a) New developments should, as appropriate, include a street network (including links through open spaces) that creates a permeable and legible urban environment, optimises movement for sustainable modes (walking, cycling and public transport) and is easy to navigate.
- b) New developments should connect to the wider urban street and transport networks and improve connections between communities, to public transport, local services and local amenities such as shops, parks and schools, where possible.
- c) Active travel should be prioritised through design measures that seek to calm traffic and create street networks that feel safe and comfortable for pedestrians and cyclists.
- d) The quantum of car parking in new developments should be minimised in order to manage travel demand and to ensure that vehicular movement does not impede active modes of travel or have undue prominence within the public realm. Chapter 5 Development Standards includes a specific planning policy requirement (SPPRs) that addresses car parking rates in new residential developments.

Proposed Development

The development site is well served by public transport. Heuston Station is approximately 200m from the site which provides national and regional rail services, as well as LUAS services.

On Parkgate Street a number of Dublin Bus routes are located which give further access across the city.

There are Dublin Bike Stations adjacent to the site, as well as many dedicated cycle lanes in the nearby roads that provide safe cycling for cyclists encouraging active travel.

Furthermore, the site offers pedestrians an alternative route along the riverfront as the proposed development provides active engagement to the River Liffey.

24no. car parking spaces are proposed at surface level to cater for GoCar/Car Sharing. These spaces will be available for the both the proposed and consented development, permitted under ABP-310567-21, as amended by DCC Reg. Ref. LRD LRD6042/23-S3A, a total of 554no. residential units. This is significantly below the maximum provision of 1no. space per unit outlined in SPPR3 of these Guidelines, in the interests of promoting active travel within the City Centre and use of nearby public transport facilities.

Bicycle parking spaces at a rate of 1no. space per bedroom proposed (456no. spaces), 30no. public/visitor spaces are proposed at grade within the public plaza. This is in accordance SPPR 4.

A total of 734no. bicycle parking spaces are provided for proposed Blocks B1 & C and consented Blocks B2 & A.

(ii) Mix and Distribution of Uses

- a) In city and town centres and at high capacity public transport nodes and interchanges (defined in Table 3.8), development should consist of high intensity mix-use development (residential, commercial, retail, cultural and community uses) that responds in scale and intensity to the level of accessibility. At major transport interchanges, uses should be planned in accordance with the principles of Transport Orientated Development.
- b) In city and town centres, planning authorities should plan for a diverse range of uses including retail, cultural and residential uses and for the adaption and re-use of the existing building stock (e.g. over the shop living). It is also important to plan for the activation of outdoor spaces and the public realm to promote more liveable city and town centres. Much of this can be achieved through the implementation of urban enhancement and traffic demand management measures that work together to free up space for active travel and create spaces that invite people to meet, mingle and dwell within centres.
- c) In areas that are less central, the mix of uses should cater for local services and amenities focused around a hierarchy of local centres that support residential communities and with opportunities for suitable non-residential development throughout.
- d) In all urban areas, planning authorities should actively promote and support opportunities for intensification. This could include initiatives that support the more intensive use of existing buildings (including adaption and extension) and under-used lands (including for example the repurposing of car parks at highly accessible urban locations that no longer require a high level of private car access).
- e) It will be important to align the integration of land uses and centres with public transport in order to maximise the benefits of public transport.
- f) The creation of sustainable communities also requires a diverse mix of housing and variety in residential densities across settlements. This will require a focus on the delivery of innovative housing types that can facilitate compact growth and provide greater housing choice that responds to the needs of single people, families, older people and people with disabilities, informed by a Housing Needs Demand Assessment (HNDA) where possible. Development plans may specify a mix for apartment and other housing developments, but this should be further to an evidence-based Housing Needs and Demand Assessment

Proposed Development

The application site is within easy walking and cycling distance of the city centre and its myriad of amenities. It is also immediately adjacent to the gates of Phoenix Park and a host of other cultural and civic buildings and spaces, e.g. Collins Barracks, Criminal Court of Justice, Heuston Station, etc.

The development site is well served by public transport. Heuston Station is approximately 200m from the site which provides national and regional rail services, as well as LUAS services. On Parkgate Street a number of Dublin Bus routes are located which give further access across the city to a wide range of amenities in the city and city suburbs.

The proposed development is itself and in combination with permitted Block A and B2, a residentially-led mixed-use scheme providing a range of retail, café/restaurants, multi-functional spaces for co-working, cultural, community and amenity uses at ground level. It also delivers new public open space and access to a riverside walk and the heritage features being retained on site.

Unlike other riverfront sites that have been developed in Dublin in recent years or in the past, this site is not cut off from the river by the traffic flow. The design therefore embraces the opportunity this setting affords by opening up this key site to residents and the community. It will be possible to enjoy

private and public, south facing open spaces overlooking Heuston Station, the river and the City. The proposed development has utilised existing features in its design, such as the riverside wall and the entrance archway on Parkgate Street, which are both Protected Structures.

The proposed development provides 1 and 2-bed apartments in a range of typologies, including universally accessed units, to ensure a diverse mix of housing units.

We refer to further discussion of mixed use under the Z5 and Z9 land use zoning objectives for the site and SDRA7 guiding principles of the Dublin City Development Plan 2022-2028, in Section 10 of this report below.

We refer to the **Architectural Design Statement**, and **Housing Quality Assessment**, prepared by Reddy Architecture + Urbanism for further detail.

(iii) Green & Blue Infrastructure

- (a) Plan for the protection, restoration and enhancement of natural features, biodiversity and landscapes, and ensure that urban development maintains an appropriate separation and setback from important natural assets. New development should seek to protect and enhance important natural features (habitats and species) within and around the site, should avoid the degradation of ecosystems and include measures to mitigate against any potential negative ecological impacts.
- (b) Plan for an integrated network of multifunctional and interlinked urban green spaces. This is addressed further in subsection (iii) Public Open Space below.
- (c) Promote urban greening and Nature-based Solutions (including Sustainable Drainage Systems and slow-the-flow initiatives) for the management of urban surface waters in all new developments and retrofitting in existing areas to ensure that the benefits of ecosystem services are realized. Planning authorities should adopt a nature based approach to urban drainage that uses soft-engineering techniques and native vegetation (including the protection of the riparian zone) to minimise the impact on natural river processes.
- (d) The use of Nature-based Solutions at ground level may not be possible on certain brownfield sites due to historic land contamination. In such cases, alternative solutions such as green roofs and walls can be considered.

Proposed Development

The most significant features of the proposed public amenity open space include the 'river walk' and public plaza, connecting to Parkgate Street and the River Liffey. This amounts to c.1,430 sq m within the site area of 0.82 ha (c.17% of the site area). The public open space seeks to enhance the existing condition of the site, making the River Liffey accessible to the public. These amenities will be accessible via the main entrance under Block B2 and through the small pocket park at the eastern apex of the site during normal public park hours, and otherwise by controlled access by the Management Company.

The proposed development seeks to incorporate Sustainable Urban Drainage Systems to include greenroofs, raingardens, filter strips, filter drains, rainwater harvesting for irrigation purposes and surface water treatment systems. The proposed SuDS measures will reduce the quantity and improve the quality of water discharging into the receiving system, see Section 3.3 of the enclosed Drainage Report, prepared by ARUP for further detail.

We discuss compliance with greenroof coverage standards of the Development Plan in Section 10 below.

We refer the Planning Authority otherwise to the enclosed plans and particulars, prepared by ARUP and Mitchell & Associates for detail.

(iv) Open Space

Public open space provided as part of new development proposals. These spaces should be designed to retain and protect natural features and habitats of importance within the site and to maximise biodiversity gain. They should also form an integral part of the overall design. These spaces may be offered for taking in charge by the local authority following the completion of the development

Proposed Development

The most significant features of the proposed public amenity open space include the 'river walk' and public plaza, connecting to Parkgate Street and the River Liffey. This amounts to c.1,430 sq m within the site area of 0.82 ha (c.17% of the site area). The public open space seeks to enhance the existing condition of the site, making the River Liffey accessible to the public. These amenities will be accessible via the main entrance under Block B2 and through the small pocket park at the eastern apex of the site during normal public park hours, and otherwise by controlled access by the Management Company.

The site is immediately accessible to Phoenix Park via Parkgate Street. It also benefits from riverside amenities and proximity to the boat clubs and fishing opportunities along the Liffey corridor, at Island Bridge.

We discuss the public open space requirements of the Development Plan in reference to the Z9 land use zoning and design standards further in Section 10 of this report below.

We refer the Planning Authority to the enclosed **Ecological Impact Assessment Report** and **Natura Impact Statement**, prepared by Altemar and to the **landscape plans and particulars**, prepared by Mitchell & Associates for detail.

(v) Responsive Built Form

- (a) New development should support the formation of a legible and coherent urban structure with landmark buildings and features at key nodes and focal points.
- (b) New development should respond in a positive way to the established pattern and form of development and to the wider scale of development in the surrounding area. The height, scale and massing of development in particular should respond positively to and enhance the established pattern of development (including streets and spaces).
- (c) The urban structure of new development should strengthen the overall urban structure and create opportunities for new linkages where possible.
- (d) Buildings should generally present well-defined edges to streets and public spaces to ensure that the public realm is well-overlooked with active frontages.
- (e) New development should embrace good modern architecture and urban design that is innovative and varied, and respects and enhances local distinctiveness and heritage.
- (f) Materials and finishes should be of high quality, respond to the local palette of materials and finishes and be highly durable.

Proposed Development

The building form, height and massing is not materially different to that already permitted under SHD ABP-306569-20 and in the context of consented development under ABP-310567-21 (Block A) and LRD LRD6042/23 (Block B2) at the same site.

The proposed development continues to respond to the site and the surrounding developments in several ways. Unlike other riverfront sites that have been developed in Dublin in recent years or in the past this site is not cut off from the river by the traffic flow. The design therefore embraces the opportunity this setting affords by opening this key site to residents and the community. It will be possible to enjoy private and public, south facing open spaces overlooking Heuston Station, the river and the City. The proposed development has utilised existing features in its design, such as the riverside wall and the entrance archway on Parkgate Street, which are both Protected Structures.

The design of the proposed development has been influenced by the site's unique riverside setting, its built heritage and pivotal gateway location within the city. The built form, including the height and massing, has been created following an extensive design process. Careful attention to materiality has further resulted in a distinctive and attractive scheme.

The arrangement of the buildings and the building heights themselves have been arranged to respond to the surrounding context and scale of surrounding developments and makes a positive contribution to the urban neighbourhood and streetscape as a result. The variety of massing, height and elevational treatment helps provide a variety of built form and interest in this area and does so working with the existing topography.

We refer the Planning Authority to the enclosed **Architectural Heritage Impact Assessment Report** and **Landscape and Visual Impact Assessment** Report, both prepared By ARC, and to the **Architectural Design Statement**, prepared by Reddy Architecture + Urbanism for further design, townscape and conservation detail.

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.

In the case of strategic and sustainable development sites, the minimum public open space requirement will be determined on a plan-led basis, having regard to the overall approach to public park provision within the area.

In the case of **sites that contain significant heritage**, landscape or recreational features and sites that have specific nature conservation requirements, a higher proportion of public open space may need to be retained. **The 10-15% range shall not therefore apply to new development in such areas.**

In some circumstances a planning authority might decide to set aside (in part or whole) the public open space requirement arising under the development plan. This can occur in cases where the planning authority considers it unfeasible, due to site constraints or other factors, to locate all of the open space on site. In other cases, the planning authority might consider that the needs of the population would be better served by the provision of a new park in the area or the upgrade or enhancement of an existing public open space or amenity. It is recommended that a provision to this effect is included within the development plan to allow for flexibility. In such circumstances, 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

Proposed Development

The most significant features of the proposed public amenity open space include the 'river walk' and public plaza, connecting to Parkgate Street and the River Liffey. This amounts to c.1,430 sq m within the site area of 0.82 ha (c. 17% of the site area). The public open space seeks to enhance the existing condition of the site, making the River Liffey accessible to the public. These amenities will be accessible via the main entrance under Block B2 and through the small pocket park at the eastern apex of the site during normal public park hours, and otherwise by controlled access by the Management Company.

The design of the proposed development has been influenced by the site's unique riverside setting, its built heritage and pivotal gateway location within the city. The proposed design embraces the opportunity this setting affords by opening up this key site to residents and the community, where it will be possible to enjoy private (residents) and public (during normal park opening hours), south facing open spaces overlooking Heuston Station, the river and the City. The proposed development has

utilised existing features in its design, such as the riverside wall and the entrance archway on Parkgate Street, which are both Protected Structures.

The site is immediately accessible to the expansive Phoenix Park via Parkgate Street. It also benefits from riverside amenities and proximity to the boat clubs and fishing opportunities along the Liffey corridor, at Island Bridge.

We discuss the public open space requirements of the Development Plan in reference to the Z9 land use zoning and design standards further in Section 10 of this report below.

9.4.2 Sustainable Urban Housing: design Standards for New Apartments, Guidelines for Planning Authorities (2023)

The Guidelines contain a number of ‘*Specific Planning Policy Requirements*’ (SPPR), which seek to implement the national and regional strategic planning policies and objectives identified in previous sections of this report.

Apartment Mix (SPPR 1)

Specific Planning Policy Requirement 1 of the Apartment Guidelines, states:

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

(SLA emphasis in bold)

Proposed Development

The proposed development seeks permission for 316no.build to sell apartments in place of 321no. build to rent apartments located in Block B1 & C permitted under ABP Ref. ABP-306569-20. The proposed apartments are designed to meet the SPPR1 standards of the Apartment Guidelines 2023.

9.4.2.1 Unit Mix

The proposed unit mix may is more reasonably considered in the context of the proposed and permitted mix of Blocks B1 & C and Block B2, as an SPPR1 compliant scheme not skewed by the permitted BTR units in Block A.

The proposed units in **Blocks B1 and C** range in typology from deep plan to wide frontage units. There are no studio units, and the proposed mix comprises 1-bedroom and 2-bedroom units, as follows:

Studio	1-Bed	2-Bed (3Person)	2-Bed (4-Person)	3-Bed
0no. units	176no. units	23no. units (<10%)	117no. units	0no. units
56%		44%		
Total number of units				316

Table 3: Residential Unit Mix – Proposed New Units in Block B1 & C

The proposed scheme, in combination with the 40no. ‘build to sell’ units located in Block B2, permitted under LRD6042/23-S3A results in the following unit mix:

Studio	1-Bed	2-Bed (3Person)	2-Bed (4-Person)	3-Bed
0no. units	176no. units	33no. units (<10%)	147no. units	0no. units
49.4%		50.6%		
Total number of units				356

Table 4: Residential Unit Mix – Permitted and Proposed Scheme (Blocks B1, B2 & C)

The Guidelines state that there shall be no minimum requirement for apartments with three or more bedrooms. Furthermore, this is not in conflict with any alternative objectives of the Dublin City Development Plan 2022-2028, based on its Housing Demand Needs Assessment. The application site lies outside of the designated North East Inner City area where 3-bedroom dwellings are specifically promoted and required by the Development Plan.

It is therefore respectfully submitted that the proposed development is consistent with the requirements of Specific Planning Policy Requirement 1 and the Dublin City Development Plan.

9.4.2.2 Flexibility of Unit Mix (SPPR2)

Specific Planning Policy Requirement 2 of the Apartment Guidelines, states:

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

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

On the basis that the proposed development in combination with the consented scheme exceeds 50 units on a site greater than 0.25Ha, SPPR2 is not applicable. We refer to the preceding section for confirmation of compliance with SPPR1.

9.4.2.3 Apartment Floor Area (SPPR 3)

Specific Planning Policy Requirement 3 requires that the following minimum floor areas are achieved for apartments: -

Minimum Apartment Floor Areas:-

<i>Studio Apartment (1 person)</i>	<i>37sqm</i>
<i>1-bedroom apartment (2 persons)</i>	<i>45sqm</i>
<i>2-bedroom apartment (3 persons)</i>	<i>63sqm</i>
<i>2-bedroom apartment (4 persons)</i>	<i>73sqm</i>
<i>3-bedroom apartment (5 persons)</i>	<i>90sqm</i>

Proposed Development

All of the proposed apartments exceed the minimum floor area requirements set out the Guidelines.

The **Housing Quality Assessment (HQA)**, prepared by Reddy Architecture & Urbanism, enclosed with this application confirms this to be the case.

9.4.2.4 Safeguarding Higher Standards

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

Proposed Development

The proposed development exceeds the minimum floor area requirements in accordance with the requirement to safeguard higher residential amenity standards.

The **Housing Quality Assessment (HQA)**, prepared by Reddy Architecture & Urbanism, enclosed with this application confirms this.

9.4.2.5 Dual Aspect (SPPR 4)

Specific Planning Policy Requirement 4 states that

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

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

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

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

Proposed Development

The application site may be categorised as a **Central and/or Accessible Urban Location** at the western edge of Dublin City Centre and well served by public transport. Heuston Station is approximately 200m from the site which provides national and regional rail services, as well as LUAS services. On Parkgate Street a number of Dublin Bus routes are located which give further access across the city. There is a Dublin Bikes Station directly adjacent the site near Heuston Bridge, as well as many dedicated cycle lanes in the nearby roads that provide safe cycling for cyclists.

In this central and accessible urban location, while a minimum of 33% dual aspect is required, the proposed development achieves 37% dual aspect.

The **Housing Quality Assessment (HQA)**, prepared by Reddy Architecture & Urbanism, enclosed with this application confirms this. We refer also to the **Architects Design Statement** that illustrates how the dual aspect is achieved for each of the proposed units.

9.4.2.6 Floor to Ceiling Heights (SPPR 5)

Specific Planning Policy Requirement 5 states that:

“Ground level apartment floor to ceiling heights shall generally be a minimum of 2.7m and shall be increased, either at ground level only or in conjunction with all floors in an apartment block or building, in certain circumstances. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25 ha, planning authorities may exercise discretion on a case-by-case basis, subject to overall design quality.”

Proposed Development

The proposed ground floor apartments in Blocks B1 and C achieve the minimum floor to ceiling heights of 2.7m. Please refer to enclosed section drawings prepared by Reddy Architecture + Urbanism for detail.

9.4.2.7 Units per Core (SPPR 6)

Specific Planning Policy Requirement 6 states that

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

Proposed Development

We refer the Planning Authority to the enclosed architectural floor plans prepared by Reddy Architecture & Urbanism, which confirm that no more than 12 apartments per floor per core are provided for in the proposed development, and therefore the proposed development complies with SPPR 6.

9.4.2.8 Private & Communal Open Space

The following are the minimum private and communal amenity space requirements of the Guidelines that apply to the proposed apartments: -

Minimum Floor Areas for Private Amenity Space	
Studio	4 sq m
One bedroom	5 sq m
Two bedroom	7 sq m
Three bedroom	9 sq m

Table 5: Minimum private and communal amenity space requirements of the Guidelines

Minimum Floor Areas for Communal Amenity Space	
Studio	4 sq m
One bedroom	5 sq m
Two bedroom	7 sq m
Three bedroom	9 sq m

Table 6: Minimum private and communal amenity space requirements of the Guidelines

Proposed Development

All of the proposed apartments are provided with private amenity space in the form of terraces/balconies/wintergardens that meet or exceed the minimum requirements outlined above.

C. 2,490sqm of outdoor communal amenity space is provided for the proposed development at the courtyard between Blocks B1 & C and at roof level of Blocks B1 and C. This exceeds the 1,832sqm required under the Apartment Guidelines. This amenity space will be accessible to residents only.

While not required under the Development Plan and relevant Guidelines, the proposed development includes the provision of 226sqm of internal amenity space at ground floor level for use of future residents.

It should be noted that the proposed development, in combination with the consented development will be provided with a total of c. 5,951sqm of outdoor communal amenity space, exceeding the 3,162sqm requirement for a total of 554no. units (73no. studios, 273no. 1-beds, 207no. 2-beds and 1no. 3-bed).

We refer the Planning Authority to page 37 & 38 of the enclosed Architectural Design Statement for further detail.

We refer the Planning Authority to the **Architectural Design Statement** and **Housing Quality Assessment** prepared by Reddy Architecture and Urbanism for quantum details. We refer also to the enclosed **landscape plans and particulars**, prepared by Mitchell + Associates Landscape Architecture, for further details and the location, layout and design of the communal open space at ground and roof levels..

9.4.2.9 Car Parking

The Guidelines set out broad proximity and accessibility considerations for higher density apartment schemes categorised as ‘Central and/or Accessible Urban Locations’, being sites:

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

The application site meets all of these criteria.

In the context of car parking provision, ‘Central and/or Accessible Urban Locations’, the Guidelines require that:-

“Car parking provision should be minimised, substantially reduced or wholly eliminated. The policies above would be particularly applicable in highly accessible areas such as in or adjoining city cores or at a confluence of public transport systems.”

Proposed Development

24no. car parking spaces are proposed at surface level to cater for GoCar/Car Sharing. These spaces will be available for both the proposed and consented development, permitted under ABP-310567-21, as amended by DCC Reg. Ref. LRD LRD6042/23-S3A, a total of 554no. residential units.

9.4.2.10 Bicycle Parking

The Guidelines provide that new development proposals in central urban and public transport accessible locations, which otherwise feature appropriate reductions in car parking provision, should at the same time be comprehensively equipped with high quality cycle parking and storage facilities for residents and visitors.

Generally, 1no. dedicated bicycle space per bedroom and 1no. visitor bicycle space per 2no. units is required. We would refer also to Table 16.2 of the current Dublin City Development Plan for the Minimum Bicycle Parking rates applied to new development in the City, having had regard to the Apartment Guidelines.

Bicycle parking should be easily accessible and provided within secure and dedicated facilities for residents and accessible, convenient locations for visitors.

Proposed Development

Bicycle parking spaces at a rate of 1no. space per bedroom proposed (456no. spaces), 30no. public/visitor spaces are proposed at grade within the public plaza. This is in accordance SPPR 4 of the Compact Settlement Guidelines (see section 6.4.1 above).

We refer the Planning Authority to the enclosed Transportation Assessment Report, prepared by ARUP Group for further detail.

We refer the Planning Authority to the Floor Plans and Architects Design Statement, prepared by Reddy Architecture & Urbanism, and to the Landscape Plans, prepared by Mitchell & Associates Landscape Architecture for further details on the location of the proposed additional bicycle parking facilities.

9.4.2.11 Building Life Cycle Report

Paragraph 6.13 of the Guidelines requires that planning applications for apartment development include a Building Lifecycle Report.

A **Building Life Cycle Report**, prepared by Aramark, accompanies this LRD Application.

9.4.2.12 Sunlight & Daylight

Paragraph 6.6 of the Guidelines notes that: -

Planning authorities should avail of appropriate expert advice where necessary and have regard to quantitative performance approaches to daylight provision outlined in guides like A New European Standard for Daylighting in Buildings IS EN17037:2018, UK National Annex BS EN17037:2019 and the associated BRE Guide 209 2022 Edition (June 2022), or any relevant future standards or guidance specific to the Irish context, when undertaken by development proposers which offer the capability to satisfy minimum standards of daylight provision.

We refer the Planning Authority to the accompanying **Daylight & Sunlight Analysis**, prepared by IN2 Engineering Design Partnership.

The Report finds: -

Communal Open space

that all amenity spaces were found to be compliant with the BRE Guide. Every proposed amenity space receives at least 2 hours of direct sunlight on March 21st.

Internal Daylight Analysis

The overall scheme was determined to be 90% compliant with the methodology utilised.

Sunlight Analysis

It was determined that 87% of the assessed units were found to be compliant for the BRE Guide recommended sunlight hours.

Impact on Neighbouring Dwellings (Daylight)

The analysis indicated that all existing residences on Montpelier Hill assessed for daylight impact were found to achieve full compliance with BRE recommendations, as VSC values were predicted to be either remain above 27% and or any reduction was less than 20%. These dwellings would therefore not be adversely affected by the proposed development in terms of receipt of natural light.

Impact on Neighbouring Dwellings (Sunlight)

Similarly, analysis undertaken for sunlight availability determined BRE compliance with regards to all existing dwellings assessed on Montpelier Hill, confirming their currently received sunlight would not be adversely affected by the proposed development.

Section 6.3 of the Report provides details on compensatory measures for failing units, measures include: -

1. Daylight Adjacency

In cases where a room falls below the target, another room within the unit was found to be comfortably compliant for daylight. Therefore, despite the unit being slightly below the daylight target, each of these units has well daylit rooms.

2. ETS

In the case where a room falls below the target space is compensated by a high level of ETS (more than 3 hours).

3. Communal Open Space

Compensatory measures have been provided outside of the individual units with a large portion of the site being landscaped for communal open space. The proposed development includes the provision of a large quantum of communal open space.

4. Winter Garden

Some KLD's with below target SDA values have the compensatory measure of a winter garden. These winter gardens were determined to be full daylit and have the added advantage of being a sheltered space that can capture the aspect over the Phoenix Park.

5. Aspect

Some units with lower SDA results have the benefit of positive aspects onlooking the Phoenix Park or into the communal amenity space.

6. Location

The scheme location is of high benefit due to both its proximity to the Phoenix Park and its location a major transport node at Heuston Station.

9.4.3 Urban Development & Building Heights Guidelines for Planning Authorities (2018)

The Guidelines note that increasing prevailing building height has a critical role to play in addressing the delivery of more compact urban growth which is a key objective of the NPF. The Guidelines set out a number of Strategic Planning Policy Requirements (SPPR) which are noted as taking precedence over any conflicting policies and objectives in the Development Plans.

Section 3.1 of the Guidelines acknowledges that there is a presumption in favour of buildings of increased height in our town/city cores and in other urban locations with good public transport links. Section 3.1 requires Planning Authority's to apply the following broad principles in considering development proposals for buildings taller than prevailing building heights in urban areas:

- *Does the proposal positively assist in securing National Planning Framework objectives of focusing development in key urban centres and in particular, fulfilling targets related to brownfield, infill development and in particular, effectively supporting the National Strategic Objective to deliver compact growth in our urban centres?*
- *Is the proposal in line with the requirements of the development plan in force and which plan has taken clear account of the requirements set out in Chapter 2 of these guidelines?*
- *Where the relevant development plan or local area plan pre-dates these guidelines, can it be demonstrated that implementation of the pre-existing policies and objectives of the relevant plan or planning scheme does not align with and support the objectives and policies of the National Planning Framework?*

The proposed development ranges in height from 8 to 13 storeys. These heights have been deemed acceptable by both the Board and Dublin City Council under ABP-306569-20 and ABP-310567-21 as amended by DCC Reg. Ref. LRD6042/23-S3A in the context of the relevant criteria set out in Section 3.2 of the Building Height Guidelines. Rather than provide unnecessary repetition, we discuss the proposed development against the similar principles now included in the Dublin City Development Plan 2022-2028 (Appendix 3), in Section 10 of this report below.

While, the height and scale of the proposed redevelopment of this site is such that it is likely to be visible from a wide area within the city, remains consistent with the Dublin City Development Plan designation of the SDRA 7 Heuston gateway as a location with potential for mid-rise and tall buildings to provide a new urban identity and as a western counter balance to regeneration in the Docklands to the east along the Liffey Quays.

We refer the Planning Authority otherwise to the accompanying **Architectural Design Statement** and elevational drawings prepared by Reddy Architecture & Urbanism for details. We refer also to the **LVIA** prepared by ARC which accompanies this application.

9.4.4 The Planning System and Flood Risk Assessment (2009)

A Site-Specific Flood Risk Assessment (SSFRA), prepared by ARUP is enclosed with this application and confirms that flood risk to the site is low and existing ground levels are above the maximum 1% AEP fluvial water level and the 0.5% AEP tidal level. The risk of groundwater and pluvial flooding is also low.

10 STATUTORY DEVELOPMENT PLAN – STATEMENT OF CONSISTENCY

The Dublin City Council Development Plan 2022-2028 (hereafter referred to as the Development Plan) is the statutory land-use plan governing the subject lands at this time.

The application site is not subject of an Local Area Plan (LAP) or Strategic Development Zone (SDZ) designation.

This Statement of Consistency is understood to be intended to provide the Planning Authority with adequate comfort that the policies and objectives of the Statutory Development Plan have been duly complied with in devising the proposed amendment to the consented scheme.

10.1 Land Use Zoning

Under the current Development Plan, the same majority of the site remains subject to the Zoning Objective “Z5 – City Centre”. The lands in the immediate vicinity of the site are also thus zoned.

A linear strip along the river edge remains zoned for open space. The riverside amenity space of the consented scheme, within this zone, is not impacted by the proposed amendments.

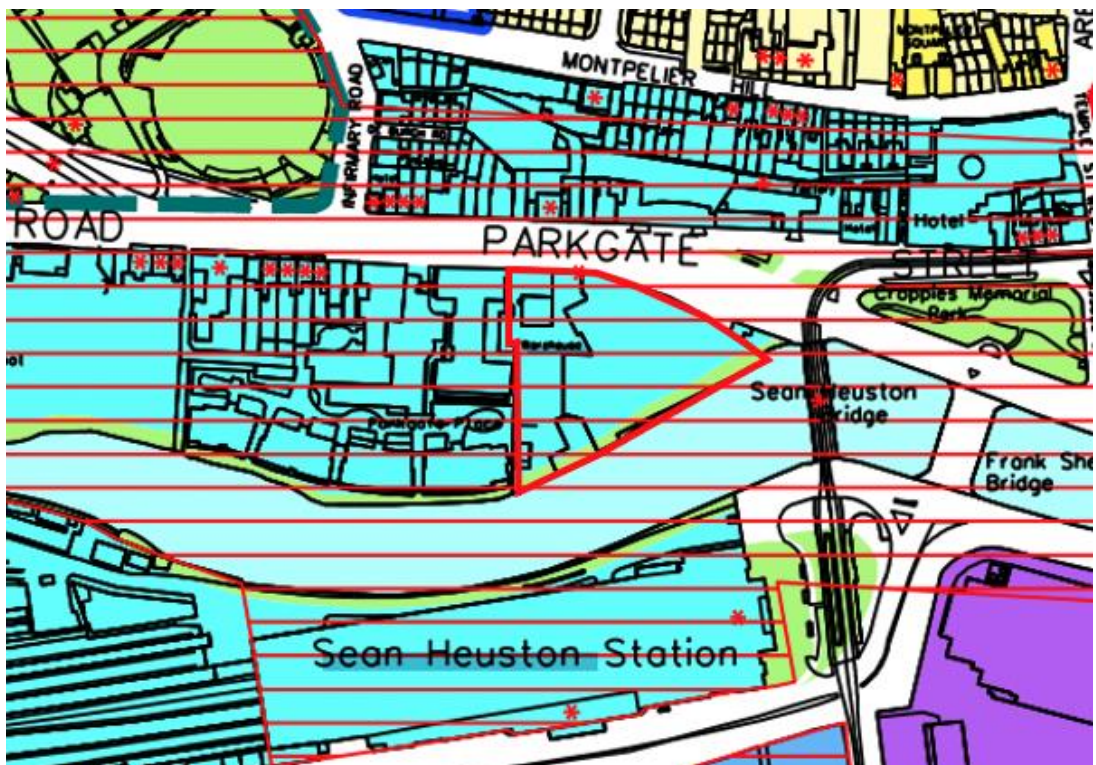


Figure 2: Extract, Map E, Dublin City Development Plan 2022 - 2028 (SLA overlay outlines approximate application site area outlined in red). We refer the Planning Authority to the accompanying Site Location Map prepared by Reddy Architecture & Urbanism for the exact extent of the site area of the consented scheme and the location of the proposed amendments within this site.

Zoning objective Z5 seeks:

To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity.

The purpose of the zoning is to promote intensive and varied mixed-use development, horizontally and vertically, to sustain life within the city centre through day and night. The Plan identifies “*retail, commercial, residential*” as being desirable to promote within the general mix of sustainable uses.

‘Residential’, ‘Community Facility’ and ‘Shop (Local)’ are permissible use under the Z5 zoning.

Zoning objective **Z9** seeks:

To preserve, provide and improve recreational amenity, open space and ecosystem services.

The redevelopment of this site presents a rare opportunity to open up recreational riverside public amenity open space along the north bank of the River Liffey, in accordance with the Z9 zoning objective.

The design of the proposed scheme seeks to balance the delivery of the new river walk amenity with the conservation of existing heritage structures, including listed protected structures, that contribute unique character of the site and cultural identity of this part of the city, but which do currently present a defensive barrier to the river’s edge. The careful creation of a number of new opes in the riverside stone wall (protected structure) will allow visual permeability to the proposed new river walk amenity, forming further interconnections between Parkgate Street, the River and Heuston Station, and enhancing light penetration into the amenity spaces behind the wall. Access to the square tower (protected structure) and reopening of an existing ope will also re-establish a former connection to the river. The proposed river walk is as permitted under ABP-306569-20.

10.2 Strategic Development & Regeneration Area (SDRA) 7: Heuston and Environs

The proposed development is located at a site within Heuston & Environs Strategic Development & Regeneration Area (SDRA 7). The SDRA 7 designation is carried over into the Dublin City Development Plan 2022-2028.

The stated “*Capacity of SDRA Designated Lands for Residential Use or a Mixture of Residential and Other Uses and Supporting Infrastructure*”, as identified in Section 13.1, Table 13.1 of the Development Plan, would appear to place a focus on the delivery of *residential* use as a priority over any other specific use in mixed use schemes that would deliver homes and employment in these areas of the city.

Thereafter, overarching, SDRA specific and site-specific guiding principles are set out for the SDRAs. It is stated that the guiding principles are not intended to be prescriptive and are to be read in conjunction with the land use zoning objective and other relevant policies, objectives and development standards of the Plan.

In respect of the overarching principles for development in the SDRAs in a general sense, they set out an overall strategy broadly relating to development form and scale, connectivity/permeability, open space, etc.

Figure 13-10 of the Development Plan indicates the development footprint and building height potential for the SDRA ‘Development Sites’, including the ‘Hickey’s’ site. It does not identify any particular type or mix of uses for this site.

The Guiding Principles for SDRA 7 Heuston and Environs, included under the theme of ‘*Land Use & Activity*’, do promote the creation of a new mixed-use district incorporating a mix of residential and office uses complemented by culture, retail and service elements specifically at the ‘**Heuston**’ lands. We would understand this to refer to ‘Key Opportunity Site’ No.3 Heuston (i.e., the CIE lands) to the south of the Liffey.

There is reference made in the SDRA 7 principles to Objective **CU025**, which we discuss further in Section 7.1.11 below.

Figure 13-10: SDRA 7 Heuston and Environs

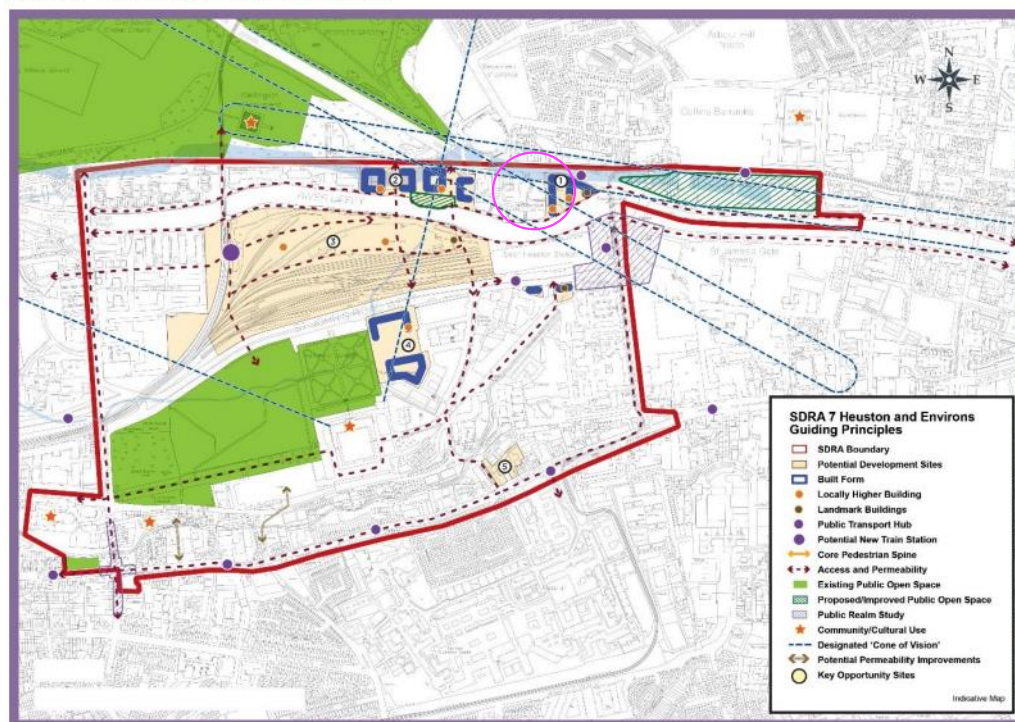


Figure 3: Extract from Figure 13-10 of the Dublin City Development Plan 2022-2028, including subject site.

10.3 SDRA 7 Guiding Principles for Hickey's Key Opportunity Site

In respect of the site-specific guiding principles for the 'Hickeys' lands, the intentions are:

- To provide active frontage to Parkgate Street with active non-residential land use.
- To provide a publicly accessible riverside amenity walkway.
- To allow for building heights generally in the order of 6-8 storeys, with locally higher buildings to the rear, and also a landmark building in the order of 30 storeys at the eastern apex.

The proposed development alone and in combination with the development of the Block A Tower and Block B2 (permitted under ABP-310567-21 and LRD6042/23 within this same application site), ensures that the site-specific guiding principles for the Hickeys site are met, with a mix of residential amenity, retail, café/restaurant uses, multi-functional spaces to accommodate co-working/community/cultural/exhibition uses and public amenity spaces provided at ground level to animate Parkgate Street and the river walk.

The proposed development will provide a high quality residential scheme at upper and ground floor levels, with the ground level fronting onto Parkgate Street primarily occupied by active uses, including retail, café/restaurant, public and private community and cultural amenities and open space, which animate Parkgate Street and the surrounding public realm.

Further generous restaurant/café unit and community/cultural uses at the ground level of Blocks A and B2, with active frontage to Parkgate Street and the public space, are included in the consented scheme permitted under ABP-310567-21 and LRD6042/23.

The proposed mix of uses will complement and support the existing businesses on the north side of Parkgate Street, which include pubs, coffee shops, convenience shop, offices and the law courts, and the existing office use neighbouring the site to the west (formerly part of the original industrial site).

It is noted that permission granted for the nearby mixed-use redevelopment of the existing Guinness Brewery Lands to the south of James Street, Dublin 8, will include 336no. dwellings, 2no. new hotels, 5 no. new commercial office buildings, a Markethall, a Foodhall, retail/café/restaurant/public house/bar

uses, community and cultural spaces and new public amenity open space. This permitted development will also significantly add to the mix of commercial uses in the immediate vicinity of the application site and SDRA7.

The proposed development ranges in height from 8 to 13 storeys. These heights have previously been deemed acceptable by the Board and Dublin City Council at this site, under ABP-306569-20 and ABP-310567-21 as amended by DCC Reg. Ref. LRD6042/23. The site conditions have not changed in the interim. While, the height and scale of the proposed redevelopment of this site is likely to be visible from a wide area within the city, it remains consistent with the identification of the SDRA 7 Heuston gateway as a location with potential for mid-rise and tall buildings, to provide a new urban identity and as a western counter balance to regeneration in the Docklands to the east along the Liffey Quays.

We discuss building height in the context of the relevant criteria set out in Appendix 3 of the Development Plan further below.

10.4 Conservation Areas

The site is located within a larger 'Conservation Area' designated in the Dublin City Development Plan along the River Liffey and its banks and quays, as evident in Figure 2.

The following objectives of the Development Plan are also relevant:

BHA2: Development of Protected Structures

That development will conserve and enhance protected structures and their curtilage and will:

- (a) Ensure that any development proposals to protected structures, their curtilage and setting shall have regard to the Architectural Heritage Protection Guidelines for Planning Authorities (2011) published by the Department of Culture, Heritage and the Gaeltacht.*
- (b) Protect structures included on the RPS from any works that would negatively impact their special character and appearance.*
- (c) Ensure that works are carried out in line with best conservation practice as advised by a suitably qualified person with expertise in architectural conservation.*
- (d) Ensure that any development, modification, alteration, or extension affecting a protected structure and/or its setting is sensitively sited and designed, and is appropriate in terms of the proposed scale, mass, height, density, layout and materials.*
- (e) Ensure that the form and structural integrity of the protected structure is retained in any redevelopment and ensure that new development does not adversely impact the curtilage or the special character of the protected structure.*
- (f) Respect the historic fabric and the special interest of the interior, including its plan form, hierarchy of spaces, structure and architectural detail, fixtures and fittings and materials.*
- (g) Ensure that new and adapted uses are compatible with the architectural character and special interest(s) of the protected structure.*
- (h) Protect and retain important elements of built heritage including historic gardens, stone walls, entrance gates and piers and any other associated curtilage features.*
- (i) Ensure historic landscapes, gardens and trees (in good condition) associated with protected structures are protected from inappropriate development.*
- (j) Have regard to ecological considerations for example, protection of species such as bats.*

BHA3: Loss of Protected Structures

That the City Council will resist the total or substantial loss of protected structures in all but exceptional circumstances.

BHA6: Buildings on Historic Maps

That there will be a presumption against the demolition or substantial loss of any building or other structure which appears on historic maps up to and including the Ordnance Survey of Dublin City, 1847. A conservation report shall be submitted with the application and there will be a presumption against the demolition or substantial loss of the building or structure, unless demonstrated in the submitted conservation report this it has little or no special interest or merit having regard to the provisions of the Architectural Heritage Protection Guidelines for Planning Authorities (2011).

BHA9: Conservation Areas

To protect the special interest and character of all Dublin's Conservation Areas – identified under Z8 and Z2 zoning objectives and denoted by red line conservation hatching on the zoning maps. Development within or affecting a Conservation Area must contribute positively to its character and distinctiveness and take opportunities to protect and enhance the character and appearance of the area and its setting, wherever possible.

Enhancement opportunities may include:

- 1. Replacement or improvement of any building, feature or element which detracts from the character of the area or its setting.*
- 2. Re-instatement of missing architectural detail or important features.*
- 3. Improvement of open spaces and the wider public realm and reinstatement of historic routes and characteristic plot patterns.*
- 4. Contemporary architecture of exceptional design quality, which is in harmony with the Conservation Area.*
- 5. The repair and retention of shop and pub fronts of architectural interest.*
- 6. Retention of buildings and features that contribute to the overall character and integrity of the Conservation Area.*
- 7. The return of buildings to residential use.*

Changes of use will be acceptable where in compliance with the zoning objectives and where they make a positive contribution to the character, function and appearance of the Conservation Area and its setting. The Council will consider the contribution of existing uses to the special interest of an area when assessing change of use applications, and will promote compatible uses which ensure future long-term viability

BHA10: Demolition in a Conservation Area

There is a presumption against the demolition or substantial loss of a structure that positively contributes to the character of a Conservation Area, except in exceptional circumstances where such loss would also contribute to a significant public benefit.

Proposed Development

A considered approach has been taken to the integration of protected and non-protected structures of heritage value and the achievement of good urban design that delivers excellent public amenity, visual and physical connectivity and legibility to the city.

The proposed development involves the conservation, refurbishment, repair and adaption of existing protected structures, including:

- Entrance stone archway (protected structure) to be conserved, refurbished, repaired and adapted for use as pedestrian access to proposed residents' communal open space, entrance foyers to Block B1 and Blocks C1, C2 and C3 and ancillary amenities.
- Riverside stone wall (protected structure) to be conserved, refurbished, repaired and adapted, including partial demolition comprising the enlargement of existing opes and creation of new opes and lintel treatments for incorporation within the riverside stone wall, as part of the proposed riverside amenity walkway.
- Turret (protected structure) at the eastern end of the riverside stone wall to be conserved, refurbished, repaired and adapted as an integrated part of riverside stone wall and proposed amenity walkway.
- Square Tower on riverfront (protected structure) to be conserved, refurbished, repaired and adapted as an integrated part of riverside stone wall proposed and amenity walkway.

We refer to the drawings of the heritage buildings prepared by Reddy Architects & Urbanism that accompany the application and to the **Architectural Heritage Impact Assessment** report and **LVIA** report prepared by ARC.

It is noted that while the creation of opes in the riverside stone wall would have some adverse heritage impact, other protected structure and heritage features will be retained and repaired and that this is positive. It should be highlighted that the proposed development does not see total or substantial loss of protected structures.

The stone archway is conserved in situ at Parkgate Street, as an entrance to the residential component of the proposed scheme.

While it is proposed to remove historic fabric to create enlarged and new opes in the riverside stone wall, it is our planning opinion that the substantive character of the existing built edge to the river, including the riverside stone wall and the turret and square tower (protected structures), and the larger stone gabled building and gable of the smaller building (not protected) that form a continuation of the wall, is maintained and protected. It is noted that historic stone fabric to be removed from the wall can be reused elsewhere in the scheme.

The historic features along the river front of the site are all to be integrated as a publicly accessible amenity as part of the proposed 'river walk'.

It should be noted that public space is central to placemaking, and the location of the proposed public plaza offers the potential of celebrating the enjoyment of a relationship with the River Liffey and with the great public concourse in front to Heuston station. No other location for an equivalent public space on the development site or elsewhere in the Heuston area, which would offer the same potential for relationships with both the River and the public space in front of Heuston Station. The Riverside Stone Wall unaltered forms a barrier that would prevent such relationships being realised.

The proposed development seeks the demolition of Parkgate House, a former 2-storey detached house (partially collapsed). Parkgate House is indicated on the First Edition Ordnance Map of 1837 but is not a Protected Structure. We refer the Planning Authority to the enclosed Architectural Heritage Impact Assessment, prepared by ARC and Demolition Justification Report, prepared by Reddy Architecture + Urbanism for further detail.

For the avoidance of doubt, the proposed conservation works do not differ to those permitted by the Board under ABP-306569-20. The Board's Inspector's Report (ABP-306569-20) welcomed the refurbishment and reuse of the Protected Structures and considered that an appropriate balance had been achieved between protecting the historical significance of the site and enabling its redevelopment. Points of detail have been agreed with the planning authority at compliance stage of the SHD consent, including Conditions 4(v) – cast iron salvage, 23(e) – conservation and demolition, and 30 – construction waste management of that permission). The Applicant is seeking to reapply for these same approved works to ensure they are implemented as part of the current application.

We refer to the enclosed Architectural Heritage Impact Assessment and Landscape and Visual Impact Assessment, both prepared by ARC, for further discussion of the impact of the proposed development on the protected structures and conservation setting.

Furthermore, we refer the Planning Authority to the enclosed Ecological Impact Assessment Screening Report and Natura Impact Statement, prepared by Altemar which has regard to ecological considerations on site.

10.5 Climate Action

The following climate action policies of the Development Plan are relevant to the design of new buildings:

CA8 (*Climate Mitigation Actions in the Built Environment*) and **CA9** (*Climate Adaption Actions in the Built Environment*) are almost identical policies, requiring that development proposals shall demonstrate:

“... sustainable [climate adaptation, circular] design principles for new buildings/services/site.

The Council will promote and support development which is resilient to climate change. This would include:

- a. measures such as green roofs and green walls to reduce internal overheating and the urban heat island effect;*
- b. ensuring the efficient use of natural resources (including water) and making the most of natural systems both within and around buildings;*
- c. minimising pollution by reducing surface water runoff through increasing permeable surfaces and use of Sustainable Drainage Systems (SuDS);*
- d. reducing flood risk, damage to property from extreme events– residential, public and commercial;*
- e. reducing risks from temperature extremes and extreme weather events to critical infrastructure such as roads, communication networks, the water/drainage network, and energy supply;*
- f. promoting and protecting biodiversity [, novel urban ecosystems] and green infrastructure.*

CA10 Climate Action Energy Statement:

“All new developments involving 30 residential units and/or more than 1,000sq.m. of commercial floor space, or as otherwise required by the Planning Authority, will be required to submit a Climate Action Energy Statement as part of the overall Design Statement to demonstrate how low carbon energy and heating solutions, have been considered as part of the overall design and planning of the proposed development.”

Proposed Development

The proposed development includes a range of sustainable design principles to ensure resilience to climate change. We refer the Planning Authority to the enclosed **Climate Action and Energy Statement**, prepared by IN2 Engineering Partnership, for further discussion.

10.6 Quality Housing and Sustainable Neighbourhoods

QHSN2 seeks that new residential development is:

“To have regard to the DEHLG Guidelines on ‘Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes Sustaining Communities’ (2007), ‘Sustainable Urban Housing: Design Standards for New Apartments’ (2020), ‘Sustainable Residential Development in Urban Areas’ and the accompanying ‘Urban Design Manual: A Best Practice Guide’ (2009), Housing Options for our Aging Population 2020 and the Design Manual for Urban Roads and Streets’ (DMURS) (2019).”

Applicant's Response

The proposed development has had regard to the relevant Guidelines identified in QHSN2, in particular the Apartment Guidelines (2023) and Compact Settlement Guidelines (2024). The consistency of the proposed amendments to the consented scheme with these Guidelines is discussed the preceding sections of this Report.

QHSN10 (sustainable density) seeks:

“To promote residential development at sustainable densities throughout the city in accordance with the Core Strategy, particularly on vacant and/or underutilised sites, having regard to the need for high standards of urban design and architecture and to successfully integrate with the character of the surrounding area.”

Proposed Development

The proposed development seeks to provide 316no. units on a net site area of c. 0.82ha. It should be noted that an additional 238no. dwellings are permitted on the same site under ABP-310567-21 (198no. BTR apartments) and LRD LRD6042/23 (40no. apartments). This results in a combined total of 554no. dwellings and a density of c. **676no. units per hectare**.

The overall density decreases slightly from consented 681 units per hectare (permitted under ABP-306569, ABP-310567-21, as amended by DCC Reg. Ref. LRD LRD6042/23-S3A).

The consented scheme was previously considered acceptable to both Dublin City Council and An Bord Pleanála, being representative of strategic high density and high quality development of a central brownfield site, within a Strategic Development and Regeneration Area (SDRA7), highly accessible by sustainable modes of transport. The consented development was considered to be consistent with strategic planning policy and guidance to actively promote higher density and building height at urban brownfield and infill sites, and the exceptional circumstances of the site being located within SDRA7 where mid-rise and landmark buildings are permitted in principle. Both Dublin City Council and the Board were satisfied that the consented development, in this context and having regard to the findings of the various supplementary assessments, would not give rise to any significant adverse impact on residential or visual amenity, architectural heritage or environmental infrastructure.

Given the site conditions have not changed and that the building height, massing and effects remains substantially the same as the permitted scheme, we would expect that the proposed development would be similarly acceptable to the planning authority.

We refer to further discussion on the Development Plan density objectives below.

QHSN11 (15-minute city concept) seeks:

“To promote the realisation of the 15-minute city which provides for liveable, sustainable urban neighbourhoods and villages throughout the city that deliver healthy placemaking, high quality housing and well designed, inter-generational and accessible, safe and inclusive public spaces served by local services, amenities, sports facilities and sustainable modes of public and accessible transport where feasible.”

Proposed Development

The proposed development continues to support the concept of a 15-minute city.

The proposed development will ensure the development of 316no. residential units, retail and community / cultural amenities at Parkgate Street. The site location benefits from a range of local city centre services and amenities within easy walking and cycling distance. The proposed development will achieve compact growth through more intensive use of an urban brownfield site on the western edge of Dublin City Centre.

The site is highly accessible to high frequency and capacity public transport services. The site is approximately 200m from Heuston Station which gives rail access to west Dublin and the west and south west of Ireland. Heuston Red Line LUAS stop is approximately 180m from the subject site which gives convenient access to the city centre and the IFSC in one direction and access to Tallaght and west

Dublin in the other direction. Numerous Dublin Bus stops are also conveniently located on Parkgate Street directly adjacent the site Dublin Bus numbers 25, 26, 66, 66a, 66b, 66e, 67 and 69). In addition to the above public transport services, a Dublin Bikes station is located directly beside the subject site at Heuston Bridge.

QHSNO11 (universal access) seeks:

“To ensure that 50% of apartments in any development that are required to be in excess of minimum sizes should be designed to be suitable for older people/mobility impaired people, people living with dementia and people with disabilities in accordance with the guidelines set out in the Universal Design Guidelines for Homes in Ireland 2015, the DHLG&H’s Design Manual for Quality Housing 2022 and the DHP&LG & DH’s Housing Options for Our Ageing Population Policy Statement 2019.”

Proposed Development

In accordance with the Apartment Design Guidelines 2023, 50% of the proposed units are in excess of the minimum floor area requirements. In accordance with QHSNO11, 50% of these oversized units (i.e. 25% of the proposed apartment units) are universally designed.

We refer the Planning Authority to the enclosed **Architectural Design Statement**, prepared by Reddy Architecture + Urbanism for details.

QHSN34 (social and affordable housing) seeks:

“To promote the provision of social, affordable purchase, cost rental and rental housing in accordance with the Council’s Housing Strategy, Part V of the Planning and Development Act, as amended by the Affordable Housing Act 2021 and government policy as outlined in the DHLGH ‘Social Housing Strategy 2020’ and support the realisation of public housing.”

Proposed Development

We can confirm that the site was purchased within the protected period of 1 September 2015 to 31 July 2021. We refer the Planning Authority to the enclosed Part V Validation Letter issued by Dublin City Council.

The applicant intends to meet its Part V obligations and anticipates final agreement being reached through the relevant compliance condition.

QHSN36 (high quality apartment development) seeks:

“To promote the provision of high-quality apartments within sustainable neighbourhoods by achieving suitable levels of amenity within individual apartments, and within each apartment development, and ensuring that suitable social infrastructure and other support facilities are available in the neighbourhood.”

Proposed Development

We refer to previous discussion of compliance with the Apartment Design Guidelines standards, in Section 9.4.2 of this report.

We refer also to discussion of compliance with the Development Plan design standards further below.

The proposed units are well catered for in respect of benefitting from high levels of amenity, both within each individual apartment (generous floor areas and private balconies/ terraces) and in the wider private communal areas (ground and roof level courtyards and internal amenity spaces) and public amenities (public square and riverwalk and other multi-functional community/cultural spaces) on site, and the public amenities in the immediately surrounding neighbourhood (Phoenix Park, local services, cultural attractions, etc).

We refer also to the Social and Community Audit, prepared by Stephen Little & Associates, that accompanies this report.

QHSN38 (Housing Strategy), seeks:

“To encourage and foster the creation of attractive, mixed use, sustainable residential communities which contain a wide variety of housing and apartment types, sizes and tenures, in accordance with the Housing Strategy and HNDA, with supporting community facilities and residential amenities.

Further detail in regard to unit mix is set out in Chapter 15: Development Standards. Unit mix requirements for the Liberties and the North Inner City are set out in Section 15.9.1 and Table 37 of the Housing Strategy in Appendix 1.”

SC12 (Housing Mix) seeks:

“To promote a variety of housing and apartment types and sizes, as well as tenure diversity and mix, which will create both a distinctive sense of place in particular areas and neighbourhoods, including coherent streets and open spaces and provide for communities to thrive.”

Proposed Development

The proposed unit mix may be more reasonably considered in the context of the proposed and permitted mix of Blocks B1 & C and Block B2, as an SPPR1 compliant scheme not skewed by the permitted BTR units in Block A.

The proposed units in **Blocks B1 and C** range in typology from deep plan to wide frontage units. There are no studio units, and the proposed mix comprises 1-bedroom and 2-bedroom units, as follows:

Studio	1-Bed	2-Bed (3Person)	2-Bed (4-Person)	3-Bed
0no. units	176no. units	23no. units (<10%)	117no. units	0no. units
56%		44%		
Total number of units				316

Table 7: Residential Unit Mix – Proposed New Units in Block B1 & C

The proposed scheme, in combination with the 40no. ‘build to sell’ units located in Block B2, permitted under LRD6042/23-S3A results in the following unit mix:

Studio	1-Bed	2-Bed (3Person)	2-Bed (4-Person)	3-Bed
0no. units	176no. units	33no. units (<10%)	147no. units	0no. units
49.4%		50.6%		
Total number of units				356

Table 8: Residential Unit Mix – Permitted and Proposed Scheme (Blocks B1, B2 & C)

The site is not located within the Liberties or North Inner City, identified in the HDNA for the provision of a proportion of 3-bed units.

Overall, the varied size and typology of the proposed and permitted apartment units, is appropriate to this central site and is consistent with the Development Plans objective to encourage a wide variety of dwelling types, sizes and tenures which will support the establishment of sustainable residential community.

The proposed development enhances the passive surveillance of public and communal open space and amenities, which will encourage their use, activate the spaces and provide an effective deterrent to anti-social behaviour, allowing the prospective and existing local community to thrive.

QHSN39 (property management) seeks:

“To promote efficient and effective property management in order to secure the satisfactory upkeep and maintenance of communal areas in the context of the Multi Unit Developments Act 2011 and the Property Services (Regulation) Act 2011.”

Proposed Development

A **Property Management Strategy Report** prepared by Aramark accompanies this LRD Application.

10.7 Sustainable Movement and Transport

SMT1 (modal shift) seeks:

“To continue to promote modal shift from private car use towards increased use of more sustainable forms of transport such as active mobility and public transport, and to work with the National Transport Authority (NTA), Transport Infrastructure Ireland (TII) and other transport agencies in progressing an integrated set of transport objectives to achieve compact growth.”

SMT5 (mobility hubs) seeks:

“To support the development of mobility hubs at key public transport locations and local mobility hubs in tandem with new developments to include shared car and micro mobility initiatives, creating a vibrant, accessible and liveable place to support the transportation experience.”

SMT7 (travel plans) seeks:

“To require the preparation and submission of travel plans for new and existing developments as part of the planning application process including residential, school, workplace etc.”

SMT11 (pedestrian network) seeks:

“To protect, improve and expand on the pedestrian network, linking key public buildings, shopping streets, public transport points and tourist and recreational attractions whilst ensuring accessibility for all, including people with mobility impairment and/or disabilities, older persons and people with children.”

Proposed Development

The proposed development aims to promote a modal shift from private car use towards increased use of more sustainable forms of transport such as active mobility and public transport.

24no. car parking spaces are proposed at surface level to cater for GoCar/Car Sharing. These spaces will be available for the both the proposed and consented development, permitted under ABP-310567-21, as amended by LRD6042/23-S3A, with a combined total of 554no. residential units.

The proposed development is well placed to support investment in and benefit from existing walking, cycle and public transport facilities. The site and the prospective residential, working and visiting communities will benefit from easy access by foot or by bicycle to city centre amenities and employment opportunities. It is immediately accessible (within 200m) of Heuston Station strategic public transport hub

We refer the Planning Authority to Section 5 of the enclosed Transport Statement, prepared by ARUP which provides **Travel Plan**.

The proposed development provides for a new, publicly accessible ‘river walk’ incorporating the full length of the riverside stone wall and the turret, square tower and stone gabled buildings that contribute to the character of the existing built edge to the river and make a positive contribution to public placemaking and the cultural identity of this part of the city. Public access will be facilitated during normal public park hours, and otherwise access controlled by the Management Company.

10.8 Sustainable Environmental Infrastructure and Flood Risk

S13: *To require all new development to provide separate foul and surface water drainage systems.*

SI4: To require new private development sewers which are intended to connect to the public drainage system to comply with the requirements of the Greater Dublin Regional Code of Practice for Drainage Works and/or Irish Water foul sewer specification (where applicable).

SI15: All development proposals shall carry out, to an appropriate level of detail, a Site-Specific Flood Risk Assessment (SSFRA)

SI21: To minimise flood risk arising from pluvial (surface water) flooding in the City by promoting the use of natural or nature-based flood risk management measures as a priority, by requiring the use of sustainable drainage systems (SuDS) to minimise and limit the extent of hard surfacing and paving, and requiring the use of sustainable drainage techniques, where appropriate, for new development or for extensions to existing developments, in order to reduce the potential impact of existing and predicted flooding risk and to deliver wider environmental and biodiversity benefits, and climate adaption.

SI22: To require the use of Sustainable Drainage Systems (SuDS) in all new developments, where appropriate, ...

SI23: To require all new developments with roof areas in excess of 100 sq. metres to provide for a green blue roof designed in accordance with the requirements of Dublin City Council's Green and Blue Roof Guide (2021) which is summarised in Appendix 11.

Appendix 11 notes that Planning applications which include roof areas of greater than 100 square metres with flat and gently sloped roofs are considered appropriate for green blue roof application. The extent of roof area which provides growing medium for vegetation must meet the following coverage requirements as a percentage of total roof area.

Table 1: Green Blue Roof Minimum Coverage

Type of green roof	Minimum coverage (% of total roof area being developed)
Extensive	70%
Intensive	50%

SI29: To require new commercial and residential developments, to include adequate and easily accessible storage space that supports the separate collection of as many waste and recycling streams as possible, but at a minimum general domestic waste, dry recyclables and food waste as appropriate (for further guidance, see Appendix 7).

SI30: To require that the storage and collection of mixed dry recyclables, organic and residual waste materials within proposed apartment schemes have regard to the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2018 (or and any future updated versions of these guidelines produced during the lifetime of this plan).

SI42: To not allow unnecessary, inappropriate or excessive artificial lighting and to ensure that the design of public and external lighting proposals minimises light spillage or pollution and has due regard to the character, environmental sensitivity and residential amenity of the surrounding area.

Proposed Development

We refer the Planning Authority to the enclosed **Drainage Report**, prepared by Arup, which confirms that separate foul and surface water drainage systems are provided and complies with the requirements of the Greater Dublin Regional Code of Practice for Drainage Works and Irish Water foul sewer specification.

A Site-Specific Flood Risk Assessment (SSFRA), prepared by ARUP is enclosed with this application and confirms that flood risk to the the site is low and existing ground levels are above the maximum 1% AEP fluvial water level and the 0.5% AEP tidal level. The risk of groundwater and pluvial flooding is also low.

The proposed development seeks to incorporate Sustainable Urban Drainage Systems to include greenroofs, raingardens, filter strips, filter drains, rainwater harvesting for irrigation purposes and surface water treatment systemsThe proposed SuDS measures will reduce the quantity and improve

the quality of water discharging into the receiving system, see Section 3.3 of the enclosed Drainage Report, prepared by ARUP for further detail.

We refer the Planning Authority to Section 3.3.1 and Appendix D of the enclosed **Drainage Report**, prepared by Arup which provides details relating to green roof provision. Refer also to the roof plans, prepared by Mitchell + Associates for location and extent of green roof provision.

We refer the Planning Authority to the enclosed Operational Waste Management Plan, prepared by AWN Consulting LTD which provides detail on the additional bin stores proposed as part of this amendment. Additionally, we refer to the enclosed floor plans, prepared by Reddy Architecture + Urbanism which provides details of the location of the proposed bin stores.

For details relating to public lighting, please see enclosed lighting plans and particulars, prepared by IN2.

We would like to highlight that the proposed site works are substantively the same as those permitted under ABP-306569-20.

10.9 Green Infrastructure

GI6: *To integrate Green Infrastructure and an ecosystem services approach into new developments / new growth areas in the city that contributes to the city's green infrastructure network by its extension and enhancement and that provides for the environmental resilience of new development.*

GI16: *That new development should provide opportunities to incorporate biodiversity improvements through urban greening and the use of nature based infrastructural solutions that are of particular relevance and benefit in an urban context. Opportunities should be taken as part of new development to provide a net gain in biodiversity.*

GI17: *Habitat Restoration To increase the percentage of restored and naturalised areas on public land in the city. That new development on private and public lands should provide opportunities for restoration of degraded habitats and soils where feasible and provide for their long-term maintenance to limit degradation.*

GI28: *To ensure that in new residential developments, public open space is provided which is sufficient in amenity, quantity and distribution to meet the requirements of the projected population, including play facilities for children and that it is accessible by safe secure walking and cycling routes.*

GI52: *To seek the provision of children's playing facilities in new residential developments and mixed developments with a residential element. To provide playgrounds to an appropriate standard of amenity, safety, and accessibility and to create safe and accessible places for socialising and informal play.*

Proposed Development

The proposed development provides for 1,430sqm of public open space which equates to c. 17% of the site area, including a public plaza and a publicly accessible 'river walk' incorporating the full length of the riverside stone wall and the turret, square tower and stone gabled buildings will contribute to the character of the existing built edge to the river and enhance local green infrastructure amenity.

A ground level communal courtyard located between Blocks B and C, which includes a Children's Play Space of 85sqm and a large chess board (12sqm) surrounded by seating and tree planting at the southwest of the residential courtyard is proposed to be located between Block B and Block C, are also provided. The chess board is made of paving units and offers fun activity while encouraging recreation and social interaction between the residents, predominantly older children.

10.10 Development Standards

10.10.1 Plot Ratio and Site Coverage

Table 2 of Appendix 3 sets out the indicative Plot Ratio and Site Coverage for different areas as follows:

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Table 2: Indicative Plot Ratio and Site Coverage

Area	Indicative Plot Ratio	Indicative Site Coverage
Central Area	2.5-3.0	80-90%
Regeneration Area	1.5-3.0	50-60%
Conservation Area	1.5-2.0	45-50%
Outer Employment and Residential Area	1.0-2.5	45-60%

Figure 4: Extract from Table 2 of Appendix 3 of the Dublin City Development Plan 2022-2028**Proposed Development**

The site coverage and plot ratio of the proposed development, in combination with the consented Block A Tower and Block B2 (ABP-310567-21, as amended by DCC Reg. Ref. LRD LRD6042/23-S3A), is 42% and 5.1 respectively.

It was previously accepted that these are indicative and not stand alone objectives, as remains the case in the current Development Plan. The proposed development achieves the realisation of a number of cross cutting policies and objectives relating to the sustainable, high density (re)development of underutilised, brownfield, central sites, to deliver a mix of residential and other uses, within immediate reach of city centre amenities, employment and alternative modes of transport.

It should be noted that the site coverage and plot ratio has not changed from that permitted under ABP-306569-20 and ABP-310567-21, as amended by DCC Reg. Ref. LRD LRD6042/23-S3A. The proposed development remains substantively the same in nature, scale and effect.

10.10.2 Density

Table 1 of Appendix 3 sets out density ranges generally supported in the city: -

Table 1: Density Ranges

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

Figure 5: Extract from Table 1 of Appendix 3 of the Dublin City Development Plan 2022-2028

The Development Plan identifies a general presumption against schemes in excess of 300 units per hectare that can challenge successful placemaking and liveability. Schemes in excess of this density may only be considered in exceptional circumstances where a compelling architectural and urban design rationale has been presented.

We refer the Planning Authority to earlier discussion in Section 9 of this report in respect of how the proposed development achieves sustainable density in response to strategic planning policy and guidelines, in the same manner as was accepted for the extant permission.

The proposed development seeks to provide 316no. units on a net site area of c. 0.82ha. It should be noted that 238no. units are also permitted on site under ABP-310567-21 and LRD6042/23. This results in a density of c. 676no. units per hectare.

The previously consented scheme (ABP-306569-20 and ABP-310567-21, as amended by DCC Reg. Ref. LRD LRD6042/23-S3A) provided a density of c. 681no. units per hectare and was considered by both An Bord Pleanála and Dublin City Council to constitute proper planning and sustainable development at this site, that is of high architectural and urban design quality (including a landmark building) and acceptable residential density (positively increasing housing stock in the city), residential and visual amenity, urban design, height and quantum of development. The proposed alterations do not change these essential attributes of the consented scheme. The site conditions have not changed in the interim, the housing crises continues and the nature, scale and effects of the proposed development are not materially different to the consented scheme.

The proposed development does not give rise to any undue overlooking, overshadowing or dominance of existing or permitted neighbouring residential properties. No new impacts on visual or cultural amenity arise. We refer to the relevant supplementary assessments that accompany the application, in respect of cultural heritage, visual impact, sunlight-daylight access and wind effects.

We would respectfully submit that the original conclusions of the planning authority should not therefore change, in that the scheme as amended would remain of strategic and national importance, supporting strategic planning policy to deliver compact development through increased density at a brownfield site within a regeneration area identified as being suitable for mid-rise and landmark buildings, at a regional public transportation gateway to Dublin, in a scheme of high architectural quality and urban design.

Nonetheless, we note that Table 3 of Appendix 3 of the City Development Plan outlines criteria to be used in assessing urban schemes of enhanced density and scale. These criteria are outlined below and followed by the Applicant's response.

Objective 1- To promote development with a sense of place and character.

Enhanced density and scale should:

- *Respect and/or complement existing and established surrounding urban structure, character and local context, scale and built and natural heritage and have regard to any development constraints,*
- *Have a positive impact on the local community and environment and contribute to 'healthy placemaking',*
- *Create a distinctive design and add to and enhance the quality design of the area,*
- *Be appropriately located in highly accessible places of greater activity and land use intensity,*
- *Have sufficient variety in scale and form and have an appropriate transition in scale to the boundaries of a site/adjacent development in an established area,*
- *Not be monolithic and should have a well-considered design response that avoids long slab blocks,*
- *Ensure that set back floors are appropriately scaled and designed.*

The proposed development responds to the site and the surrounding developments in several ways. Unlike other riverfront sites that have been developed in Dublin in recent years or in the past this site is not cut off from the river by the traffic flow. The design therefore embraces the opportunity this setting affords by opening this key site to residents and the community. It will be possible to enjoy private and public, south facing open spaces overlooking Heuston Station, the river and the City. The proposed development has utilised existing features in its design, such as the riverside wall and the entrance archway on Parkgate Street, which are both Protected Structures.

The design of the proposed development has been influenced by the site's unique riverside setting, its built heritage and pivotal gateway location within the city. The built form, including the height and massing, has been created following an extensive design process. Careful attention to materiality has further resulted in a distinctive and attractive scheme.

The arrangement of the buildings and the building heights themselves have been arranged to respond to the surrounding context and scale of surrounding developments and makes a positive contribution to the urban neighbourhood and streetscape as a result. The variety of massing, height and elevational

treatment helps provide a variety of built form and interest in this area and does so working with the existing topography.

We refer the Planning Authority to the accompanying Architectural Design Statement and elevational drawings prepared by Reddy Architecture & Urbanism for further architectural details.

Objective 2- To provide appropriate legibility.

Enhanced density and scale should:

- *Make a positive contribution to legibility in an area in a cohesive manner,*
- *Reflect and reinforce the role and function of streets and places and enhance permeability.*

The physical layout of the proposed development will contribute to an attractive, welcoming environment, with new linkages, public and private spaces that are well overlooked by the residential apartments and animated at ground floor level by other uses.

The proposed development provides high levels of site permeability through the provision of the public plaza and riverside walkway, with visual connections to other notable parts of the city, and with the potential for future onward links along the river edge.

The consented Block A landmark building within the same site further enhances the legibility and navigation of the city, forging a dynamic relationship with other historic and new buildings in the area, and extending the public perception of the city centre as far as the western Heuston gateway.

Objective 3- To provide appropriate continuity and enclosure of streets and spaces.

Enhanced density and scale should:

- *Enhance the urban design context for public spaces and key thoroughfares,*
- *Provide appropriate level of enclosure to streets and spaces,*
- *Not produce canyons of excessive scale and overbearing of streets and spaces,*
- *Generally be within a human scale and provide an appropriate street width to building height ratio of 1:1.5 – 1:3,*
- *Provide adequate passive surveillance and sufficient doors, entrances and active uses to generate street-level activity, animation and visual interest.*

The proposed development provides an appropriate level of enclosure to the streets and will ensure the delivery of the publicly accessible river walk. The proposed ground floor uses and the wintergardens, terraces and balconies located on the north and south elevations ensure active surveillance of the public realm consented River Walk and Parkgate Street.

Generous restaurant/café units are permitted at the ground level of Block A and B2, providing active frontage to Parkgate Street and the public space, within the consented scheme. This will be complemented by the proposed community space (c. 496sq m) and the retail space (c. 147sq m) at ground floor in Blocks B1 & C, all contributing towards the activation of the public realm and Parkgate Street. As noted above, the proposed wintergardens located on the north and south elevations of Block B2 provide additional active surveillance to Parkgate Street and the consented River Walk.

Objective 4- To provide well connected, high quality and active public and communal spaces

Enhanced density and scale should:

- *Integrate into and enhance the public realm and prioritises pedestrians, cyclists and public transport,*

- *Be appropriately scaled and distanced to provide appropriate enclosure/exposure to public and communal spaces, particularly to residential courtyards,*
- *Ensure adequate sunlight and daylight penetration to public spaces and communal areas is received throughout the year to ensure that they are useable and can support outdoor recreation, amenity and other activities – see Appendix 16,*
- *Ensure the use of the perimeter block is not compromised and that it utilised as an important typology that can include courtyards for residential development,*
- *Ensure that potential negative microclimatic effects (particularly wind impacts) are avoided and or mitigated,*
- *Provide for people friendly streets and spaces and prioritise street accessibility for persons with a disability.*

The most significant features of the proposed public amenity open space include the ‘river walk’ and public plaza, connecting to Parkgate Street and the River Liffey. This amounts to **c.1,430sqm** within the site area of 0.82 ha (c. **17%** of the site area). The proposed public amenities and external cultural spaces will be accessible during normal park hours, and otherwise access controlled by the Management Company.

The site is immediately adjacent to the Phoenix Park, with a wealth of recreational opportunities for all ages within the local community.

The proposed development also provides external communal courtyard at ground level between Blocks B1 & C, this communal amenity space is access protected and overlooked by terraces and balconies. Further external communal amenity spaces are provided at roof levels, in addition to internal residential and community amenities are provided.

We refer to the **Architects Design Statement** and **Housing Quality Assessment** for further details.

We refer the Planning Authority to the enclosed **Sunlight & Daylight Assessment** and **Wind Assessment**, prepared by IN2.

The proposed development prioritises pedestrian and cycle accessibility. 24no. car parking spaces are proposed at surface level to cater for GoCar/Car Sharing. These spaces will be available for the both the proposed and consented development, permitted under ABP-310567-21, as amended by DCC Reg. Ref. LRD LRD6042/23-S3A, a total of 554no. residential units.

The proposed development is Part M compliant and makes appropriate provision for prospective residential, working and visiting population, of all abilities, to access its residential, commercial and community/cultural accommodation and open space amenities.

Objective 5- To provide high quality, attractive and useable private spaces.

Enhanced density and scale should:

- *Not compromise the provision of high quality private outdoor space,*
- *Ensure that private space is usable, safe, accessible and inviting,*
- *Ensure windows of residential units receive reasonable levels of natural light, particularly to the windows of residential units within courtyards – see Appendix 16,*
- *Assess the microclimatic effects to mitigate and avoid negative impacts,*
- *Retain reasonable levels of overlooking and privacy in residential and mixed use development.*

Private balconies/ terraces are provided to each of the proposed apartments as external amenity areas that achieve (or in some cases exceed) the standards set out in the Sustainable Urban Housing Design Standards for New Apartments Guidelines for Planning Authorities (2023). All private open spaces can be accessed directly from the main living areas.

Separation distances between Blocks B1 and C exceed the minimum requirements set out in the Compact Settlement Guidelines, ensuring privacy for future residents.

We refer to the **Architects Design Statement** and **Housing Quality Assessment** for further details.

We refer the Planning Authority to the enclosed **Microclimatic Wind Analysis and Pedestrian Comfort Report**, prepared by IN2 for discussion of how the proposed amendments to the consented scheme, including new balconies, meet the relevant use comfort standards.

We refer the Planning Authority to the enclosed **Sunlight & Daylight Assessment**, prepared by IN2.

Objective 6- To promote mix of use and diversity of activities.

Enhanced density and scale should:

- *Promote the delivery of mixed use development including housing, commercial and employment development as well as social and community infrastructure,*
- *Contribute positively to the formation of a 'sustainable urban neighbourhood',*
- *Include a mix of building and dwelling typologies in the neighbourhood,*
- *Provide for residential development, with a range of housing typologies suited to different stages of the life cycle.*

As previously discussed under the Z5 land use zoning objective and SDRA 7 principles for this site, the proposed development, in combination with development permitted under ABP-310567-21, as amended by DCC Reg. Ref. LRD LRD6042/23-S3A, is a residentially led mixed-use scheme, with residential, retail, café/restaurant, recreational and community/cultural amenities that will breathe new life into a highly accessible and well serviced, brownfield site. All uses of which are permissible under the Z5 zoning objective.

The proposed development is consistent with strategic planning policy and guidelines, in the promotion of more compact mixed use urban regeneration that delivers:

- increased residential density,
- of high quality urban design and architecture,
- at an underutilised, brownfield site on the edge of the city centre,
- served by high frequency public transport connecting it with Dublin City Centre and other strategic settlements and employment zones within the Dublin Metropolitan Area.

The application site is strategically located within the built-up footprint of Dublin's Metropolitan Area, within the western edge of the city centre. The proposed development will deliver a high quality residential-led mixed-use development at Parkgate Street, on land zoned for a mix of uses (including residential) appropriate to maintaining the life and vitality of the city centre. The site benefits from excellent access to numerous forms of public transport, cycle and pedestrian facilities in the area. It is therefore considered that the consented development, together with the proposed amendments contribute positively to the formation of a sustainable urban neighbourhood.

The proposed development will provide sustainable compact urban development, delivering an appropriate apartment mix, supported by ancillary facilities, at this prominent, underutilised brownfield site at the western gateway to the city

The proposed development delivers a range in unit typologies from deep plan to wide frontage 1-bedroom and 2-bedroom apartments.

We refer the Planning Authority to the enclosed Housing Quality Assessment, prepared by Reddy Architecture + Urbanism.

We refer the Planning Authority to the enclosed Building Lifecycle Report, prepared by Aramark.

Objective 7- To ensure high quality and environmentally sustainable buildings.

Enhanced density and scale should:

- *Be carefully modulated and orientated so as to maximise access to natural daylight, ventilation, privacy, noise and views to minimise overshadowing and loss of light – see Appendix 16,*
- *Not compromise the ability of existing or proposed buildings and nearby buildings to achieve passive solar gain,*
- *Ensure a degree of physical building adaptability as well as internal flexibility in design and layout,*
- *Ensure that the scale of plant at roof level is minimised and have suitable finish or screening so that it is discreet and unobtrusive,*
- *Maximise the number of homes enjoying dual aspect, to optimise passive solar gain, achieve cross ventilation and for reasons of good street frontage,*
- *Be constructed of the highest quality materials and robust construction methodologies,*
- *Incorporate appropriate sustainable technologies, be energy efficient and climate resilient,*
- *Apply appropriate quantitative approaches to assessing daylighting and sun lighting proposals. In exceptional circumstances compensatory design solutions may be allowed for where the meeting of sun lighting and daylighting requirements is not possible in the context of a particular site (See Appendix 16),*
- *Incorporate an Integrated Surface Water Management Strategy to ensure necessary public surface water infrastructure and nature based SUDS solutions are in place – see Appendix 13,*
- *Include a flood risk assessment – see SFRA Volume 7.*
- *Include an assessment of embodied energy impacts – see Section 15.7.1.*

The arrangement of the buildings and the building heights themselves have been arranged to respond to the surrounding context and scale of surrounding developments and makes a positive contribution to the urban neighbourhood and streetscape as a result. The variety of massing, height and elevational treatment helps provide a variety of built form and interest in this area and does so working with the existing topography.

The apartments have been designed to maximise dual aspect, sunlight and daylight accessibility, privacy and ventilation.

Similarly, the architectural design and internal layouts have been designed to ensure appropriate separation distances are maintained between the proposed and consented apartment units, maximising privacy to living spaces.

37% of the proposed units are dual aspect, significantly higher than the Dublin City Development Plan requirements and the requirements of the Apartment Guidelines (2023).

Sunlight and daylight analysis, and shadow study, by IN2, enclosed with the application, informed the design development to ensure appropriate environmental performance of the proposed and permitted units, and to ensure no new adverse shadowing of neighbouring residential properties arises.

The proposed apartments are designed to be adaptable, with future proofing in place to allow for potential internal modifications, subdivisions and amalgamations, should this be required in the future to meet the needs of a greater number of smaller or larger households over time.

The façades of the proposed development are articulated to create a lively/moving façade. The choice of contextual materials includes natural stone cladding, glazed screens, brick and render to provide a modern interpretation with traditional materials. At the lower levels, quality, durable finishes shall be used in deference to the street realm to ensure a quality treatment. The architectural language is contemporary throughout the consented and revised scheme but picks up on the grain of the area.

The proposed development is designed to accommodate future requirements of NZEB. Technical analysis of the various thermal and solar models creates a façade that will provide thermal comfort yet

achieve the required daylighting for its intended use. The target BER of the building is to be A rated. The materials are chosen to be durable, long lasting, and well detailed to cope with the Irish climate.

A Site-Specific Flood Risk Assessment (SSFRA), prepared by ARUP is enclosed with this application and confirms that flood risk to the site is low and existing ground levels are above the maximum 1% AEP fluvial water level and the 0.5% AEP tidal level. The risk of groundwater and pluvial flooding is also low.

We refer the Planning Authority to the enclosed Demolition Justification Report, prepared by Reddy Architecture + Urbanism which has regard to embodied carbon.

Objective 8- To secure sustainable density, intensity at locations of high accessibility.

Enhanced density and scale should:

- *Be at locations of higher accessibility well served by public transport with high capacity frequent service with good links to other modes of public transport,*
- *Look to optimise their development footprint; accommodating access, servicing and parking in the most efficient ways possible integrated into the design.*

The application site is well served by public transport. Heuston Station is approximately 200m from the site which provides national and regional rail services, as well as LUAS services. On Parkgate Street a number of Dublin Bus routes are located which give further access across the city. There is a Dublin Bikes Station directly adjacent the site near Heuston Bridge, as well as many dedicated cycle lanes in the nearby roads that provide safe cycling for cyclists.

Just 24no. car parking spaces are proposed, which will be operated by Go Car/Car Share provider. Bicycle parking for residents is also located at basement level with direct access from the each Block's lobby. Visitor bicycle parking is located within the external common areas with access directly from Parkgate Street and the consented River Walk. The proposed development prioritises pedestrian and cyclist movements.

Objective 9- To protect historic environments from insensitive development

Enhanced density and scale should:

- *Not have an adverse impact on the character and setting of existing historic environments including Architectural Conservation Areas, Protected Structures and their curtilage and National Monuments – see section 6 below.*
- *Be accompanied by a detailed assessment to establish the sensitivities of the existing environment and its capacity to absorb the extent of development proposed,*
- *Assess potential impacts on keys views and vistas related to the historic environment.*

We refer the Planning Authority to the enclosed Architectural Heritage Impact Assessment, prepared by ARC. The AHIA (enclosed with the application) identifies the sensitivities of the existing environment and its capacity to absorb the nature and extent of the consented scheme.

We refer the Planning Authority also to the enclosed Landscape and Visual Impact Assessment, prepared by ARC.

Objective 10- To ensure appropriate management and maintenance.

Enhanced density and scale should:

- *Include an appropriate management plan to address matters of security, management of public/communal areas, waste management, servicing etc.*

We refer the Planning Authority to the enclosed Management Plan, prepared by Aramark.

10.10.3 Building Height

It is a general principle of the Development Plan to support increased height and higher density schemes in the **city centre, Strategic Development Regeneration Areas**, Key Urban Villages, areas close to high frequency public transport and some other areas (as identified) considered as suitable for increased intensity of development.

The proposed development is located within Dublin City Centre, at the western gateway to the city centre, within SDRA7 identified as a suitable location for mid-rise and tall buildings.

The application site is accessible to a range of city centre amenities and to significant employment opportunities in the city centre, at nearby hospital and third level education campuses and at the docklands. The site presents a logical western counterpoint to high density residential and mixed use development located at Dublin Docklands. The application site is already subject of consented development that includes landmark building height and high density development. The building height, scale and massing is not materially different in the proposed scheme for which permission is now sought.

The proposed development ranges in height from 8 to 13 storeys. These heights have been deemed acceptable by both the Board and Dublin City Council under ABP-306569-20 and ABP-310567-21 as amended by DCC Reg. Ref. LRD6042/23-S3A in the context of the relevant criteria set out in Section 3.2 of the Building Height Guidelines. Very similar criteria are included in the Development Plan building height strategy, in Table 3 of Appendix A (Performance Criteria in Assessing Proposals for Enhanced Height, Density and Scale). These have already been discussed above.

We refer the Planning Authority the enclosed **Architectural Design Statement**, prepared by Reddy Architecture & Urbanism for further detail. We refer also to the **LVIA** prepared by ARC.

10.10.4 Car Parking Standards

Under the Dublin City Development Plan, Table 2 of Appendix 5 sets out maximum car parking standards for various land uses as follows: -

Table 2: Maximum Car Parking Standards for Various Land Uses

Category	Land-Use	Zone 1	Zone 2	Zone 3
Accommodation	Hotel ¹	None	1 per 3 rooms	1 per room
	Nursing Home	1 per 3 residents	1 per 2 residents	1 per 2 residents
	Elderly Persons Housing	1 per 4 dwellings	1 per 2 dwellings	1 per 2 dwellings
	Sheltered Housing	1 per 20 bed spaces	1 per 10 bed spaces	1 per 10 bed spaces
	Student Accommodation	None ²	1 per 20 bed spaces	1 per 10 bed spaces
	Houses Apartments/ Duplexes	1 per dwelling	1 per dwelling	1 per dwelling
Civic, Community and Religious	bank	1 per 350 sq. m. GFA	1 per 275 sq. m. GFA	1 per 75 sq. m. GFA
	Community Centre	1 per 350 sq. m. GFA	1 per 275 sq. m. GFA	1 per 75 sq. m. GFA
	Library	1 per 350 sq. m. GFA	1 per 275 sq. m. GFA	1 per 75 sq. m. GFA
	Public Institution	1 per 100 seats	1 per 25 seats	1 per 10 seats
Education	Place of Worship	4 off street parking spaces	4 off street parking spaces	4 off street parking spaces
	Funeral Home	1 per classroom plus 1 per 30 students	1 per classroom plus 1 per 30 students	1 per classroom plus 1 per 30 students
	College of Higher Education	None	1 per classroom plus 1 per 30 students	1 per classroom plus 1 per 30 students
Medical	Crèche/ Childcare Services ³	1 per 100sq.m. GFA	1 per 100 sq. m. GFA	1 per 100 sq. m. GFA
	School ⁴	None	1 per classroom	1 per classroom
Medical	Clinics and Group Practices	1 per consulting room	2 per consulting room	2 per consulting room
	Hospital	1 per 150 sq. m. GFA	1 per 100 sq. m. GFA	1 per 60 sq. m. GFA

Category	Land-Use	Zone 1	Zone 2	Zone 3
Retail and Retail Service	Café Restaurant and Takeaways	None	1 per 150sq. m. seating area	1 per 150sq. m. seating area
	Public Houses	None	1 per 300 sq. m. NFA	1 per 50 sq. m. NFA
	Club ⁵	None	1 per 10 sq. m. floor area	1 per 3 sq. m. floor area
	Retail Supermarkets exceeding 1,000sq.m. GFA	None	1 per 100 sq. m. GFA*	1 per 30 sq. m. GFA*
Enterprise and Employment	Other Retail and Main Street	1 per 350 sq. m. GFA	1 per 275 sq. m. GFA	1 per 75 sq. m. GFA
	Retail Warehousing (non-food)	1 per 300 sq. m. GFA	1 per 200 sq. m. GFA	1 per 35 sq. m. GFA
	Offices ⁶	None ⁷	1 per 200 sq. m. GFA	1 per 100 sq. m. GFA
Sports and Recreation	Manufacturing / Warehousing	1 per 450 sq. m. GFA	1 per 450 sq. m. GFA	1 per 200 sq. m. GFA
	Clubhouse Gymnasium ⁸ Courts Pitches	Dependent on nature and location of use		
Venue	Auditoriums Cinema Conference Centre Stadia ⁹ Theatre	1 per 100 seats	1 per 25 seats	1 per 10 seats

Figure 6: Extract from Table 2 of Appendix 5 of the Dublin City Development Plan 2022-2028

Under the City Development Plan the site is located within the Zone 1 car-parking zone. The maximum car parking provision 1 no. parking spaces to be provided per residential unit.

24no. car parking spaces are proposed at surface level to cater for GoCar/Car Sharing. These spaces will be available for the both the proposed and consented development, permitted under ABP-310567-21, as amended by DCC Reg. Ref. LRD LRD6042/23-S3A, a total of 554no. residential units. This is significantly below the maximum provision of 1no. space per unit.

This is considered appropriate for a highly accessible site at the western edge of the city centre.

10.10.5 Bicycle Parking Standards

Table 1 of Appendix 5 of the Plan provides bicycle parking standards for various plan uses as follows: -

Table 1: Bicycle Parking Standards for Various Land Uses

Category	Land-Use	Zone	Long Term	Short Stay/ Visitor
Education	College of Higher Education	All Zones	1 per 5 staff 1 per 2 students	
	Crèche/Childcare Services*	All Zones	1 per 5 staff	1 per 10 children
	Primary Schools	All Zones	1 per 5 staff 1 per 5 students	
	Post Primary Schools	All Zones	1 per 5 staff 1 per 5 students	
Medical	Clinics and Group Practices	All Zones	1 per 5 staff	To be determined by the Planning Authority on case by case basis
	Hospital	All Zones	1 per 5 staff	1 per 10 beds
Retail and Retail Service	Café Restaurant	All Zones	1 per 5 staff	1 per 10 seats
	Public Houses	All Zones	1 per 5 staff	1 per 150 sq. m. GFA
	Retail	All Zones	1 per 5 staff	1 per 100 sq. m. GFA
	Retail Warehousing	All Zones	1 per 5 staff	1 per 100 sq. m. GFA
Enterprise and Employment	Offices ⁵	All Zones	1 per 75 sq. m. GFA	To be determined by the Planning Authority on case by case basis
	Manufacturing/ Warehousing	All Zones	1 per 200 sq. m.	-
	Clubhouse Gymnasium ⁶	All Zones	1 per 5 staff	1 per 50 sq. m. GFA
Venue	Courts Pitches	All Zones	1 per 5 staff	4 per pitch or court
	Auditoriums Cinema Conference Centre Theatre Stadia	All Zones	1 per 5 staff	1 per 20 seats
	Funeral homes	All Zones	-	To be determined by the Planning Authority on case by case basis
Accommodation	Hotel ¹	All Zones	1 per 5 staff	To be determined by the Planning Authority on case by case basis
	Nursing Home Elderly Persons Accommodation/ Sheltered Housing ²	All Zones	1 per 5 staff 1 per 5 residents	1 per 10 residents
	Residential Apartment ³	All Zones	1 per bedroom	1 per two apartments
	Residential Dwelling	All Zones	1 per unit	1 per 5 dwellings
Civic, Community and Religious	Student Accommodation	All Zones	1 per bedroom	1 per 5 bedrooms
	Bank Community Centre Library Public Institution	All Zones	1 per 5 staff	1 per 100 sq. m. Gross Floor Area (GFA)
	Place of Worship	All Zones	-	1 per 20 seats

Figure 7: Extract from Table 1 of Appendix 5 of the Dublin City Development Plan 2022-2028

Bicycle parking spaces at a rate of 1no. space per bedroom proposed (456no. spaces), 30no. public/visitor spaces are proposed at grade within the public plaza. This is in accordance SPPR 4 of the Compact Settlement Guidelines (see section 6.4.1 above).

Provision is also made for cargo bicycle parking spaces and ebikes. We refer the Planning Authority to the enclosed **Transportation Assessment Report**, prepared by ARUP Group and floor plans and schedules, prepared by Reddy Architecture + Urbanism for further detail.

10.10.6 Communal Amenity Space

Regarding communal amenity space, it is noted that Section 15.9.8 of the Development Plan requires that: -

All new apartment developments are required to provide for communal amenity space externally within a scheme for the use by residents only. Communal open space provision is in addition to any private or public open space requirements. Communal amenity spaces may comprise of courtyard spaces and linear open spaces adjacent to the development.

The proposed 316no. residential units in Block B2 generate a requirement for 1,832sq m communal amenity space. c. 2,490sqm of outdoor communal amenity space is provided at the courtyards between Blocks B1 & C and at roof level of Blocks B1 and C, exceeding the minimum requirements

We refer the Planning Authority to the **Architectural Design Statement** (Pages 37 & 38) prepared by Reddy Architecture and Urbanism, and to the enclosed **landscape plans and particulars**, prepared by Mitchell + Associates Landscape Architecture, for further details.

10.10.7 Play Infrastructure

Section 15.8.8 of the City Development Plan requires: -

In schemes of 25 or more units, small play spaces of 85-100 sq. m. are considered suitable for toddlers and children up to the age of six, with suitable play equipment, seating for parents/guardians, and within sight of the apartment building. For larger schemes of 100 or more apartments, play areas of 200-400 sq. m for older children and young teenagers should also be provided in addition.

The proposed development provides a ground level communal courtyard located between Blocks B and C includes a Children's Play Space of 85sqm.

It is highlighted that the river walk, public and communal amenity spaces are included within the consented scheme, as amended, suitable for use by this cohort. Thereafter, the site lies immediately adjacent to a number of existing adjacent sports, social and recreation facilities such as: -

- Phoenix Park
- The Croppies Acre Park
- Avona Boxing Club
- TU Grangegorman Playing Fields
- Arbour Hill Boxing Club
- The Royal Gardens at the Royal Hospital Kilmainham
- Irish Museum of Modern Art
- Collins Barracks
- Montpelier Play Space
- St. Brendan's GAA Club
- Bridgefoot Street Park
- St. Catherine's Sports Centre
- Marshall Art Incorporated Dublin 7
- Phonix Park Playground
- Grangegorman Playground
- Lighthouse Cinema
- National Museum of Ireland- Decorative Arts & History
- Dublin Zoo
- Jervis Shopping Centre
- National War Memorial Gardens
- Cineworld

The proposed development presents an excellent opportunity to open up access to the River Liffey to the public, which had previously not been possible. The proposed treatment of the Z9 area implements the zoning objective to provide recreational amenity and open space, while addressing the heritage value of the structures in this location.

10.10.8 Culture

Objective CU025 is a new objective in the Development Plan, which states: -

All new regeneration areas (SDRAs) and large-scale developments above 10,000 sq. m. in total area must provide at a minimum for 5% community, arts and culture spaces including exhibition, performance, and artist workspaces predominantly internal floorspace as part of their development at the design stage. The option of relocating a portion (no more than half of this figure) of this to a site immediately adjacent to the area can be accommodated where it is demonstrated to be the better outcome and that it can be a contribution to an existing project in the immediate vicinity. The balance of space between cultural and community use can be decided at application stage, from an evidence base/audit of the area. Such spaces must be designed to meet the identified need. *Such developments shall incorporate both cultural/arts and community uses individually or in combination unless there is an evidence base to justify the 5% going to one sector.*

Of note in respect of compliance with Objective CU025: -

- Development threshold for compliance is 10,000 sq m.
- 5% to be met predominantly by internal floor space.
- The possibility of external cultural / community space is not precluded.
- The possibility of off-site cultural / community space may be considered (no more than half of the 5% requirement).

- The balance of space between cultural and community use can be justified on evidence based audit of the immediate area.

The following definitions of community and cultural uses are provided in the Development Plan:

Community Facility

A building, or part thereof, used for (community) activities organised primarily by the local community and to which the public may be admitted on payment of a charge or free of charge and includes community meeting space, parish centres, social/ non-sporting clubs such as youth clubs, bridge clubs and scouts' dens, clubhouses and family resource centres.

Cultural / Recreational Building and Uses

A building, or part thereof, used for cultural/ recreational purposes to which the public may be admitted on payment of a charge or free of charge such as:

- ♣ *A concert hall/ music hall/ music recital*
- ♣ *A theatre*
- ♣ *A cinema*
- ♣ *An art gallery (but not for the sale or hire of works of art)*
- ♣ *A museum*
- ♣ *A public library or public reading room*
- ♣ *A public hall*
- ♣ *An exhibition hall*
- ♣ *A social centre, community centre, or non-residential club, but not a dance hall.*
- ♣ *Display or exhibition of items of interest*
- ♣ *Bingo hall, skating rink etc.*

Notwithstanding that the Development Plan attempts to define 'cultural use', we would see it as a complex concept that is not so easy or simply defined. It could generally be considered to relate to contemporary, past or future human or social behaviour or the representation of this through education, art, music, dance, literature, fashion, architecture, ritual, religion, science, etc. Objective CU025 also appears to allow flexibility for alternative, external cultural spaces.

The proposed development, in combination with development on site permitted under ABP-310567-21, as amended by DCC Reg. Ref. LRD LRD6042/23-S3A, will deliver a mix of residential, retail, café/restaurant, multifunctional co-working/ community / cultural / exhibition spaces, public amenity spaces. The public spaces notably include a new public plaza and river walk allowing new enjoyment, during normal public park hours, of architectural heritage on site, access to the river edge and new city views to neighbouring civic buildings and spaces.

In arriving at the figure, we are using the calculation used to calculate the Section 49 contribution.

The gross floor area of the proposed development is c. 19, 222sq m (calculated per the Capital Contribution Scheme). 5% is equivalent to 961sq m. It is proposed to deliver at least half of that requirement (c.496 sq m) as multi-functional space accommodating co-working, community, cultural and exhibition uses, available for public hire, within the proposed development. We refer to the Architectural Design Statement which identifies these spaces. The balance will be delivered as external space (c. 1,430sqm). A breakdown of the cultural spaces is provided below: -

Level	Internal/External	Location	Area (sqm)
Lower/Ground	Internal	L-U-River Building	131sqm
Ground	Internal	L00 River Building	150sqm
Ground	Internal	Café/Community	100sqm

Ground	Internal	Cultural/Exhibition/ Coworking	115sqm
Total Internal			496sqm
Grade	External	Public Plaza	1,430sqm
Grade	External	River Walk	
Total Combined			1,926sqm

The proposed development, in combination with that permitted under Block A (ABP-310567-21) and Block B2 (LRD6042/23), presents an excellent opportunity to open up access to the River Liffey and the consented River Walk to the public, which had previously not been possible. The consented treatment of the Z9 area responds carefully to the zoning objective to provide recreational amenity and open space in this area, while addressing the heritage value of the structures in this location. We would therefore also argue that the integration of the site's redevelopment with the restoration of the protected and other historic structures on site, also proposed as part of this application, will enhance the cultural fabric of the area.

This on site provision is then set within the context of an immediately surrounding area that enjoys a wealth of historic, cultural and recreational attractions. Significant historic features and cultural attractions within the immediate vicinity of the site include the City Quays, Heuston Station, Dr Steven's Hospital, the Royal Hospital Kilmainham, the Guinness Brewery, Collins Barracks, and other protected structures along Parkgate Street. Significant publicly accessible recreational amenities are provided by the expansive Phoenix Park (including Dublin Zoo, Farmleigh, Aras on Uactarain, the Visitor Centre, landscaped gardens and playground facilities), the National Museum of Ireland at Collins Barracks, the Irish Museum of Modern Art at Kilmainham and the Guinness Storehouse, to name a few.

11 CONCLUSION

It is our considered professional planning opinion that the proposed development subject of this LRD planning application is substantially the same in location, nature, scale and effect to that previously permitted on site and should be supported by the Planning Authority on the grounds that:

- The application plans and particulars provide an appropriate response to the issues raised by the Planning Authority at preliminary pre-planning consultation.
- The proposed development is consistent with the land use, strategic site regeneration and residential development and development standards, objectives and policies of the Dublin City Development Plan 2022-2028 and other relevant Ministerial Guidelines.
- The proposed development will deliver much needed residential development within the city, at a highly accessible site immediately proximate to city centre retail, employment and amenities and a strategic public transport hub, at appropriate and sustainable density.
- The proposed apartments are designed to meet the relevant development plan and design guidelines standards for apartments, including also sunlight and daylight impact, passive surveillance of streets and spaces, and townscape visual impact.
- The proposed development is resilient to climate change and promotes sustainable transport oriented development, encouraging a modal shift from private car to sustainable modes of transport.

We confirm that we act for the Applicant in this case and would ask that all future correspondence in relation to this planning application be directed to this office.

12 ENCLOSURES

The following items are included with this submission: -

1. Completed Supplementary Form 19.
2. Newspaper Notice.
3. Site Notice.
4. Proof of Payment.
5. Part V Proposal Letter.
6. Dublin City Council Part V Validation Letter.
7. Letter of Consent from Davy Platform ICAV
8. Letter of Consent from Dublin City Council Parks Department
9. Letter of Consent from Dublin City Council Environment and Transportation Department
10. Letter dated 5 November 2024, Dublin City Council
11. Confirmation of Feasibility from Uisce Eireann.
12. Design Acceptance Statement from Uisce Eireann.
13. Planning Application Report & Statement of Consistency, prepared by Stephen Little & Associates Chartered Town Planners & Development Consultants.
14. Community and Social Infrastructure Audit, prepared by Stephen Little & Associates Chartered Town Planners & Development Consultants.
15. Childcare Needs Assessment, prepared by Stephen Little and Associates
16. Community and Social Infrastructure Assessment, prepared by Stephen Little and Associates
17. Community Safety Strategy, prepared by Stephen Little and Associates
18. Environmental Impact Assessment Screening Report, prepared by Stephen Little and Associates
19. Architectural drawings, prepared by Reddy Architecture & Urbanism (refer to enclosed schedule)
20. Architectural Design Statement, prepared by Reddy Architecture & Urbanism
21. Housing Quality Assessment, prepared by Reddy Architecture & Urbanism
22. Demolition Justification Report, prepared by Reddy Architecture & Urbanism
23. Engineering Drawings, prepared by ARUP Group (refer to enclosed schedule)
24. Drainage Report, prepared by ARUP Group
25. Transportation Report, prepared by ARUP Group
26. Landscape Drawings, prepared by Mitchell + Associates (refer to enclosed schedule)
27. Landscape Design Report, prepared by Mitchell + Associates
28. Building Lifecycle Report, prepared by Aramark
29. Property Management Strategy Report, prepared by Aramark
30. Sunlight & Daylight Analysis, prepared by IN2 Engineering Design Partnership
31. Climate Action & Energy Statement, prepared by IN2 Engineering Design Partnership
32. Micro-Climatic Impact Assessment- Wind, prepared by IN2 Engineering Design Partnership
33. Street Lighting Report, prepared by IN2 Engineering Design Partnership

34. Drawing No. PGATE-ZZ-ZZ-ZZZ-DR-IN2-EE-0101, prepared by IN2 Engineering Design Partnership
35. Drawing No. PGATE-02-RF-ZZZ-DR-IN2-EE-7301, prepared by IN2 Engineering Design Partnership
36. Verified Photomontages, prepared by Modelworks
37. Operational Waste Management Plan, prepared by AWN Consulting LTD
38. Resource Waste Management Plan, prepared by AWN Consulting LTD
39. Hydrological Risk Assessment, prepared by AWN Consulting LTD
40. Arboricultural Assessment & Impact Report, prepared by CML Hort + Arb Ltd
41. Drawing No. TPAR003 101, prepared by CML Hort + Arb Ltd
42. Drawing No. TPAR003 102, prepared by CML Hort + Arb Ltd
43. Visual Impact Assessment, prepared by ARC Architectural Consultants
44. Architectural Heritage Impact Assessment, prepared by ARC Architectural Consultants
45. Ecological Impact Assessment Report, prepared by Altemar
46. Natura Impact Statement, prepared by Altemar

