



THORNTON O'CONNOR
TOWN PLANNING

Summary Response to DLRCC LRD Opinion

**Summary Response to DLRCC LRD
Opinion**

In Respect of the Kilternan Village LRD

Prepared on Behalf of Liscove Limited

July 2024

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1.0 INTRODUCTION

On 24th November 2023, Thornton O'Connor Town Planning on behalf of Liscove Limited submitted a pre-application consultation request to Dún Laoghaire-Rathdown County Council. The purpose of this document is to provide a summary response to the specific information requested by Dún Laoghaire-Rathdown County Council in their Notice of LRD Opinion, dated 8th February 2024 (PAC/LRD2/0006/23).

We note that various subconsultants have prepared specific responses to the technical requests set out in the LRD Opinion such as engineering or traffic items. This will be detailed where relevant throughout this summary response document.

This Notice states that it is the Planning Authority's determination that the documents submitted with the request to enter into consultations do not constitute a reasonable basis for an application for Large-Scale Residential Development. The Planning Authority have set out key issues /areas to be addressed in the application documents that could result in the proposal constituting a reasonable basis for making an application.

A response to the items raised in the Planning Authority's Opinion is set out throughout this document.

2.0 RESPONSE TO DÚN LAOGHAIRE-RATHDOWN COUNTY COUNCIL OPINION

This section will provide a response to the information requested by Dún Laoghaire-Rathdown County Council (7 No. items specifically requested).

2.1 Mix of Uses – Item No. 1

"Insufficient evidence has been provided to demonstrate that the overall site and its individual phases are capable of providing the required quantum and mix of use in a timely fashion in spatially integrated way. Whilst the documentation submitted shows a positive progress towards delivering what could be considered as a satisfactory Neighbourhood Centre capable of complying with relevant development Plan Policy, it is up to the Applicant to satisfactorily demonstrate that the extent of non-residential uses is adequate having regard to relevant planning policy (Policy Objectives RET7 PHP3, PHP4 and MFC1 of the Dún Laoghaire Rathdown County Development Plan 2022-2028, inter alia) and the findings of the 'Retail and Non-Retail Floorspace Capacity Assessment' by Braniff Associates (included as an Appendix herein). The Braniff Associates report was already brought to bear in the context of the current live application Ref. D23A/o616 and is considered relevant in the context of the subject LRD given the overlap between the proposals, albeit with the LRD referring to a much larger development. Insufficient evidence has been provided to demonstrate how the proposed public open space interfaces with and is bound by appropriate uses. Further details and justification are also required regarding the phased delivery of the neighbourhood centre and also its integration with the public realm."

2.1.1 Response

Since the LRD Opinion Stage, the quantum of non-residential uses has been significantly increased by 1,602 sq m. In relation to the Braniff Associates report referenced in the Opinion item, we note that the scheme has been designed to comply with the floorspace requirements of this document, and thus the mix of uses now proposed are considered acceptable and will be a positive insertion to this village centre site.

We note that Phase 1 of the subject LRD Planning Application was recently granted permission under DLRCC Reg. Ref. D23A/o616 (Phase 1 is replicated within this LRD for completeness). In their assessment, the Planning Officer stated:

"Upon review of the submitted commentary, drawings, and associated revisions, the Planning Authority notes the increase in proposed non-residential floorspace from 761 sq m to 2,225 sq m. The Applicant notes that the balance (c. 3,613 sq m) of required non-residential floorspace will be achieved in the subsequent phase of the masterplan."

"It is further noted that the final quantum of non-residential floorspace (including creche) is set at c. 5,834 (exceeding the standard outlined in the Braniff Associates study which guided initial assessment). The commitment to deliver 38% of this under the current application is welcomed, as is the commitment to deliver the balance within the subsequent masterplan phase."

We note that the total non-residential floorspace now proposed as part of this LRD Planning Application is 6,125 sq m which is broken down as follows:

Anchor Retail	1,310 sq m
Commercial / Retail	3,284 sq m
Community Centre	332 sq m
Creche	691 sq m
Café	326 sq m
Restaurant	182 sq m
Total Gross Floor Area	6,125 sq m

Please note that the commercial / retail uses of 3,284 sq m are subject to future agreement with suitable tenants and will be dependent on market conditions at the time of construction. This flexibility will ensure that a viable scheme can be implemented on a strategic site in the village core and may include uses such as a gym or office. The table extracted below from the MCORM Architects 'Architectural and Urban Design Statement' indicates how these spaces can be allocated and demonstrates how the requirements of the Braniff Associates Report can be met (commercial / retail uses are indicative only).

Land use	Minimum	Maximum	Indicative potential use	Appendix 1 -GFA	Proposed - Phase 1 Application	Proposed LRD Application- NFA
Retail	2104	2237	Convenience store	Convenience retail	1316	1310
			Newsagent	Comparison retail	921	693
			Pharmacy			
			Garden centre/Nursery			
			Service garage/ station			
			Shop neighbourhood			
			Shop Specialist			152
			Shop District			
Subtotal	2104	2237			693	2155
Land use	Minimum	Maximum	Indicative potential use	Appendix 1 -GFA		
Services	1823	1914	Estate agent	Retail Services	344	213
			Public house	F&B	615	
			Betting Office	Leisure	615	619
			Funeral home	Financial & Professional	340	
			Office>300 sqm			450
			Restaurant			183
			Tea room/ Cafe			326
			Nightclub			
			Off-licence			
Subtotal	1823	1914			509	1791
Land use	Minimum	Maximum	Indicative potential use			
Other	873	873	Doctor's surgery		0	271
			Community & Youth hub		332	332
			Health Centre			
			Public Services			301
			Veterinary Surgery			
			Cash & Carry/ Wholesale Outlet			
			Aparthotel/Hotel/Motel			
			Household Fuel Depot			
			Motor sales Outlet			
			Office based Industry			297
Subtotal	873	873		Creche	691	691
					1023	1892
Subtotal	4800	5024			2225	5838
						***6125 m2 Gross Floor Area of all Non- Residential units
Subtotal *excluding creche	4800	5024			1534	5147

Figure 50. Comparison table Braniff report vs proposed non residential uses. (** Indicative uses only, Uses are subject to future tenant agreement)

Figure 2.1: Non-Residential Floorspace Projected for Kiltarnan and The Provision Made for Such Uses in the Subject Development

(Source: 'Retail and Non-Retail Floorspace Capacity Assessment' by Braniff Associates, November 2023, and 'Architectural and Urban Design Statement', MCORM Architects, July 2024)

We would like to reiterate that the Planning Authority have granted planning permission for 2,225 sq m of this non-residential floorspace under DLRCC Reg. Ref. D23A/o616. The

'remaining' non-residential floorspace is to be delivered in the subject LRD Application i.e. the anchor retail store for example.

Please see image below which demonstrates the granted Phase 1 development ('Future Neighbourhood Centre' forms part of the proposed LRD Application which includes the anchor retail unit):

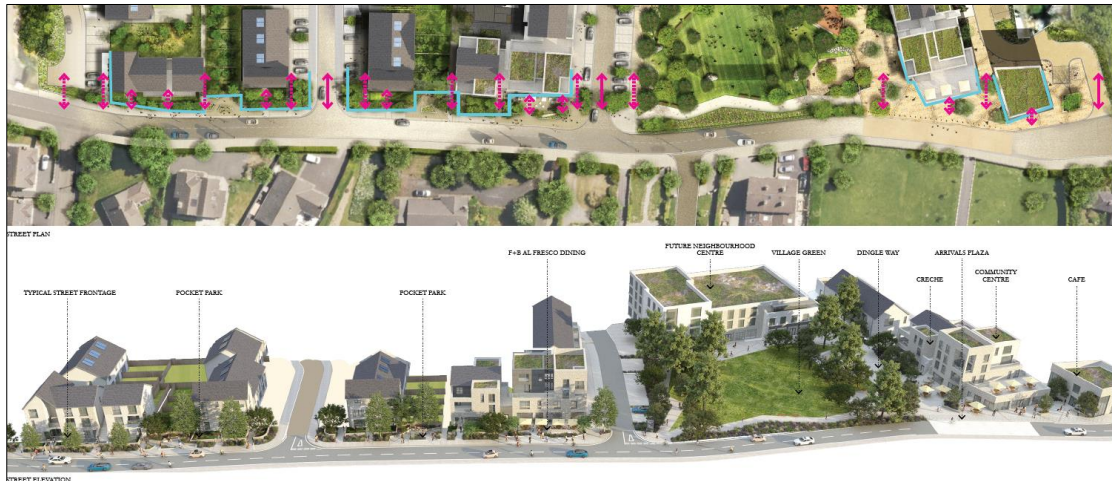


Figure 2.2: Images of the Active Frontage Provided Along Enniskerry Road

(Source: 'Landscape Design Statement' by NMP Architects and Landscape Architects, 2024)

All non-residential floorspace will be provided within the first 2 No. phases of development which demonstrates the Applicants bona fides commitment to providing suitable infrastructure for Kilternan Village (with the remaining 3 No. phases comprise residential units). Section 2.6 of this Report provides further details of the proposed phasing of the subject LRD Application.

In relation to the interface of the development with open space, it is noted that all open space will be subject to appropriate passive surveillance, whether this is by the presence of the commercial/retail units or the residential dwellings (see examples of natural surveillance of open spaces below).



Figure 2.3: CGI of Open Space

(Source: 3D Design Bureau, 2024)



Figure 2.4: CGI of Open Space

(Source: 3D Design Bureau, 2024)



Figure 2.5: CGI of Open Space

(Source: 3D Design Bureau, 2024)



Figure 2.6: CGI of Open Space

(Source: 3D Design Bureau, 2024)

In relation to the Neighbourhood Centre, it is demonstrated in the extract below that the Neighbourhood Centre will integrate appropriately with the surrounding public realm and will provide animation along its boundaries.



Figure 2.7: CGI of Neighbourhood Centre

(Source: 3D Design Bureau, 2024)

2.2 Connectivity with Rockville and with the Glenamuck District Link Road to the East – Item No. 2

"The proposed all-modes' connectivity with the 'Rockville' site to the north is welcomed (although concerns raised by the Transportation section should be addressed) and so is the proposed connection with the new Glenamuck Link Road Scheme. However, it would appear that the intention is that the connection from the LRD site with the GDLR replaces the permitted connection through the Rockville Phase 2B permitted under Ref. D20A/0015, which is also under consideration at the moment under a live application for amendments to the permitted scheme (Ref. D23A/0580). Further justification and details would be required with regards to the connectivity from the overall landholding to the west of the GDLR and the GDLR itself. Particularly having regard to the fact that separate consents would govern the development of the overall land and consideration and solutions should be given to a possible situation where not all the lands be ultimately developed or not in a concurrent fashion. An interim solution at Rockville Phase 2B could be considered until the link from the LRD site is fully operational."

2.2.1 Response

A full response to this item (and all traffic related items) is provided in the enclosed 'T&T Response to DLR Stage 2 Opinion' prepared by Atkins. In summary, we note that permission has been granted under DLRCC Reg. Ref. D23A/0580 (Rockville) and DLRCC Reg. Ref. D23A/0616 (Phase 1) which includes a multi-modal connection to Rockville. This connection has been replicated in this LRD Application for completeness and to confirm to the Planning Authority that the connection will be delivered in a timely manner and has to be delivered in each of the 3 No. relevant applications, submitted by the Applicant.

Please see extract below from the Atkins Response Report which shows the proposed connection to Rockville.



Figure 2-1 - Extract of drawing 09-90004 – Access to Rockville

Figure 2.8: Extract from 'T&T Response to DLR Stage 2 Opinion' Enclosed

(Source: Atkins, 2024)

Atkins note the following key design principles in their response to this item:

- "The connection has been developed in compliance with DMURS principles to be a self-regulating designed road with a design speed of 30 km/h.
- The road is designed as a multi-modal connection that will include a vehicular connection between Rockville and the Glenamuck District Link Road (GDLR) via Kilternan lands, in accordance with DLRCC objectives to allow for permeability.
- The road is designed as a local street with a carriageway width of 5.5 metres as per DMURS.
- The permitted road from Rockville reduces from 6m to 5.5m creating a traffic calming effect in line with self-regulating street design and in order to comply with a local street design approach.
- The alignment of the road is dictated by both:
 - The gradient of the lands in order to achieve DMURS complaint gradients; and
 - curvature that creates an environment that regulates speed. A radius of 6m is provided.
- The carriageway surface material is asphalt.
- All vehicular access, including access for refuse and emergency vehicles, is facilitated by the connection.
- The development of the Kilternan lands will facilitate a connection to the west towards Enniskerry Road, the proposed retail facilities and the existing Kilternan Village Centre.
- Gradients range between 1 in 16 to 1 in 21 along the route, which are compliant with DMURS. These gradients are shown on Drawing no. 04-900714, 'Access to Rockville' which accompany this LRD submission.
- The design affords users with adequate forward visibility.
- Road markings are minimised in accordance with DMURS.
- Pedestrian connections are proposed to the east of the road through the landscaped area.

- *The existing turning head is proposed to be removed and landscaped and a new road connection is provided with kerbs."*

We note that extensive discussions have taken place with DLRCC in relation to this road connection and we reiterate that permission has already been granted for this portion of the development, which will be delivered in Phase 1 (whether that is Phase 1 of the LRD permission, the stand-alone Phase 1 application or the recently permitted Rockville amendment application).

2.3 Road Frontage – Item No. 3

"Insufficient evidence has been provided to demonstrate how the scheme's western boundary along Enniskerry Road achieves adequate activation and presents an adequate interface with Enniskerry Road. As currently proposed it is not clear what is the difference in character between the interface with Enniskerry Road and that of any of the proposed internal streets. Whilst it is acknowledged that the character of Enniskerry Road is likely to evolve with the delivery of the Glenamuck District Road Scheme, it is the Planning Authority's opinion that the scheme should adequately relate with Enniskerry's main access and provide an interface that is consistent with its character and provides adequate levels of activation. In that regard further details and justification is required, including details of the proposal at the corner with Enniskerry Road into the proposed Neighbourhood Centre as a focal point to bring activity onto the proposed commercial and public areas."

2.3.1 Response

Firstly, we would like to highlight that since this LRD Opinion issued in February 2024, permission has been granted by Dún Laoghaire-Rathdown County Council for Phase 1 of the subject LRD Application (DLRCC Reg. Ref. D23A/o616), which includes the entire frontage of the site onto Enniskerry Road. This permitted layout along Enniskerry Road has been replicated within the subject LRD Application and thus DLRCC have already accepted the layout of the site frontage onto Enniskerry Road, which was subject to a Request for Further Information Request and thus has been comprehensively assessed by the Planning Authority.

Nonetheless, MCORM Architects have provided the following response in their 'Architectural and Urban Design Statement' in relation to the scheme's relationship with Enniskerry Road:

"The interface with the Enniskerry road has been reinforced using a three storey contemporary duplex typology to strengthen the built edge along the Enniskerry road north of the village green. This announces the scheme as one travels south from the Golden Ball with a more compact form of development. A pair of three storey feature houses either side of the first vehicular entrance along the western frontage form a strong set piece announcing the entry point. Feature stone boundary walls are set back from the foot path allowing for small pocket park arrangements with local feature seating and a widening of the footpath at these locations. Duplex block A contains commercial/ retail on its entire ground floor activating the Enniskerry road frontage and the main entrance to the scheme. The extension of the red line to the south of the village green includes additional commercial units as well as the creche and the community centre. A compact civic plaza is proposed at this location immediately opposite our lady of wayside church. This important piece of high quality public realm serves as a connecting node linking the village green, dingle way and the newly proposed village commercial area with the landmark church. Please see the views adjacent showing the

relationship with the Enniskerry Road frontage and the drawing overleaf for the stage 2 Enniskerry road context elevation and the newly proposed context elevation for this stage 3 application."

In summary, the scheme's frontage along Enniskerry Road will enhance the streetscape by introducing animation along the road and opening up the site for the public to utilise. The provision of the Neighbourhood Centre, Village Green and Dingle Way, in addition to a new café and associated plaza area opposite Our Lady of the Wayside Church will provide an array of meeting points for the village, which will greatly enhance the character and usability of the village.

The Planning Officer in their assessment of the Phase 1 Planning Application (DLRCC Reg. Ref. D23A/0616) stated the following in relation to the scheme's frontage onto Enniskerry Road (finalised at Request for Further Information Stage):

"On review of the submitted revisions, the provision of increased height and duplexes along this interface is considered to result in improved active frontage with R117 Enniskerry Road, which is welcomed. It is considered that this will provide a thoroughfare with improved passive surveillance, ultimately contributing to the character of the Neighbourhood Centre."

The revised configuration of the Neighbourhood Centre has also comprised the moving of the creche to a location deeper into the site. This is considered to result in an improved interface with R117 Enniskerry Road, reducing the level of car-based idling. The relocation of the creche now provides dedicated drop-off bays which are accessed by a junction to the southern end of the masterplan from R117 Enniskerry Road. This access junction would be isolated from the non-vehicular axis now formed along the south-eastern side of the Village Green, which is considered to achieve a positive sense of character and accessibility throughout the proposed Neighbourhood Centre."

As the permitted Phase 1 development has been replicated within this proposed LRD Application, it is considered that the scheme's frontage onto Enniskerry Road is acceptable and will enhance the character of the village. Please see images below demonstrating the high-quality scheme frontage that will be provided onto Enniskerry Road:



Figure 2.9: CGI Demonstrating Scheme's High-Quality Frontage Onto Enniskerry Road

(Source: 3D Design Bureau, 2024)



Figure 2.10: CGI Demonstrating Scheme's High-Quality Frontage Onto Enniskerry Road

(Source: 3D Design Bureau, 2024)



Figure 2.11: CGI Demonstrating Scheme's High-Quality Frontage Onto Enniskerry Road

(Source: 3D Design Bureau, 2024)



Figure 2.12: Image Demonstrating Scheme's High-Quality Frontage Onto Enniskerry Road

(Source: 3D Design Bureau, 2024)



Figure 2.13: Images of the Active Frontage Provided Along Enniskerry Road

(Source: 'Landscape Design Statement' by NMP Architects and Landscape Architects, 2024)

2.4 Open Space and Landscaping – Item No. 4

"Further details are required in relation to the proposed public open spaces to adequately ascertain the quality of the amenity to be provided. In this regard detailed, plans, long sections identifying levels; a full schedule of hard and soft landscaping elements; and public lighting details should be provided."

2.4.1 Response

The 'Landscape Design Statement' prepared by NMP Landscape Architecture includes the Landscape Architect's responses to key landscape items of the LRD Opinion. In summary, Section 4 of the 'Landscape Design Statement' includes comprehensive details of the open

spaces and the quality of these spaces. The landscape plan has incorporated public lighting to ensure no conflicts will occur.

MCORM Architects have prepared a section in the HQA which details the large quantum of open spaces provided in the subject development:

8- PUBLIC OPEN SPACE:										
	Village Green									2722sqm
	Dingle Way									2001sqm
	P.O.S 1									5874sqm
	P.O.S 2									2081sqm
	P.O.S 3									1020sqm
	P.O.S 4									978sqm
	P.O.S 5									1892sqm
	P.O.S 6									2270sqm
	P.O.S 7									1472sqm
	P.O.S 8									947sqm
	P.O.S 9									2379sqm
	TOTAL									23636sqm

Figure 2.14: Extract from the Housing Quality Assessment Demonstrating the Size of the Various Open Spaces Provided Throughout the Development

(Source: Housing Quality Assessment prepared by MCORM Architects, 2024)

As shown in Figure 2.14 above, the public open spaces range in size from 947 sq m to 5,874 sq m.

A wide range of detailed plans and sections are included with this planning application in addition to a full schedule of hard and soft landscaping elements. Dwg No. L1_102_1 'Open Space Plan' and Dwg No. L1_102_2 'Play Area Plan' prepared by NMP Landscape Architecture details the quality of proposed open spaces and play areas provided. As demonstrated in Figure 2.2 below, the Design Team have taken a precautionary approach and have excluded civic spaces / incidental green spaces etc. from the public open space provision. Even after these spaces have been excluded, the public open space provision still exceeds the requirements by c. 3,816 sq m, providing some 23,636 sq m in total or more than 2.36 Ha.



Figure 2.15: Extract from The Open Space Plan

(Source: Dwg No. L1_102_1, prepared by NMP Landscape Architecture)

We have extracted some elements of the NMP drawings below, which demonstrate a sample of the high-quality public open spaces provided and the images also demonstrate the functionality of the spaces. It is clear from these images that a wide range of play spaces, seating areas, lawn space and pathways are provided for the public to utilise.



Figure 2.18: Extract from NMP Drawings Enclosed Demonstrating the Quality Public Open Spaces Proposed

(Source: NMP Drawings, 2024)

Eastern Site:



Figure 2.19: Extract from NMP Drawings Enclosed Demonstrating the Quality Public Open Spaces Proposed

(Source: NMP Drawings, 2024)

Images prepared by 3D Design Bureau and NMP are extracted below to show the quality of the open spaces that will be provided as part of the subject development. Therefore, the subject scheme will significantly contribute to the public open space provision for Kiltarnan Village (c. 3,000 sq m over the minimum requirement), which is a significant benefit for the area.

The Village Green



Figure 2.20: CGI Demonstrating Scheme's High-Quality Public Open Space Provision (Village Green)

(Source: 3D Design Bureau, 2024)



Figure 2.21: CGI Demonstrating Scheme's High-Quality Public Open Space Provision (Village Green)

(Source: 3D Design Bureau, 2024)

Dingle Way



Figure 2.22: Illustration Demonstrating Scheme's High-Quality Public Open Space Provision (Dingle Way)

(Source: NMP Landscape Architects, 2024)



Figure 2.23: Image Demonstrating Scheme's High-Quality Public Open Space Provision (Dingle Way and Plaza)

(Source: NMP Landscape Architects, 2024)

Northern Public Open Space



Figure 2.24: CGI Demonstrating Scheme's High-Quality Public Open Space Provision (Northern Public Open Space)

(Source: 3D Design Bureau, 2024)

Woodland Corridor



Figure 2.25: Image Demonstrating Scheme's High-Quality Public Open Space Provision (Woodland Corridor)

(Source: 3D Design Bureau, 2024)

Café / Plaza Area



Figure 2.26: CGI Demonstrating Scheme's High-Quality Public Open Space Provision (Public Plaza)

(Source: 3D Design Bureau, 2024)

2.5 Ecology – Item No. 5

"Insufficient evidence has been provided in relation to potential ecological impacts of the proposed development, in particular due to the absence of required documentation pertaining to Environmental Impact Assessment and Appropriate Assessment."

2.5.1 Response

Scott Cawley have prepared an 'Appropriate Assessment Screening Report' which is enclosed separately with this planning application. In addition, Enviroguide Consulting have prepared an 'Environmental Impact Assessment Report' (EIAR) which is enclosed with this planning application. Scott Cawley have prepared the Biodiversity Chapter which forms part of the EIAR (Chapter 5). All potential ecological impacts have been considered as part of the documentation and mitigation measures have been provided where necessary.

Thus, the Ecological impacts of the development have been detailed extensively and thoroughly.

2.6 Phasing – Item No. 6

"Insufficient evidence has been provided to outline the metrics of development by independent phase, against estimated timelines of the same. Further details are also required justifying the phasing proposal including elements of non-residential floor

space public realm and infrastructure (including connections with adjoining lands and public roads) to form part of each phase.”

2.6.1 Response

In response, a detailed breakdown of the development/works to be delivered in each phase of the proposed scheme is provided below (5 No. phases of development proposed).

Residential Units		LRD Total	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5
Total Residential Units	No	487	83	121	104	54	125	17%	25%	21%	11%	26%
House Units	No	196	52	59	60	8	17	27%	30%	31%	4%	9%
Duplex Units	No	201	31	62	44	46	18	15%	31%	22%	23%	9%
Apartment Units	No	90	0	0	0	0	90	0%	0%	0%	0%	100%
1 bed Units	No	53	3	4	0	6	40	6%	8%	0%	11%	75%
2 bed Units	No	150	20	40	34	31	25	13%	27%	23%	21%	17%
3 bed Units	No	236	48	68	50	17	53	20%	29%	21%	7%	22%
4 bed Units	No	48	12	9	20	0	7	25%	19%	42%	0%	15%

Figure 2.27: Residential Phasing

(Source: Liscove Limited, 2024)

Neighbourhood Centre		LRD Total	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5
Total NC Facilities	Sq.M	6,125	2,224	3,901	0	0	0	36%	64%	0%	0%	0%
Anchor Retail	Sq.M	1,310	0	1,310	0	0	0	0%	100%	0%	0%	0%
Commercial/ Retail *Individual uses subject to future tenant agreement and will be dependent on market conditions at the time of construction	Sq.M	3,284	693	2,591	0	0	0	21%	79%	0%	0%	0%
Food & Beverage	Sq.M	508	508	0	0	0	0	100%	0%	0%	0%	0%
Community	Sq.M	332	332	0	0	0	0	100%	0%	0%	0%	0%
Creche	Sq.M	691	691	0	0	0	0	100%	0%	0%	0%	0%

Figure 2.28: Non-Residential Phasing

(Source: Liscove Limited, 2024)

Public Open Space		LRD Total	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5
Total Public Open Space	Sq.M	23,636	11,732	3,816	1,020	2,270	4,798	50%	16%	4%	10%	20%
Village Green	Sq.M	2,722	2,722	0	0	0	0	100%	0%	0%	0%	0%
Dingle Way	Sq.M	2,001	1,055	946	0	0	0	53%	47%	0%	0%	0%
Op 1 - Central Tree Line	Sq.M	5,874	5,874	0	0	0	0	100%	0%	0%	0%	0%
Op 2 - Public Open Space	Sq.M	2,081	2,081	0	0	0	0	100%	0%	0%	0%	0%
Op 3 - Public Open Space	Sq.M	1,020	0	0	1,020	0	0	0%	0%	100%	0%	0%
Op 4 - Public Open Space	Sq.M	978	0	978	0	0	0	0%	100%	0%	0%	0%
Op 5 - Public Open Space	Sq.M	1,892	0	1,892	0	0	0	0%	100%	0%	0%	0%
Op 6 - Public Open Space	Sq.M	2,270	0	0	0	2,270	0	0%	0%	0%	100%	0%
Op 7 - Public Open Space	Sq.M	1,472	0	0	0	0	1,472	0%	0%	0%	0%	100%
Op 8 - Public Open Space	Sq.M	947	0	0	0	0	947	0%	0%	0%	0%	100%
Op 9 - Public Open Space	Sq.M	2,379	0	0	0	0	2,379	0%	0%	0%	0%	100%

Figure 2.29: Open Space Phasing

(Source: Liscove Limited, 2024)

Internal Roads		LRD Total	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5
Main Internal Spine Roads	Lm	345	345	0	0	0	0	100%	0%	0%	0%	0%
Scheme Roads	Lm	2,551	847	690	474	339	201	33%	27%	19%	13%	8%
External Roads		LRD Total	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5
Enniskerry Road Improvement	Lm	340	340	0	0	0	0	100%	0%	0%	0%	0%

Figure 2.30: Phasing of Roads

(Source: Liscove Limited, 2024)

Vehicle Connections		LRD Total	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5
Enniskerry Road	No	3	3	0	0	0	0	100%	0%	0%	0%	0%
Rockville	No	1	1	0	0	0	0	100%	0%	0%	0%	0%
GLDR (West Site)	No	1	1	0	0	0	0	100%	0%	0%	0%	0%
GLDR (East Site)	No	1	0	0	0	0	1	0%	0%	0%	0%	100%
Glenamuck Road	No	1	0	0	0	1	0	0%	0%	0%	100%	0%

Figure 2.31: Phasing of Vehicle Connections

(Source: Liscove Limited, 2024)

Pedestrian & Cycle Paths		LRD Total	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5
Pedestrian Paths	Lm	6,696	2446	1598	1025	567	1060	37%	24%	15%	8%	16%
Pedestrian/Cycle Connections		LRD Total	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5
Enniskerry Road	No	5	5	0	0	0	0	100%	0%	0%	0%	0%
Rockville	No	2	2	0	0	0	0	100%	0%	0%	0%	0%
GLDR /Dingle Way	No	2	2	0	0	0	0	100%	0%	0%	0%	0%
Glenamuck Road	No	1	0	0	0	1	0	0%	0%	0%	100%	0%

Figure 2.32: Phasing of Pedestrian Paths / Cycle Connections

(Source: Liscove Limited, 2024)

Water / Drainage / Suds		LRD Total	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5
Total Water/Drainage/Suds		9,853	4,691	1,714	1,318	853	1,277	48%	17%	13%	9%	13%
Main S/W infrastructure	Lm	3,319	1,872	463	308	251	425	56%	14%	9%	8%	13%
Main Foul Infrastructure	Lm	2,899	1,544	476	235	217	427	53%	16%	8%	7%	15%
Main Water Infrastructure	Lm	3,635	1,275	775	775	385	425	35%	21%	21%	11%	12%
SUDs Measures		LRD Total	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5
SUDs Measures	SQ.M	25,715	8,024	5,018	4,062	1,171	7,440	31%	20%	16%	5%	29%

Figure 2.33: Phasing of Infrastructure

(Source: Liscove Limited, 2024)

The estimated timelines for construction are outlined below:

LRD CONSTRUCTION	No of units	Commercial Sq.M	Months	Years	Start Month	End Month
Phase 1	83	2,225	18	1.50	Feb-25	Jul-26
Phase 2/2a	121	3,900	23	1.92	Mar-26	Jan-28
Phase 3	104		19	1.58	Jun-27	Dec-28
Phase 4	54		11	0.92	Apr-28	Feb-29
Phase 5	125		20	1.67	Jun-28	Jan-30
	487	6,125				
Total Project Months/Years			60	5.0		

Figure 2.34: Estimated Construction Timelines

(Source: Liscove Limited, 2024)

In summary, it is clear from reviewing this breakdown that a large quantum of works (particularly commercial/retail, public open space and infrastructural works) will be delivered in the early phases of development. For example, 50% of the public open space is being provided in Phase 1 and all of the non-residential development is being provided in Phase 1 and Phase 2. In addition, the Enniskerry Road improvements and the main internal spine road will be completed in Phase 1 in addition to 48% of the drainage infrastructure for the subject development. This demonstrates the Applicant's bona fides in securing permission and delivering a high-quality development, given the very significant investment that is being made in Phase 1 and Phase 2 of the development that will facilitate Phases 3, 4 and 5 from 2027 onwards.

2.7 Compact Settlement Guidelines – Item No. 7

"Details should be providing demonstrating compliance of the proposed development scheme with the relevant parameters of the 'Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities' 2024. Consideration should be given to car parking provision in line of the provisions of the Guidelines."

2.7.1 Response

Please refer to Section 5.7 of the 'Planning Report and Statement of Consistency' enclosed separately prepared by Thornton O'Connor Town Planning. This section provides a fully detailed analysis of the scheme's compliance with the *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities, 2024*.

3.0 ADDITIONAL DOCUMENTS/ INFORMATION REQUESTED IN THE LRD OPINION

Further to Item Nos. 1-7 above, the Planning Authority also advised in their LRD Opinion that if the issues outlined below are addressed in the relevant documents, this “*could result in the documents constituting a reasonable basis on which to make the application for permission for the proposed LRD*”.

3.1 Materials and Finishes - Item No. 1

"A report that specifically addresses the proposed materials and finishes to the scheme including specific detailing of finishes, the treatment of balconies in the apartment buildings, landscaped areas, pathways, entrances, boundary treatment/s and retail/ crèche area. Particular regard should be had to the requirement to provide high quality and sustainable finishes and details which seek to create a distinctive character for the development. The documents should also have regard to the long-term management and maintenance of the proposed development and a life cycle report for the apartments in accordance with section 6.3 of the Sustainable Urban Housing: Design Standards for New Apartments (2023)."

3.1.1 Response

Section 5.5 of the 'Architectural and Urban Design Statement' prepared by MCORM Architects includes details of proposed materials and finishes. A Building Lifecycle Report prepared by MCORM Architects is also enclosed separately.

3.2 Drawings and Verified Views - Item No. 2

"A complete set of floor plans, elevations, including contiguous elevations, and long sections, in addition with verified views, preferably including winter views, that would assist in understanding the relationship between the proposed development and its context."

3.2.1 Response

MCORM Architects have prepared a full set of floor plans, elevations and long sections which are enclosed as part of the architectural drawing pack. Verified Views have been prepared by 3D Design Bureau, which have been comprehensively assessed in the Landscape and Visual Impact Assessment (LVIA) prepared by Enviroguide Consulting, which is included as part of the EIAR (Chapter 10).

3.3 Housing Quality Assessment - Item No. 3

"A Housing Quality Assessment which provides the specific information regarding the proposed apartments required by the Dun Laoghaire County Development Plan 2022-2028 and the 2020 Guidelines on Design Standards for New Apartments. The assessment should also demonstrate how the proposed apartments comply with the various requirements of the Development Plan and the guidelines."

3.3.1 Response

A Housing Quality Assessment (HQA) has been prepared by MCORM Architects and is enclosed separately with this planning application. The HQA demonstrates that the proposed residential units comply with all relevant guidance standards.

3.4 Building Lifecycle Report - Item No. 4

"A Building Lifecycle Report."

3.4.1 Response

A 'Lifecycle and Management Report' has been prepared by MCORM Architects and is enclosed separately.

3.5 Community Facility Management - Item No. 5

"Details regarding the long-term management of the community facility."

3.5.1 Response

It is proposed that the community facility will be maintained and managed by an Incorporated Management Company (or other appropriate body), who will be responsible for the hiring out and co-ordination of use by the immediate and wider community.

The facility will be required to be hired out for a nominal fee, in order to cover the running, maintenance and insurance costs and ensure a quality facility/service is provided to the community.

3.6 Traffic and Transport - Item No. 6

"A Traffic and Transport Assessment including, inter alia, a rationale for the proposed car parking provision should be prepared, to include details of car parking management, car share schemes and a mobility management plan."

3.6.1 Response

A 'Traffic and Transport Assessment' has been prepared by Atkins which includes details on car parking and car sharing. A 'Mobility Management Plan' prepared by Atkins is also enclosed separately.

3.7 Communal and Public Open Space - Item No. 7

"A quantitative and qualitative assessment which provides a breakdown of the communal and public open space. The assessment shall detail the functionality of the public space and shall disregard any areas required for circulation space such as footpaths between buildings etc."

3.7.1 Response

The 'Landscape Design Statement' provides comprehensive details in relation to the quality and quantity of open spaces provided in the proposed development. Section 2.4.1 of this document above demonstrates the quantity and quality of the public open space provision in this scheme in response to a specific item of the LRD Opinion. It is not intended to repeat the details of this section.

In relation to communal open space, we have provided details below. MCORM Architects have prepared a section in the HQA which details the large quantum of communal open space provided in the subject development:

7- COMMUNAL OPEN SPACE:										
	C.O.S 1									154 sqm
	C.O.S 2									377 sqm
	C.O.S 3									445 sqm
	C.O.S 4									281 sqm
	C.O.S 5									125 sqm
	C.O.S 6									259 sqm
	C.O.S 7									2501 sqm
	C.O.S 8									222 sqm
	TOTAL									4364 sqm

Figure 3.1: Extract from the Housing Quality Assessment Demonstrating the Size of the Various Communal Open Spaces Proposed

(Source: Housing Quality Assessment prepared by MCORM Architects, 2024)

It is clear from the above extract, that a significant range of communal open spaces have been provided in the proposed development. The size of the communal open spaces ranges from 125 sq m to 2,501 sq m. Please see diagram which demonstrates the location of the communal open spaces in purple that are provided throughout the site in order to cater for all residents of the proposed development.



Figure 3.2: Extract from the Open Space Plan

(Source: Dwg No. L1_102_1, prepared by NMP Landscape Architecture)

We have extracted some elements of the NMP drawings below, which demonstrate a sample of the high-quality communal open spaces provided and the images also demonstrate the functionality of the spaces. It is clear from these images that a wide range of play spaces, seating areas, fitness areas, lawn space and pathways are provided for the residents to utilise.



Figure 3.3: Extract from NMP Drawings Enclosed Demonstrating the Quality Communal Open Spaces Proposed

(Source: NMP Drawings, 2024)

The Computer-Generated Image prepared by 3D Design Bureau extracted below shows an example of the quality of the communal open spaces that will be provided as part of the subject development:



Figure 3.4: CGI Demonstrating Scheme's High-Quality Communal Open Space Provision (Open Space Located on Eastern Lands)

(Source: 3D Design Bureau, 2024)

Therefore, the subject scheme will provide a significant quantum of communal open space (c. 2,000 sq m over the minimum requirement), which will provide a wide range of activities for residents, thus enhancing the quality of life for residents of the scheme.

3.8 Surface Water Management - Item No. 8

"Design of the proposed surface water management system including attenuation features and cross sections of all SuDS features proposed on site in the context of surface water management on the site, discharge rates equal to greenfield sites, integration of appropriate phased works."

3.8.1 Response

The surface water management system details are set out in the '*Engineering Infrastructure Report and Stormwater Impact Assessment*' enclosed by Roger Mullarkey & Associates (RMA). A large drawing pack has been prepared by RMA which details all relevant DUDS features on site.

3.9 Taking in Charge Map – Item No. 9

"Submission of a Taking in Charge Map."

3.9.1 Response

Please see Dwg No. PL600 prepared by MCORM Architects enclosed separately.

3.10 Construction Management Plan - Item No. 10

"Submission of a Construction Management Plan that takes into consideration the delivery of the proposed development and the construction of the Glenamuck Road District Distributor Scheme evidencing that the proposed development will not impact on the delivery of the new road scheme."

3.10.1 Response

An 'Outline Construction Management Plan' has been prepared by Atkins, which is enclosed separately. The Report confirms that the proposed development has been discussed with the Capital Projects Team in Dun Laoghaire-Rathdown County Council. The development can be constructed without impacting on the delivery of the new Glenamuck road scheme.

3.11 Irish Water Confirmation - Item No. 11

"A letter from Irish Water confirming that there is sufficient capacity in the public infrastructure to facilitate a connection for the proposed development obtained no more than 6 months before the date of lodgement of the LRD Application."

3.11.1 Response

A 'Confirmation of Feasibility' and 'Statement of Design Acceptance' have been received from Uisce Eireann (Irish Water), which are dated 14th June 2024 and 17th June 2024 respectively. Please see Appendix 12.16 of the 'Engineering Infrastructure Report and Stormwater Impact Assessment'.

3.12 Biodiversity – Item No. 12

"Information/documentation which address the following concerns of the Biodiversity Officer:

It is requested that the Applicant addresses the following when preparing the final LRD planning application:"

3.12.1 Environmental Impact Assessment Report (EIAR) Biodiversity Chapter – Item No. 12 (a)

"This will comprise a comprehensive ecological impact assessment in respect of potential impacts on all habitats and species (flora and fauna) in accordance with current CIEEM guidance and other guidance as appropriate (including habitat and species-specific guidance).

It is noted that the EIAR for the SHD application (ABP-313860-22) for the subject site included the results of ecological surveys carried out from 2020 to 2022 which are likely to be out of date given the time lapse. Surveys and assessments for the currently proposed development will include, but not exclusively:"

3.12.1.1 Bat Assessment (12)(a)(i)

- *Active and passive bat surveys will be undertaken at the optimal season.*

- *A potential roost survey will be required, that will include trees and all buildings scheduled for demolition and / or re-purposing.*
- *These surveys will be in addition to those undertaken from 2020 to 2021 and need to be carried out by a suitably experienced bat ecologist who will also undertake the resulting data interpretation. It should be noted that this may not necessarily be the same person as the Applicant's project ecologist.*
- *Appropriate mitigation measures for bats, where relevant, will be set out in the EIAR and also in other project documentation including the Lighting Plan, Construction Environmental Management Plan (CEMP) and Operations Environmental Management Plan (OEMP); also in the Landscape Plan in respect of bat-friendly planting and other enhancement measures.*

3.12.1.1.1 Response

As advised by Scott Cawley, all relevant surveys for the site have been completed. Please refer to the Biodiversity Chapter of the enclosed EIAR which details any mitigation measures required for the proposed development.

3.12.1.2 Bird Assessment (12)(a)(ii)

An assessment of the usage of the site by birds, in particular breeding birds.

- *This will be in addition to surveys undertaken in respect of earlier proposals for the site.*
- *Breeding bird surveys will be carried out at the optimal season.*
- *Appropriate mitigation measures for birds will be set out in the EIAR and also in other project documentation including the CEMP, OEMP, Lighting Plan and Landscape Plan.*

3.12.1.2.1 Response

As advised by Scott Cawley, all relevant surveys for the site have been completed. Please refer to the Biodiversity Chapter of the enclosed EIAR which details any mitigation measures required for the proposed development.

3.12.1.3 Non-Volant Fauna (12)(a)(iii)

"An assessment of the use of the site by protected non-volant fauna will be required.

- *Surveys will be required in respect of the LRD application in order to ascertain the current status of the site in terms of protected non-volant fauna.*
- *Appropriate mitigation measures and enhancement measures including habitat enhancements for protected non-volant fauna, where relevant, will be set out in the EIAR; and also in other project documentation including, but not exclusively, the CEMP and OEMP."*

3.12.1.3.1 Response

As advised by Scott Cawley, all relevant surveys for the site have been completed. Please refer to the Biodiversity Chapter of the enclosed EIAR which details any mitigation measures required for the proposed development.

3.12.1.4 Hedgerow Assessment (12)(a)(iv)

"An assessment of any hedgerows present on site, using Foulkes, 2013 (as updated for DLR County Hedgerow Survey see Smith and JBA, 2020 – 2022)."

3.12.1.4.1 Response

The Biodiversity Chapter (prepared by Scott Cawley) of the enclosed EIAR provides an assessment of the hedgerows on site.

3.12.1.5 Hydrology (12)(a)(v)

*"An assessment in terms of hydrology.
It is noted that the Shanganagh River is located a little over 300 metres from the proposed development site. Potential impacts on downstream hydrology and aquatic biodiversity via any connection between the subject site and the Shanganagh River and thence downstream will be assessed in the EIAR as well as in the AA screening report."*

3.12.1.5.1 Response

Enviroguide Consulting have prepared a 'Hydrological and Hydrogeological Risk Assessment Report' which is enclosed separately. This Report has informed the 'Appropriate Assessment Screening Report' and the 'Environmental Impact Assessment Report'. There are no identified impacts associated with the Shanganagh River as detailed throughout these reports.

3.12.1.6 Invasive Species Assessment (12)(a)(vi)

"An assessment of invasive species, if found on site, will be included in the EIAR (See also point 9 below)."

3.12.1.6.1 Response

As set out in the Biodiversity Chapter of the EIAR, there are no invasive species recorded within or adjacent to the proposed development site. Please see the Chapter 5 of the EIAR for information.

3.12.1.7 Landscape Proposals/Biodiversity Enhancement (12)(a)(vii)

"An assessment of Landscape proposals and associated biodiversity enhancement measures."

3.12.1.7.1 Response

The proposed development has incorporated biodiversity enhancement measures into the landscape proposals. For example, significant planting is proposed, and hedgerows will be enhanced to support wildlife. The scheme also includes wildflower meadows, woodland planting, the installation of bird and bat boxes and the provision of raingardens and swales, which will all provide habitat for various animals.

3.12.1.8 Biodiversity Assessment of Tree Plan (12)(a)(viii)

An assessment of the Tree Plan (note that this will be an assessment in the context of biodiversity by the ecologist).

3.12.1.8.1 Response

Scott Cawley have advised that the tree plan contained within the planning application documentation includes the retention of mature native trees in the centre of the proposed development site. These trees are an existing valuable ecological habitat and commuting/foraging corridor for protected species. While a proportion of the trees on site will be removed to facilitate the construction of the development, the tree plan includes the proposal of 1,250 No. new planted trees which in combination with the habitat plan will create a multitude of new beneficial habitat and foraging/commuting pathways for protected species throughout the site, with the tree planting spread out across the entire site creating new potential ecological connectivity.

3.12.1.9 Cumulative / In Combination Impacts (12)(a)(ix)

*"An assessment of cumulative/ in combination impacts.
A monitoring programme, as required, for habitats and species - during construction and operations - will be included in the EIAR and other project documentation."*

3.12.1.9.1 Response

The EIAR enclosed and prepared/collated by Enviroguide Consulting contains details throughout in relation to cumulative/in combination impacts and required monitoring. Please refer to Chapter 16 of the EIAR 'Mitigation and Monitoring Measures' in particular for further details. Other documents also include relevant mitigation and monitoring measures such as the 'Construction Environmental Management Plan' for example.

3.12.2 Environmental Impact Assessment Report (EIAR) – General – Item No. (12)(b)

"Biodiversity will also be considered in other chapters of the EIAR and any other documents that form part of the Planning Application, where relevant."

3.12.2.1 Response

Chapter 15 of the EIAR 'Interactions' details the potential interactions between all technical topics.

3.12.3 Appropriate Assessment Screening Report (AASR) – Item No. (12)(c)

"i. It is noted that an AASR was submitted with the most recent SHD application relating to the subject site. However, the Applicant is reminded that, for the LRD application, the AASR must take account of the final version of the project description for the currently proposed development, including any changes that might arise as a result of the LRD consultation process.

ii. The AASR will be prepared in accordance with current methodological guidance.

iii. Potential impacts on downstream hydrology and aquatic biodiversity via any connection between the subject site and the Shanaganagh River, thence downstream, will be assessed in the AASR as well as in the EIAR."

3.12.3.1 Response

An 'Appropriate Assessment Screening Report' has been prepared by Scott Cawley which considers the development layout. The Report has been prepared in accordance with all relevant guidance and all potential impacts have been considered in the report, as well as in the EIAR where relevant.

3.12.4 Hydrological Report – Item No. 12 (d)(i)

"Potential impacts on downstream hydrology and aquatic biodiversity via any connection between the subject site and the Shanganagh River and thence downstream will be assessed in the Hydrological Report, with the findings being assessed in the EIAR and AASR report."

3.12.4.1 Response

Enviroguide Consulting have prepared a 'Hydrological and Hydrogeological Risk Assessment Report' which is enclosed separately. This Report has informed the 'Appropriate Assessment Screening Report' and the 'Environmental Impact Assessment Report'. There are no identified impacts associated with the Shanganagh River as detailed throughout these reports.

3.12.5 Lighting Plan – Item No. 12(e)

3.12.5.1 Bat and Ecological Assessment (12)(e)

"i. A bat and ecological assessment of the Lighting Plan is requested.

ii. The ecologist will liaise with the lighting engineer in respect of mitigation measures that may be required for the protection of species, trees and marginal woodland habitat.

iii. Lighting will also be considered in relation to its proximity to new proposed landscape features if proposed for ecology, and which may be impacted by lighting."

3.12.5.3.1 Response

The Ecologist and Lighting Consultant have liaised in relation to the relationship between the lighting plan and potential impacts on biodiversity. Where required, mitigation measures have been proposed such as including directional lighting during construction if needed. The Biodiversity Chapter of the EIAR (Chapter 5) states:

"Consideration of light spill has been incorporated into the lighting design being cognisant of lighting impacts on bats. No additional mitigation is necessary as mitigation has been considered in the design."

Therefore, the relationship between new lighting and biodiversity has been duly considered as part of this planning application.

3.12.6 Landscape Proposals – Item No. (12)(f)

"The ecologist will liaise with the landscape architect in respect of planting and ensure that opportunities for appropriate biodiversity enhancement measures are provided, including:"

3.12.6.1 Response

The 'Landscape Design Statement' prepared by NMP Landscape Architecture includes the Landscape Architect's responses to key landscape items of the LRD Opinion.

The Ecologist and Landscape Architect have liaised in relation to the planting plans and biodiversity enhancement measures. Biodiversity enhancement measures are annotated in Section 3.6 of the 'Landscape Design Statement'.

3.12.6.2 Relationship Between Landscaping and Pathways / Trees (12)(f)(i)

"All landscaping proposals will avoid the placement of pathways or cycleways next to treelines, hedgerows or proposed wildlife/biodiversity areas."

3.12.6.2.1 Response

As advised by NMP Landscape Architecture in their response to the landscape items of the LRD Opinion (included as an appendix to the 'Landscape Design Statement'), pedestrian routes are predominately proposed to utilise existing movement corridors such as the central tree belt which was previously used for farm machinery. It is then proposed to tie in the development with wider connection strategies as indicated by DLRCC such as the Dingle Way. NMP confirm it is not foreseen that proposed routes will conflict with existing or proposed habitats and the gain will be for both the future community and preservation and enhancement of the existing natural landscape.

3.12.6.2 Biodiversity Enhancements (12)(f)(ii)

"Provision of sufficient space for biodiversity enhancements, including a buffer area for biodiversity wildlife corridors which will not be lit and will not have any pedestrian or cycle path in close proximity."

3.12.6.2.1 Response

NMP Landscape Architecture in their response to the landscape items of the LRD Opinion confirm that appropriate setbacks from existing habitats have been provided or integrated where relevant. The Ecologist and Lighting Consultant have also liaised in relation to the lighting strategy to ensure that appropriate buffer areas and setbacks from habitats have been included in the proposed development.

3.12.6.3 Native Species (12)(f)(iii)

"Planting suitable native species of trees, shrubs and herbs. Species of Irish provenance should be used wherever possible"

3.12.6.3.1 Response

NMP Landscape Architecture in their response to the landscape items of the LRD Opinion note that the proposed plant schedule responds to a pre-dominant native and resilient mix and can be developed further with relevant bodies as part of the future design stages.

3.12.6.4 Native Pollinators (12)(f)(iv)

"Supporting native pollinators."

3.12.6.4.1 Response

The proposed development supports native pollinators due to the predominant native and resilient mix, as confirmed by NMP Landscape Architecture.

3.12.6.5 Bird and Bat Boxes (12)(f)(v)

"The provision and placement of bat boxes, bird nest boxes, invertebrate enhancement measures."

3.12.6.5.1 Response

Bat boxes, bird nest boxes and invertebrate enhancement measures have been incorporated into the scheme design. Please refer to Section 3.6 of the 'Landscape Design Statement' which highlights the biodiversity enhancement measures proposed as part of the development.

3.12.6.6 DLR Ecological Network (12)(f)(vi)

"Connections to the wider landscape and consideration of the DLR Ecological Network where relevant."

3.12.6.6.1 Response

The proposed development links to the surrounding landscape throughout the site. The proposed Dingle Way is a key example of this connection. Section 3 of the 'Landscape Design Statement' sets out the approach to planting and demonstrates links to the existing green corridors.

3.12.7 Tree Assessment and Plan – Item No. 12 (g)

"i. It is noted that section 3.5 of the submitted Landscape Design Statement refers to the Tree Plan and trees to be retained or removed. It also refers to ABP's reason refusal for the previous SHD application in respect of trees to be removed. However, it appears that no arboricultural assessment or tree per se plan has been included with the submitted documentation.

ii. This omission will need to be rectified at the final LRD stage."

3.12.7.1 Response

This planning application includes an 'Arboricultural Assessment' which is accompanied by a set of Arboricultural drawings, prepared by Arborist Associates Limited.

3.12.8 Invasive Species Management Plan - Item No. 12 (h)

"i. If invasive species are identified on the site of the proposed development during the ecology surveys or other surveys, an Invasive Species Management Plan will be required.

ii. This will be prepared by an invasive species specialist."

3.12.8.1 **Response**

As set out in the Biodiversity Chapter of the EIAR, there are no invasive species recorded at the proposed development site. The chapter notes that if any invasive species are found at the site in future, an Invasive Species Management Plan will be prepared by a suitably qualified professional. Please see Chapter 5 of the EIAR for information.

3.12.9 **Construction Environmental Management Plan (CEMP) – Item No. 12 (i)**

"i. A suitably qualified ecological clerk of works (ECoW) will be retained to ensure that the necessary measures of the CEMP and biodiversity related measures and/or enhancements are implemented.

ii. The CEMP will include:

- *A biodiversity section, which will include details of all ecological mitigation measures and enhancement measures as set out in the EIAR.*
- *All of the mitigation and enhancement measures set out in the planning documents.*
- *A detailed programme for monitoring mitigation and enhancement measures, for agreement with the Planning Authority.*
- *Monitoring schedule and reporting will be provided for agreement with DLR's Biodiversity Officer.*
- *The Invasive Species Management Plan will be included in the CEMP, if relevant.*
- *A suitably qualified invasive species specialist will be retained to ensure compliance with the Invasive Species Management Plan, if relevant.*
- *The CEMP will include the details of the primary responsibilities of the ECoW as follows:*
 - *Act as the contact for the Planning Authority and agree the frequency and number of site inspections and monitoring programme for the implementation of the biodiversity related mitigation of the planning documents including the CEMP;*
 - *Act as the primary on-site ecological contact for the PC and SM regarding implementation of the Biodiversity related mitigation and enhancements;*
 - *Ensure compliance with all Biodiversity related mitigation and enhancements;*
 - *Request relevant records and documentation from the SM where necessary;*
 - *Attend routine meetings with the SM;*
 - *Keep detailed records of any ecological incidents and the remedies required and implemented. Report these to the PC and Planning Authority;*
 - *The ECoW shall produce the staged monitoring reports in agreement with the Planning Authority on the implementation of Biodiversity related mitigation and enhancements. The ECoW shall submit these directly to the Planning Authority and to the PC.*
 - *The ECoW shall also act as overall technical advisor to the PC and SM regarding the implementation of all Biodiversity related mitigation and enhancements.*

Note: No modifications to the CEMP can be made post planning permission that will alter the outcomes of the ecological assessments in terms of significance of impacts. Therefore, no modifications can be made without prior agreement with the Planning Authority and no modifications will be proposed that will negatively impact biodiversity."

3.12.9.1 Response

A 'Construction and Environmental Management Plan' (CEMP) has been prepared by Enviroguide Consulting, which is enclosed separately with this planning application. The report includes all relevant details as set out in this Opinion item.

3.13 Drainage – Item No. 13

3.13.1 Surface Water Design Proposals – Item No. 13 (a)

"As standard, the applicant is requested to ensure that all surface water design proposals are in accordance with the requirements of Appendix 7: Sustainable Drainage System Measures of the County Development Plan 2022-2028."

3.13.1.1 Response

The 'Engineering Infrastructure Report and Stormwater Impact Assessment' prepared by RMA provides comprehensive details demonstrating that the proposed development is in accordance with Appendix 7 of the *Development Plan*.

3.13.2 SUDS Measures – Item No. 13 (b)

"As standard, the applicant is requested to ensure that the proposed surface water design is in accordance with County Development Plan 2022-2028 Section 10.2.2.6 Policy Objective EI4: Sustainable Drainage Systems, such that the proposal meets the requirements of the Greater Dublin Strategic Drainage Study (GDSDS) policies in relation to Sustainable Drainage Systems (SuDS). The design must incorporate SuDS measures appropriate to the scale of the proposed development such as green roofs, bioretention areas, permeable paving, rainwater harvesting, swales, etc. that minimise flows to the public drainage system and maximises local infiltration potential."

3.13.2.1 Response

A full SuDS treatment train approach has been implemented in the design and is detailed in Chapter 7 the 'Engineering Infrastructure Report and Stormwater Impact Assessment' prepared by RMA. As detailed in that report, the development has been designed in accordance with the requirements of the GDSDS. SuDS measures include filter drains, permeable paving to parking spaces, rainwater butts, swales, tree pits, green roofs, blue roofs, and petrol interceptors.

3.13.3 Hydraulic Simulation Results – Item No. 13 (c)

"The applicant has provided hydraulic simulation results for a limited number of rainfall duration. Hydraulic simulation results are required for each standard rainfall return event from the 15 minute to 10800 minute event in order to demonstrate the performance of the proposed surface water drainage network for all rainfall events. The

applicant is requested to provide updated hydraulic modelling results including each rainfall return event."

3.13.3.1 Response

All hydraulic simulations between the 15 minute to 10,800 minute events are provided. Please refer to Appendix 12.1 of the 'Engineering Infrastructure Report and Stormwater Impact Assessment'.

3.13.4 Green Roof Provision – Item No. 13 (d)

"In point 7.1.10 the applicant has indicated that extensive roofs are to be provided on all flat roofs within the site. The applicant has indicated that a minimum of 50% green roof is required for extensive roofs. Appendix 7.2 of the DLRCC CDP sets out a requirement for 70% green roof when an extensive roof is to be provided, with 50% required if intensive. The applicant is requested to ensure that the proposed development meets the requirements of Appendix 7.2: Green Roof Policy of the County Development Plan 2022-2028, such that all developments with a total roof area greater than 300 square metres include a green roof (note that the percentage coverage required depends on the type of green roof proposed). The applicant is requested to demonstrate by calculation and by representation on a drawing that the proposed green roof extents are in accordance with the Council's Green Roof policy. A detailed cross section of the proposed build-up of the green roof should be provided, including dimensions. The applicant should demonstrate that the green roof is designed in accordance with BS EN 12056-3:2000 and The SUDS Manual (CIRIA C753)."

3.13.4.1 Response

RMA have advised that the required "70% minimum area of green roof" has been complied with in compliance with the *Development Plan* standards as detailed in Section 7.0 of the 'Engineering Infrastructure Report and Stormwater Impact Assessment'. Details are shown on Dwg. No. 2104C/216 and Dwg. Nos 2104C/303-305.

3.13.5 Drainage / Wayleave Agreement – Item No. 13 (e)

"The applicant has indicated that partial elements of the drainage network will be located outside of the area to be taken in charge. The applicant is requested to reconsider the element of lands to be taken in charge or alternatively commit to providing a wayleave agreement for these lands. The wayleave agreement should be in favour of Dun Laoghaire-Rathdown County Council for the sections of proposed public surface water infrastructure that are to be located in lands not to be taken in charge. Such a wayleave agreement shall be accompanied by dimensioned drawings showing the locations of all surface water drainage elements in relation to adjoining property boundaries. The wayleave shall be agreed and in place prior to the taking-in-charge of the development."

3.13.5.1 Response

The Applicant has confirmed they have the ability to deliver the services and ancillary works required to implement the designed scheme in full. There are developer legal agreements in place with 3rd party landowners affected by drainage pipeline routes outside of the Applicant's ownership and legal confirmation of same are included in Appendix 12.21 of the 'Engineering Infrastructure Report and Stormwater Impact Assessment'.

3.13.6 Flow Control Device Chamber – Item No. 13 (f)

"As standard, the applicant is requested to ensure that a penstock is provided in the flow control device chamber and that the flow control device provided does not have a bypass door. The applicant shall also ensure a silt trap is being provided in the flow control device chamber."

3.13.6.1 Response

This request has been noted and is detailed on Dwg. No. 2104C/317.

3.13.7 Drainage of Hardstanding Areas – Item No. 13 (g)

"As standard, the applicant is requested to ensure that any changes to parking and hardstanding areas shall be constructed in accordance with the recommendations of the Greater Dublin Strategic Drainage Study for sustainable urban drainage systems (SuDS) i.e. permeable surfacing, and in accordance with Section 12.4.8.3 Driveways /Hardstanding Areas of the County Development Plan 2022-2028. Appropriate measures shall be included to prevent runoff from driveways entering onto the public realm as required. Where unbound material is proposed for driveway, parking or hardstanding areas, it shall be contained in such a way to ensure that it does not transfer on to the public road or footpath on road safety grounds."

3.13.7.1 Response

All parking areas are of permeable paving surfacing as detailed in the Report and shown on Dwg. Nos. 2104C/303-305 and 318.

3.13.8 Drainage Details – Item No. 13 (h)

"As standard, the applicant is requested to submit supporting standard details, including cross-sections and long-sections, and commentary that demonstrates that all proposed SuDS measures have been designed in accordance with the recommendations of CIRIA C753 (The SuDS manual)."

3.13.8.1 Response

All SuDS measures are detailed on Dwg. Nos 2104C/314, 316 and 317 and design examples are included in Appendix 12.2 of the 'Engineering Infrastructure Report and Stormwater Impact Assessment'.

3.13.9 Long-Sections – Item No. 13 (i)

"As standard, the applicant is requested to submit long-sections of the surface water drainage system, clearly labelling cover levels, invert levels, pipe gradients and pipe diameters."

3.13.9.1 Response

Long sections are included with this planning application. Please refer to RMA Dwg Nos. 2104C/323-328.

3.13.10 Attenuation Storage System – Item No. 13 (j)

"As standard, the applicant is requested to include in the final submission, the fully dimensioned plans and sections of the attenuation storage system. All relevant inlet and outlet levels, dimensioned clearances between other utilities, and actual depths of cover to the tank shall be provided. The applicant shall include confirmation from the chosen manufacturer of the storage system that the specific model chosen, with the depth of cover being provided, has the required load bearing capacity to support the loading that may imposed upon it."

3.13.10.1 Response

Dimensioned drawings of the attenuation systems are shown on Dwg. Nos. 2104C/320 and 321 and calculations and manufacturers details are included in Appendix 12.3 of the 'Engineering Infrastructure Report and Stormwater Impact Assessment', including the tank system suppliers letter confirming the loading capacity.

3.13.11 Utilities Clash Check – Item No. 13 (k)

"As standard, the applicant is requested to confirm that a utilities clash check has been carried out ensuring all utilities' vertical and horizontal separation distances can be provided throughout the scheme. The applicant should demonstrate this with cross-sections at critical locations such as junctions, site thresholds and connection points to public utilities. Minimum separation distances shall be in accordance with applicable Codes of Practice."

3.13.11.1 Response

Utility clashes have been assessed and crossing points detailed on RMA Dwg Nos. 2104C/323-328 and 330-334.

3.13.12 Stage 1 Stormwater Audit – Item No. 13 (l)

"As standard, and as noted within the application, the applicant is requested to ensure that a Stage 1 Stormwater Audit is carried out for the development. In accordance with the Stormwater Audit policy, the audit shall be forwarded to DLRCC prior to lodging the planning application. All recommendations shall be complied with, unless agreed in writing otherwise with DLRCC."

3.13.12.1 Response

A Stormwater Audit has been completed and the results were submitted to DLRCC prior to lodgement of the planning application. Please refer to the Appendix 12.6 of the 'Engineering Infrastructure Report and Stormwater Impact Assessment'.

3.13.13 Blockage Analysis – Item No. 13 (m)

"It is noted that a blockage analysis has been carried out, however it appears to be on a limited rainfall period. The applicant is asked to justify this approach or carry out the analysis for all standard rainfall time event. The applicant is requested to comment on the proposed surface water drainage system in the event of blockage or partial blockage of the system, commenting on any surcharging or flood risk that may be identified. The applicant is requested to submit a drawing identifying and showing details of safe

overland flow routes both within and without the site. The overland flow route plan should identify drop kerbs or ramps requested for channelling the flow, should address low point areas in the site and should detail how properties, both within the development and on adjacent lands, will be protected in the event of excessive overland flows."

3.13.13.1 Response

The blockage analysis was carried out in accordance with the previous recommendations provided by DLRCC's Municipal Services Department. As part of the assessment carried out for this planning application, the rainfall period has been extended to 120 No. minutes, the results of which are detailed in the Appendix 12.1 of the '*Engineering Infrastructure Report and Stormwater Impact Assessment*'. Furthermore, an overland flow/exceedance flow assessment has been illustrated on Dwg No. 2104C/315 showing the routing and dropped kerbs identified as well as details relating to same. Please refer also to paragraph 6.28 of the '*Engineering Infrastructure Report and Stormwater Impact Assessment*' for more detail.

3.14 Parks (Item No. 14)

"Information/documentation which address the following concerns of the Parks Superintendent:"

3.14.1 Tree Survey – Item No. 14 (a)

"All trees within the application site and within 15 metres of the red line boundary should be included in the tree survey submitted with the planning application."

3.14.1.1 Response

We have been advised by Arborist Associates Limited that all trees of relevance to the scheme have been included in the Arboricultural assessment / survey. It is not possible to survey all trees within 15 No. metres of the red line boundary as some trees are located within private third party land that the Applicant was not able to get access to.

3.14.2 Tree Report – Item No. 14 (b)

"Submit a comprehensive Tree Report, comprised of a detailed Tree Survey and Arboricultural Impact Assessment, Tree Constraints Plan, Tree Protection Plan and Arboricultural Method Statement, all in accordance with, BS 5837: 2012 | Trees in relation to design, demolition and construction – recommendations. The report shall be prepared by a qualified Arborist and include a Tree Survey Plan & Schedule, Schedule of works, Tree Constraints Plan, Arboricultural Impact Assessment, Tree Protection Plan, Arboricultural Method Statement."

3.14.2.1 Response

A detailed 'Arboricultural Assessment', 'Tree Constraints Plan', 'Tree Protection Plan' and 'Tree Retention & Removal Plan' have been prepared by Arborist Associates Limited which includes all relevant details as requested.

3.14.3 Tree Planting – Item No. 14 (c)

"Sustainable tree planting is important in development sites. The dlr Tree Strategy 2024 – 2030 will be published within the next couple of months and a policy 10 of this strategy will encourage new and replacement planting of trees on development sites and recommend that new plantings attempt to achieve a target of 18% canopy cover along with government and council canopy cover targets. A strong emphasis on native species given the location of this development which is a more rural area at the foot of the Dublin mountains."

3.14.3.1 Response

The 'Landscape Design Statement' prepared by NMP Landscape Architecture includes the Landscape Architect's responses to key landscape items of the LRD Opinion (See Section 6.1 of the report). In summary, NMP have proposed new and replacement tree planting to support all targets. Biodiversity enhancement measures have also been incorporated such as creation of wildlife corridors, installation of bat and bird boxers, supporting native pollinators and ensuring thoughtful placement of new trees. NMP confirm that the target of 18% canopy cover will be achieved.

3.14.4 Play and Recreation – Item No. 14 (d)

"The applicant shall provide play and recreation opportunities for children and teenagers, as appropriate to the scale and character of proposed development."

3.14.4.1 Response

NMP have advised the following in their response which is included as an appendix to the 'Landscape Design Statement':

"Play and recreational opportunities for children and teenagers, suitable for the development's scale and character have been proposed. Diverse play areas for different age groups, incorporating formal, informal, and natural play elements, have been planned. These locations are indicated on the site plan and in the hard landscape schedule. An extra diagram was added to the drawing pack containing indicative sizes and locations of each play area. An approximate diagram can also be seen in the initial section of this document in "Overview Approach" and informalities in the use of open space envisaged in the diagram of section 4.1. Safe and durable play equipment has been proposed alongside multi-use games areas, fostering physical activity and social interaction. Green spaces have also been integrated, promoting informal play and recreation, all designed with safety and accessibility in mind."

3.14.5 Play Proposals – Item No. 14 (e)

"Detailed Play Proposals shall be submitted in the form of a Proposed Play Rationale and Layout Plan (separate to, but related to the Landscape Masterplan), using Nature-based Solutions, informed by the 'genus loci' of the site (e.g. existing and planned landform, character etc.), to provide informal, impromptu and spontaneous play opportunities, along with structure, equipped play, as appropriate; for agreement with Dlr Parks + Landscape Services."

3.14.5.1 Response

NMP have advised that play proposals have been incorporated into the landscape layout. The play proposals include nature-based solutions and provide diverse play opportunities which consider the site's characteristics. A drawing entitled 'Play Area Plan' has also been included with the planning application (NMP Dwg No. L1_102_2)

3.14.6 Play Equipment – Item No. 14 (f)

"The Layout Plan shall comprise the following: -

- i. showing types of play and play area(s), target age groups, landform (included levels and contours) and boundaries, gates and planting,*
- ii. design and construction details of play opportunities and facilities in respect of landform, planting, boundaries, equipment and safety surface.*
- iii. All play equipment and ancillaries shall conform to European Standards EN 1176-1-11 and EN 1177 Playground equipment and surfacing, and to BS/EN standards 2017/18 for Playground Installations for HIC (Head Injury Criterion) and CFH (Critical Fall Height). Surfacing should comply with the manufacturer's specifications."*

3.14.6.1 Response

As advised by NMP, all play proposals are annotated on the site plan and the hard landscape schedule. As noted above, a drawing entitled 'Play Area Plan' has also been included with the planning application (NMP Dwg No. L1_102_2). Construction details of all play elements are included in the detailed sections that form part of the NMP drawing pack, which all conform with European standards and the manufacturer's specification.

3.15 Housing - Item No. 15

"Information/documentation which address the following concerns of the Housing Officer:"

3.15.1 Part V Compliance – Item No. 15 (a)

"The Council will seek to progress Part V compliance through the build and transfer of social and affordable units on-site."

3.15.1.1 Response

A Part V Validation letter has been received from Dun Laoghaire-Rathdown County Council which notes the Applicant's proposal to build and transfer 50 No. units to the Council. The letter is included with the enclosed planning application form.

3.15.2 Part V Quantum– Item No. 15 (b)

"The applicant needs to clarify if they qualify for the reduced 10% Part V provision or whether a 20% obligation will apply before considering the preferred mix of unit types."

3.15.2.1 Response

In response, we note that the reduced 10% Part V provision applies to 97% of the lands, which were purchased by the Applicant on 22nd December 2020. The remaining 3% of the lands (the

former Kiltiernan Country Market site) were purchased post August 2021 and therefore a 20% Part V provision is applicable to 3% of the total land. The total development provides 487 No. residential units which can be broken down as follows:

- 97% of 487 No. units = 47 No. units
- 3% of 487 No. units = 3 No. units

Therefore, some 50 No. Part V units are required, which have been provided as part of the proposed development (8 No. 1 bedroom units, 23 No. 2 bedroom units and 19 No. 3-bedroom units).

3.15.3 Wheelchair Living – Item No. 15 (c)

"We will seek a minimum of 10% of the social housing provision suitable for wheelchair living."

3.15.3.1 Response

Some 10% of the Part V units will be suitable for wheelchair use (5 No. total).

3.15.4 Detailed Design of Quality Housing – Item No. 15 (d)

"All units to be in compliance with Employer's Requirements for Detailed Design of Quality Housing (Department of Housing)."

3.15.4.1 Response

All Part V units have been designed in accordance with all relevant requirements and guidelines.

3.16 Public Lighting – Item No. 16

"Information/documentation which address the following concerns of the Public Lighting Engineer:"

3.16.1 Bollards / Low Level Lighting – Item No. 16 (a)

"Bollard, wall mounted, ground and other low level lighting is not recommended on health and safety grounds and will not be taken-in-charge by the council."

3.16.1.1 Response

Proposed bollards are only located in areas not to be taken in charge. An EN1320-2:2015 lighting category has been achieved on routes where bollards are located. To protect against electrocution, all circuits with bollards are to have protection devices as per current electrical regulations I.S. 10101.

3.16.2 P4 Lighting Class – Item No. 16 (b)

"Residential areas to be lit to a P4 lighting class."

3.16.2.1 Response

EN13201-2:2015 Category P₄ achieved for all residential areas.

3.16.3 P₂ Lighting Class – Item No. 16 (c)

"Traffic areas to be lit to a P₂ lighting class."

3.16.3.1 Response

EN13201-2:2015 Category P₂ achieved for Western traffic route (Enniskerry Road). The main spine residential road is designed to EN13201-2:2015 Category P₃ and the GLDR is lit to P₂.

3.16.4 Conflict Area Lighting Class – Item No. 16 (d)

"Commercial areas to be lit to the nearest conflict area lighting class, eg P₄ = C₄, not a higher lighting class."

3.16.4.1 Response

Commercial areas will be lit to EN13201-2:2015 Category C₅ – nearest C class to EN13201-2:2015 Category P₄.

3.16.5 Lighting Columns on TIC Lands – Item No. 16 (e)

"No CCTV or other devices to be mounted on lighting columns that will be TIC."

3.16.5.1 Response

Noted as per DLRCC Public Lighting specification.

3.16.6 TIC Lighting – Separate ESB Connections – Item No. 16 (f)

"All TIC lighting to have separate MPRN's (full separate ESB connections) from any other devices, eg traffic lights."

3.16.6.1 Response

Noted as per DLRCC Public Lighting specification.

3.16.7 TIC Lighting – Separate ESB Connections to Other Devices – Item No. 16 (g)

"All TIC lighting to have separate MPRN's from non-TIC lighting or other devices."

3.16.7.1 Response

Noted as per DLRCC Public Lighting specification.

3.16.8 Roads – Separate MPRNs – Item No. 16 (h)

"All roads to have separate MPRN's from each other for future maintenance and control purposes."

3.16.8.1 Response

Noted as per DLRCC Public Lighting specification.

3.16.9 Lighting Design – Item No. 16 (i)

"Lighting designs to be provided with full reports, including details on luminaires, lux contour diagrams, dimming and trimming regimes."

3.16.9.1 Response

Please see 'Public Lighting Calculation Report' and Public Lighting Drawings prepared by Sabre for details.

3.16.10 Tree Conflict Analysis – Item No. 16 (j)

"Landscape plans to be included to allow for tree conflict analysis."

3.16.10.1 Response

Landscape and lighting consultants have liaised and coordinated both layouts.

3.17 Environmental Health – Item No. 17

"Information/documentation which address the following requirements outlined by the Environmental Health Officer and Environmental Enforcement Engineer:"

3.17.1 Resource and Waste Management – Item No. 17 (a)

"i. Demolition, Excavation compliance with the EPA's Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for Construction and Demolition Projects 2021."

3.17.1.1 Response

A 'Resource and Waste Management Plan' has been prepared by Enviroguide Consulting and is enclosed separately. The Report has been prepared in accordance with the *EPA's Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for Construction and Demolition Projects 2021*.

3.17.2 Construction Environmental Management Plan – Item No. 17 (b)

"Construction Environmental Management Plan
i. Staff welfare facilities,
ii. Pest Control Management,
iii. Dust impacts _ a plan for continuous dust monitoring (environmental monitoring plan).
iv. Excessive noise & vibration _ the impact of any potential excessively noisy works on neighbouring properties shall be predicted and measures suggested for reducing the impact of such works. Including adjusting working hours and setting a trigger point noise level that if exceeded works will stop and additional noise attenuation measures

*implemented. A plan for continuous noise and vibration monitoring shall be included, identifying the nearest noise sensitive locations at each boundary (environmental monitoring plan).
v. public liaison plan."*

3.17.2.1 Response

A 'Construction and Environmental Management Plan' (CEMP) has been prepared by Enviroguide Consulting, which is enclosed separately with this planning application. The report includes all relevant details as set out in this Opinion item.

3.17.3 Operational Phase – Item No. 17 (c)

*"Operational Phase
i. Operational Waste Management Plan
ii. Noise Impact Assessment*

The noise survey shall include an inward noise impact assessment and consider ProPG: "Professional Practice Guidance on Planning and Noise for new Residential Development" and BS 8233 "Guidance on Sound Insulation and Noise Reduction for Buildings".

3.17.3.1 Response

This planning application includes the following documentation:

- An 'Operational Waste Management Plan' prepared by Enviroguide Consulting.
- An 'Acoustic Design Statement' prepared by RSK (includes an inward impact assessment and is guided by the ProPG Guidance).

3.18 Transportation – Item No. 18

"Information/documentation which address the following requirements outlined by the Transportation Engineer:"

3.18.1 All-User Link – Item No. 18 (a)

"Transportation Planning have repeatedly required the provision of a consistent and meaningful all user link between the two sites which utilises the existing constructed infrastructure on the adjacent Rockville site, and also facilitates a continuous connection through the adjacent site which is required under (Reg. Ref. D23A/0580). It is still considered that this connection is a requirement for the proposed development and that the proposed arrangement does not adequately address this requirement in its current form. The Applicant is requested to submit revised drawings and details which demonstrate a viable, continuous all-user connection to the adjacent site (Rockville) which marries into and utilises the existing constructed layout on the adjacent site."

3.18.1.1 Response

This has been dealt with in Section 2.2 of this response document. In summary, the design of the 'Rockville connection' has been subject to extensive discussions with the DLRCC Roads Department. Furthermore, we note that this connection has been recently granted under

DLR Reg. Refs. D23A/0580 and D23A/0616. The connection has been replicated within this LRD Application for consistency and to provide confirmation to the Planning Authority that this multi-modal connection will be delivered by the Applicant.

3.18.2 Pedestrian / Cyclist Connectivity – Item No. 18 (b)

"The Applicant shall submit detailed drawings and information which clearly demonstrate that the proposed development accords with the 2022 Greater Dublin Area Cycle Network Plan 2022. The Applicant shall also demonstrate the full range of pedestrian permeability and connectivity across the site. Continuous, legible routes should be provided for pedestrians & cyclists from each dwelling which prioritise pedestrian and cyclist movements in accordance with the requirements outlined within DMURS. The design shall also cater for pedestrian desire lines across the site."

3.18.2.1 Response

Please refer to the 'T&T Response to DLR Stage 2 Opinion' prepared by Atkins. In summary, the 'Traffic and Transport Assessment' prepared by Atkins and enclosed separately sets out the Greater Dublin Cycle Networks plans for the area. The development has been designed in accordance with DMURS and ensures pedestrian and cyclist priority.

3.18.3 Bicycle Parking – Item No. 18 (c)

"The Applicant shall submit drawings and details which demonstrate that the level of provision of cycle parking is in accordance with the required quantities outlined within Table 4.2 of DLRCC's Standards for Cycle Parking and associated Cycling Facilities for New Developments (January 2018). A submitted standalone detailed drawing which demonstrates all proposed provision and allocation should be submitted. The non-residential provision shall be clarified in relation to GFA (Gross Floor Area) and Staff numbers."

3.18.3.1 Response

Please refer to the 'T&T Response to DLR Stage 2 Opinion' prepared by Atkins. In summary, cycle parking will be provided as follows:

- For houses, bicycle parking is to be facilitated within rear gardens through independent access (i.e. garden not access through the front door).
- For apartments and duplexes, dedicated bicycle facilities are provided in line with the *Apartment Guidelines, 2023* and the *Compact Settlement Guidelines, 2024* (standards significantly exceeded), which both recommend 1 No. space per bedroom for long stay parking and 1 No. space per 2 No. units for short stay/visitor parking.
- For the non-residential elements of the scheme, bicycle parking facilities are provided in line with the *DLRCC Standards for Cycle Parking and associated Cycling Facilities for New Developments, 2018*.

A wide variety of bicycle parking types have been provided such as Sheffield stands, stacked parking and cargo and accessible bike parking. The visitor parking across the site will be provided in the form of Sheffield parking. The private / long stay bicycle parking spaces will

be stacked or double stacked. Drawing Nos. PL608 – PL611 prepared by MCORM demonstrate the layout of the bicycle parking facilities provided for the development.

3.18.4 Stacked / Sheffield Bicycle Parking – Item No. 18 (d)

"The majority of the undercroft cycle parking is shown as "stacked" cycle parking. Cycle parking provision for a number of the duplex units also rely solely on the substandard "stacked" cycle parking. Transportation Planning consider that the overall proportion and reliance of stacked cycle parking is excessive and as such, it is considered that the quality of proposed cycle parking arrangements across the site is substandard. It is considered that this substandard design does not adequately cater for the various types and abilities of users and as a result, will likely deter cyclists at the proposed development, and impact the uptake of active travel modes.

Accordingly, at a minimum, the DLRCC standard shall be satisfied by the provision of "Sheffield" type cycle parking, and all proposed cycle parking at the development over and above the required number outlined in DLRCC's Standards for Cycle Parking and associated Cycling Facilities for New Developments (January 2018) may be shown as "stacked". The Applicant shall submit revised drawings and details which demonstrate that these minimum requirements have been met."

3.18.4.1 Response

Please refer to the 'T&T Response to DLR Stage 2 Opinion' prepared by Atkins. In summary, bicycle parking has been provided in accordance with all relevant guidance. As set out above in Section 3.18.3.1, a variety of bicycle parking layouts are provided including Sheffield stands, stacked parking and cargo parking for example. Drawing Nos. PL608 – PL611 prepared by MCORM demonstrate the layout of the bicycle parking facilities provided for the development.

3.18.5 Surface Level Bicycle Parking – Item No. 18 (e)

"The Applicant shall submit revised drawings and details which demonstrate and clarify the provision, location and allocation of all surface cycle parking and also ensure that a minimum of 50% of surface level visitor cycle parking and all surface level long term cycle parking is covered. The required cycle parking should also be incorporated into the proposed blocks in order to reduce clutter to the public areas and improve access and security to cycle parking spaces."

3.18.5.1 Response

All bicycle parking locations and layouts are annotated on the MCORM Drawings (Dwg Nos. PL608-PL611 and PL601). It is noted intended to cover short-term bicycle parking spaces for visual / aesthetic reasons.

3.18.6 Cycle Audit – Item No. 18 (f)

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

3.18.6.1 Response

A Cycle Audit is provided in the 'T&T Response to DLR Stage 2 Opinion' prepared by Atkins.

3.18.7 Car Parking Provision – Item No. 18 (g)

"The Applicant shall submit revised drawings and details which demonstrate the proposed car parking provision is in accordance with the requirements laid out in Table 12.5 of the current DLRCC County Development Plan. The drawings and details shall clarify the proposed excess of 73 No. car parking spaces associated with the dwelling house element of the development."

3.18.7.1 Response

Please refer to the 'T&T Response to DLR Stage 2 Opinion' prepared by Atkins. In summary, the *Development Plan* standards indicate that a total of 933 No. car parking space can be provided (800 No. residential spaces and 133 No. non-residential spaces). The *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities, 2024* note that a maximum rate of 2 No. spaces per dwellings is allowable at the subject location which would allow a total of 974 No. residential car parking spaces. A total of 854 No. car parking spaces are proposed as part of the subject development including 767 No. residential spaces and 87 No. non-residential spaces, which is below the standards applicable to the subject site and thus there is no excess parking spaces proposed.

3.18.8 Electric Vehicle Parking – Item No. 18 (h)

"The Applicant shall submit revised drawings and details which clearly demonstrate that electric vehicle charging points have been provided in accordance with Section 12.4.11 of the current DLRCC County Development Plan, with minimum requirements as follows:

- i. For multi residential unit elements (apts/Duplex): A minimum of one car parking space per five car parking spaces to be equipped with one fully functional EV Charging Point.*
- ii. For dwelling houses (with in-curtilage spaces): The installation of appropriate infrastructure to enable installation at a later stage of a recharging point for EVs without the requirement for intrusive works.*
- iii. For all other elements: A minimum of 1 car parking space per five car parking spaces to be equipped with one fully functional EV Charging Points."*

3.18.8.1 Response

Please refer to the 'T&T Response to DLR Stage 2 Opinion' prepared by Atkins. In summary, when the 354 No. parking spaces are omitted for the houses (which will be ducted to allow future installation), there is a requirement to provide 100 No. electric vehicle parking spaces for the remaining 500 No. spaces. Atkins have confirmed that 100 No. electric vehicle parking spaces have been provided across the scheme.

3.18.9 Accessible Car Parking – Item No. 18 (i)

"The Applicant shall submit revised drawings and details which clearly demonstrate that adequate provision for accessible car parking spaces has been provided in accordance with Section 12.4.5.3 of the current DLRCC County Development Plan, with minimum requirements of 4% of spaces to be designed as accessible."

3.18.9.1 Response

Please refer to the 'T&T Response to DLR Stage 2 Opinion' prepared by Atkins. In summary, Atkins have advised that all in-curtilage parking spaces for the houses are suitable for mobility impaired parking. Based on the remaining parking spaces (500 No.), there is a requirement for 20 No. accessible parking spaces (4%). Some 28 No. accessible spaces are provided which exceeds the requirements for the scheme.

3.18.10 Set-Down / Loading Bays – Item No. 18 (j)

"The Applicant shall submit revised drawings and details which clearly demonstrate the provision of set-down/drop off and loading bays for the proposed development. The allocation of residential car parking e.g. visitor, car share etc. should be clearly shown on the drawings. Details of car sharing/cycle sharing schemes for the proposed development should be included as part of any application, with an accompanying letter of intent to supply these services from an established supplier."

3.18.10.1 Response

Please refer to the 'T&T Response to DLR Stage 2 Opinion' prepared by Atkins. In summary, some 4 No. loading bays have been provided in the vicinity of the commercial floorspace. These spaces will be dual purpose by operating as loading bays and short stay visitor spaces for the commercial elements of the development. Please refer to Dwg No. PL601 prepared by MCORM for the location of these spaces.

In relation to car sharing, the development includes 2 No. spaces, with 1 No. provided on the western site and 1 No. provided on the eastern site.

3.18.11 Taking-in-Charge – Item No. 18 (k)

"The Applicant shall liaise with DLRCC in order to agree proposed areas to be taken in charge. Drawings which demonstrate areas to be taken in charge by DLRCC should be submitted as part of a future application. All areas within the proposed development should be constructed to the required DLRCC taking in charge standards. Taking in charge guidance docs can be found here: <https://www.dlrcoco.ie/building-control/taking-charge>."

3.18.11.1 Response

Please refer to Dwg No. PL600 prepared by MCORM for the details of the Tanking-in-Charge areas. All areas proposed to be taken in charge will be constructed in accordance with the Planning Authority's guidance.

3.18.12 Quality Audit – Item No. 18 (l)

"A detailed independent Quality Audit which includes a Road Safety Audit, Access Audit, Cycle Audit, Walking Audit and DMURS Street Design Audit should be submitted. The independent Audit Team shall be approved by the Planning Authority (Transportation Planning Section) and all measures recommended by the Auditor shall be undertaken unless the Planning Authority approves any departure writing. A feedback report should also be submitted responding to each of the items, together with detailed layout drawings showing the accepted design changes incorporated in the layout."

3.18.12.1 Response

An independent 'Quality Audit' has been carried out by NRB Consulting Engineers which includes a Stage 1 Road Safety Audit, Access Audit, Cycle Audit, Walking Audit and DMURS Street Design Audit. The 'T&T Response to DLR Stage 2 Opinion' prepared by Atkins confirms that the Audit Team has been accepted by the DLRCC Roads Department. The feedback raised by the Audit Team has been addressed by the design team.

3.18.13 Traffic and Transport – Item No. 18 (m)

"The Applicant shall submit a Traffic and Transport Assessment which includes a full assessment of the fully built out development and all potential impacts to the proposed GDRS, especially in relation to the proposed priority junctions. The assessment shall also assess any impacts to Enniskerry Road."

3.18.13.1 Response

A 'Traffic and Transport Assessment' has been prepared by Atkins and is enclosed separately which includes a full assessment of the development and all potential impacts to the proposed GDRS (which has recently commenced construction). The results of the assessment indicate that the proposed access junctions will operate within acceptable parameters.

3.18.14 Capital Projects Team – Item No. 18 (n)

"The Applicant will be required to obtain and submit written confirmation from the relevant project engineer within the Capital Projects Team to demonstrate that both the proposed design and phasing of the development is consistent with the latest design details and phasing of the road scheme."

The Applicant shall also submit drawings and details which demonstrate that the proposed development does not encroach on or preclude any and all works associated with the GDRS scheme, and submit confirmation of same from the relevant project engineer."

3.18.14.1 Response

A letter from the Capital Projects Team confirming consistency of the proposal with the GDRS project is included in Appendix 12.17 of the 'Engineering Infrastructure Report and Stormwater Impact Assessment'.

3.18.15 Enniskerry Road Works – Item No. 18 (o)

"The Applicant shall clarify the extent of proposed works on the Enniskerry Road, and provide further detail on the proposed boundary treatment along the Enniskerry Road."

3.18.15.1 Response

In response to this item, we note that permission has recently been granted for Phase 1 of the LRD Development (DLR Reg. Ref. D23A/06116), which includes the boundary treatment

along Enniskerry Road. Please refer to the 'T&T Response to DLR Stage 2 Opinion' prepared by Atkins which details the works proposed to narrow the Enniskerry Road carriageway with the former carriageway being reallocated to other road users.

3.18.16 Swept Path Analysis – Item No. 18 (p)

"The Applicant shall submit detailed swept path analysis drawings which demonstrate emergency vehicle (ambulance & fire tender) movements and refuse collection movements at the proposed development."

3.18.16.1 Response

Atkins have carried out swept path analyses for the proposed development to show that larger vehicles can access and manoeuvre safely access and navigate through the street network.

3.18.17 Residential Travel Plan – Item No. 18 (q)

"The Applicant will be requested to submit a detailed Residential Travel Plan for the proposed development which outlines proposed measures to encourage future residents and visitors to use sustainable travel modes to travel to and from the proposed development and decrease reliance on the private car as a mode of travel. The submitted travel plan shall include the name and contact details of a Travel Plan Coordinator, who shall be responsible for implementing the measures outlined within the plan. The Travel Plan shall demonstrate what soft and hard measures will be implemented to promote an increased use of sustainable and active travel modes (walking, cycling, public transport, car share) to access the proposed residential development for Residents and Visitors and to achieve a modal split as per 'Smarter Travel: A Sustainable Transport Future', the Government National Transport Policy 2009 - 2020."

3.18.17.1 Response

A 'Mobility Management Plan' (also known as a Travel Plan) has been prepared by Atkins and is enclosed separately with this planning application. This MMP outlines proposed measures to encourage sustainable modes of travel such as walking and cycling which will contribute towards reducing car usage, in addition to promotion of public transport and provision of 2 No. car share spaces. Travel Information Packs will be distributed to residents and a large quantum of bicycle parking will be provided. In addition, a wide range of linkages are provided throughout the site for pedestrians and cyclists which will promote active travel. Details of a Travel Plan Coordinator are also provided.

3.18.18 Construction Management Plan – Item No. 18 (r)

"A detailed construction management plan should be submitted which demonstrates measures dealing with the following items:"

i. How it is intended to avoid conflict between construction traffic/activities and traffic/road users, particularly pedestrians and cyclists, on public roads with site accesses and site perimeter public roads, during construction works.

ii. Full and comprehensive Traffic Management Plan, produced by a competent designer in accordance with Chapter 8 of the Traffic Signs Manual, including construction vehicular access to site in particular, to avoid conflict between construction

traffic/activities and traffic/road users, particularly pedestrians and cyclists, on public roads with site accesses and site perimeter public roads and the surrounding public road network, during construction works.

iii. An access route to site for construction traffic/vehicles to be agreed with DLRCC Traffic Section, Municipal Services Department.

iv. How/where it is intended to provide a site compound including materials storage and staff welfare facilities.

v. How it is intended to provide for site delivery vehicles manoeuvres, in that vehicles should enter and exit the site/compound/materials storage area in a forward gear.

vi. Where it is intended to provide for site staff car parking during construction in that it is not acceptable to have long term site staff car parking on the nearby public road network.

vii. How it is intended to provide suitable facilities for vehicle cleansing and wheel washing on site.

viii. Proposed measures to minimise/eliminate nuisance caused by noise and dust, proposed working hours and measures to minimise/prevent transfer of dirt to the public road with associated measures to clean the public roads / gullies etc in the vicinity of the site and continuing replacement of roads line markings resulting therefrom.

ix. A procedure for dealing with complaints from third parties arising from the construction process.

x. An undertaking that all existing local roads in the immediate vicinity will be subject to a photographic pre-condition survey, and that any damage to the public roads/footpath shall be repaired at the applicant's expense."

3.18.18.1 Response

An 'Outline Construction Management Plan' has been prepared by Atkins and is enclosed separately. The document sets out all relevant details as requested under this Opinion item. The CMP will be further developed and agreed with the Planning Authority once a contractor is appointed.

4.0 CONCLUSION

It is our professional planning opinion that the aforementioned responses with the supporting technical reports address the specific items raised in Dún Laoghaire-Rathdown County Council's Opinion. We submit that the proposed development represents the proper planning and sustainable development of this significantly underutilised site in Kilternan Village.

Yours sincerely,



Patricia Thornton
Director
Thornton O'Connor Town Planning