



STATEMENT OF CONSISTENCY LOCAL PLANNING POLICY CONTEXT

And

NATIONAL and REGIONAL PLANNING CONTEXT

This statement is prepared in compliance with the requirements of the Planning and Development (Housing) and Residential Tenancies Act 2016. This requires that an application for Strategic Housing Development shall include a statement that, in the prospective applicant's opinion, the proposal is consistent with both:-

- (i) the relevant objectives of the development plan or local area plan concerned, and
- (ii) relevant guidelines issued by the Minister under Section 28 of the Act.

This statement should be read in conjunction with other documentation submitted with this request, to limit duplication. In sequence, this statement follows that set out above and describes consistency with the statutory Development Plan in the first part and the relevant Ministerial Guidance in the second part.



Simon Clear B.A. Dip. T.P. MIPI
Darran Quaille B.A. MRUP MSc BLUP MIPI
Paula Shannon B.A. MRUP MIPI

3 TERENCE ROAD WEST,
TERENURE,
DUBLIN 6W
D6W YY79,
IRELAND.

Phone: 00-353-1-492 5934
Fax: 00-353-1-492 7617
E-mail: admin@clearconsult.ie
Web: www.clearconsult.ie
Vat No. 9803199H

(i) **DUBLIN CITY DEVELOPMENT PLAN 2016- 2022**

The subject site is located within the Dublin City Council administrative boundary and is therefore subject to the policies and objectives of the Dublin City Development Plan (DCDP) 2016-2022. The relevant policies are set out below.

Vision

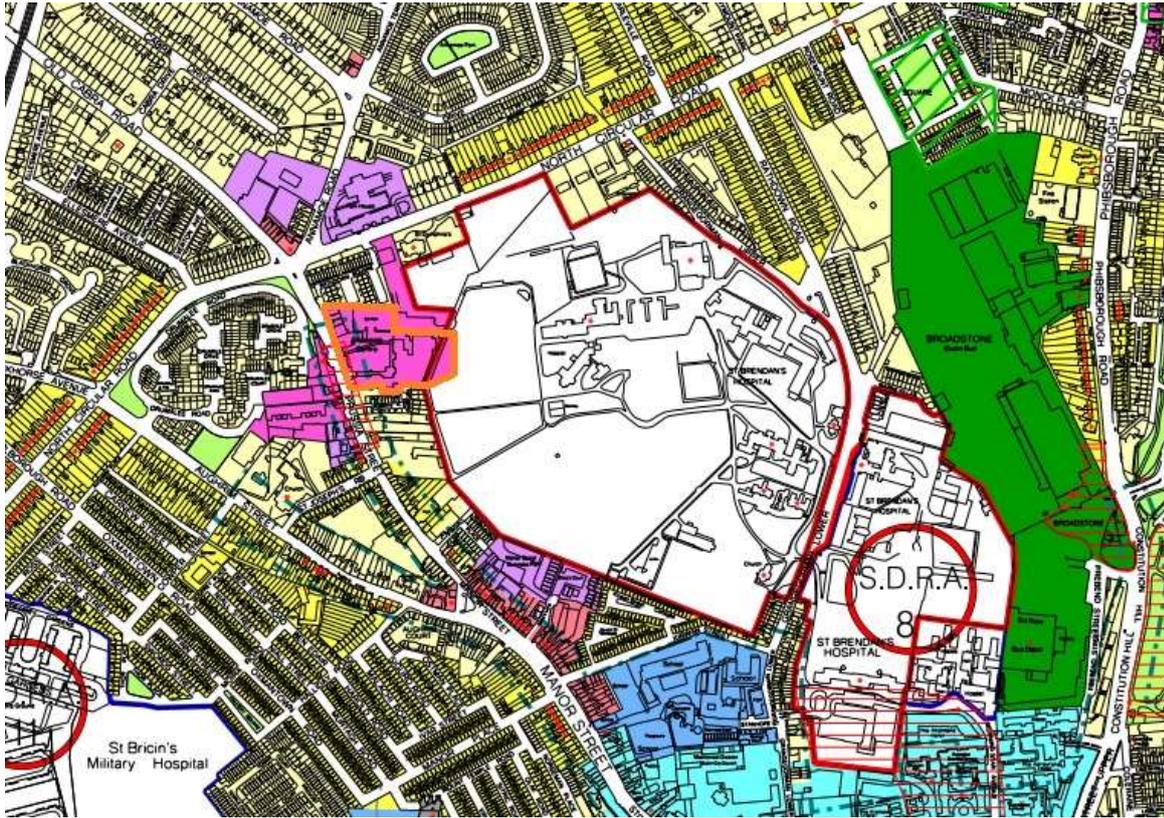
The vision for the city is that: *“Within the next 25 to 30 years, Dublin will have an established international reputation as one of Europe’s most sustainable, dynamic and resourceful city regions. Dublin, through the shared vision of its citizens and civic leaders, will be a beautiful, compact city, with a distinct character, a vibrant culture and a diverse, smart, green, innovation-based economy. It will be a socially inclusive city of urban neighbourhoods, all connected by an exemplary public transport, cycling and walking system and interwoven with a quality bio-diverse green space network. In short, the vision is for a capital city where people will seek to live, work, experience, invest and socialise, as a matter of choice.”*

Zoning Objective

The subject site is zoned Z4, with an objective ‘to provide for and improve mixed-services facilities.’ Residential, restaurant and shop (both neighbourhood and district) are permitted uses under this zoning objective in the Dublin City Development Plan 2016-2022.

The subject site is adjacent to the Grangegorman SDZ Planning Scheme area, shown in white on the zoning map below.

Residential is defined in Appendix 21 of the DCDP as *“the use for human habitation of a building, or part thereof, including houses, flats, bed-sitting rooms and residential mews buildings. The definition of house and habitable house in Section 2 of the Planning and Development Act 2000 (as amended) shall apply. Residential also includes student accommodation and build-to-let schemes.”*



DCDP Zoning Map extract with Site Outlined in Gold

It is therefore submitted that student accommodation is also permitted in principle within the Z4 land use zone in accordance with Appendix 21 of the Development Plan.

District centres, which include urban villages, provide a far higher level of services than neighbourhood centres. They have outlets of greater size selling goods or providing services of a higher order, and their catchment area extends spatially to a far greater area than that of neighbourhood centres. As the top tier of the urban centres outside the city centre, key district centres have been identified which will provide a comprehensive range of commercial and community services. These centres often attract large volumes of traffic and should, therefore, be well served by public transport.

To maintain their role as district centres, new development should enhance their attractiveness and safety for pedestrians and a diversity of uses should be promoted to maintain their vitality throughout the day and evening. In this regard, opportunity should be taken to use the levels above ground level for additional commercial/retail/ services or

residential use with appropriate social facilities. Higher densities will be permitted in district centres, particularly where they are well served by public transport.

The proposed district centre will replace the existing neighbourhood shopping area, which includes a supermarket and a few smaller retail/non-retail services units. The proposed scheme includes a mix of uses to ensure the vitality of the district centre. The student accommodation and Build-To-Rent (BTR) residential and other elements of the scheme will ensure activity on the site throughout the evening when the district centre retail/commercial units may be closed. The proposed development is located in an area well served by public transport and is an appropriate site to accommodate a higher density.

The district centre can provide a focal point for the delivery of integrated services and the designated key district centres have, or will have in the future, the capacity to deliver on a range of requirements, the most important of which are: -

- An increased density of development;
- A viable retail and commercial core;
- A comprehensive range of high-quality community and social services;
- A distinctive spatial identity with a high quality physical environment.

While the subject site is not designated as a key district centre, the above requirements have been considered in the proposal. The proposal provides an increased density based on the improved facilities/services being provided as part of the proposal. A viable retail and commercial core is provided with 1 no. supermarket, 11 no. retail/non-retail services units and 2 no. licensed café/restaurant units provided. The proposal has been designed to a high architectural quality with communal facilities integrated in both the student and BTR residential accommodations.

The larger part of the site frontage on Prussia Street lies within a Conservation Area and also within a zone of Archaeological Interest centred on Prussia Street.

In relation to Conservation Areas, *'all new development must have regard to the local context and distinctiveness and the contribution to the local scene of buildings,*

landmarks, views, open spaces and other features of architectural, historic or topographical interest. The general design principles are set out in a separate policy but it is particularly important within Conservation Areas that design is appropriate to the context and based on an understanding of Dublin’s distinctive character areas.’

The following policy of the DCDP applies to Conservation Areas:-

It is the Policy of Dublin City Council:	It is the Policy of Dublin City Council:
<p>CHC4: To protect the special interest and character of all Dublin’s Conservation Areas. Development within or affecting a conservation area must contribute positively to its character and distinctiveness, and take opportunities to protect and enhance the character and appearance of the area and its setting, wherever possible.</p> <p>Enhancement opportunities may include:</p> <ol style="list-style-type: none"> 1. Replacement or improvement of any building, feature or element which detracts from the character of the area or its setting 2. Re-instatement of missing architectural detail or other important features 3. Improvement of open spaces and the wider public realm, and re-instatement of historic routes and characteristic plot patterns 4. Contemporary architecture of exceptional design quality, which is in harmony with the Conservation Area 5. The repair and retention of shop- and pub-fronts of architectural interest. 	<p>Development will not:</p> <ol style="list-style-type: none"> 1. Harm buildings, spaces, original street patterns or other features which contribute positively to the special interest of the Conservation Area 2. Involve the loss of traditional, historic or important building forms, features, and detailing including roof-scapes, shop-fronts, doors, windows and other decorative detail 3. Introduce design details and materials, such as uPVC, aluminium and inappropriately designed or dimensioned timber windows and doors 4. Harm the setting of a Conservation Area 5. Constitute a visually obtrusive or dominant form. <p>Changes of use will be acceptable where, in compliance with the zoning objective, they make a positive contribution to the character, function and appearance of Conservation Areas and their settings. The Council will consider the contribution of existing uses to the special interest of an area when assessing change of use applications and will promote compatible uses which ensure future long-term viability.</p>

The proposal improves the public realm along Prussia St and the internal street provides a contemporary setting for Jameson House (a Protected Structure located on the opposite side of Prussia St). Please refer to the Landscape and Visual Appraisal prepared by Mitchell & Associates Landscape Architects and Urban Designers for further details on the proposed development in the context of the existing environment.

Please refer to the enclosed Cultural Heritage Report prepared by Archaeology Plan for details on the impact of the subject proposal on cultural heritage including the Prussia Street streetscape and the Richmond institutional complex.

Retail Strategy

The retail strategy for Dublin city is to consolidate the city centre retail core as the premier retail destination in the State, to promote an upper tier of retail development in the Key District Centres and a lower tier of district centres to cater for surrounding communities. Below this tier, the strategy provides for daily shopping needs and local services of a residential community in neighbourhood centres. This approach reflects the settlement strategy for the city and is consistent with the Retail Strategy for the Greater Dublin Area 2008–2016 (see Appendix 3 of the DCDP). The existing retail strategy is set to run up to 2016 or until the formulation and adoption of the Regional Spatial and Economic Strategy by the new Eastern and Midlands Regional Assembly (EMRA RSES).

The EMRA RSES was adopted in 2019 and details are provided in part (ii) of this report.

Providing quality shopping facilities for neighbourhoods across the city is also recognised as essential for sustainable communities, as is the provision of dedicated retail space to serve emerging residential communities in various areas.

The proposal includes a District Centre, which includes the following: -

- Part-licensed supermarket;
- 11 no. retail/non-retail service units;
- 2 no. licensed café/restaurant units;

The existing supermarket and smaller retail/services units within the district centre will be replaced by a wider range of retail/non-retail units to cater for the existing and future residential population for Prussia St and surrounding neighbourhoods.

Movement and Transport

In order to create a more sustainable city, the development plan, in accordance with national policy, places emphasis on the need for a modal shift from motorised private

modes of transport towards public transport, cycling and walking. This requires improvements to both the current public transport network and to facilities for pedestrians and cyclists.

MT11: To continue to promote improved permeability for both cyclists and pedestrians in existing urban areas in line with the National Transport Authority's document 'Permeability – a best practice guide'. Also, to carry out a permeability and accessibility study of appropriate areas in the vicinity of all Luas, rail and BRT routes and stations, in co-operation with Transport Infrastructure Ireland and the National Transport Authority.

MT15: To discourage commuter parking and to ensure adequate but not excessive parking provision for short-term shopping, business and leisure uses.

The proposed mixed-use development encourages sustainable transport modes with the creation of a new pedestrian and bicycle street connecting Prussia Street to the Grangegorman SDZ campus and urban quarter. 111 no. car parking spaces are provided at ground level, under podium, to serve the proposed district centre. 2 no. disabled access car parking spaces are provided for the student accommodation and BTR elements of the scheme due to the inner city location of the site, the proximity to public transport and the proposed Bus Connects arrangement on Prussia Street. Further details on compliance with car parking standards are provided below and in documents prepared by Pinnacle Consulting Engineers.

MTO23: To require Travel Plans and Transport Assessments for all relevant new developments and/or extensions or alterations to existing developments, as outlined in Appendix 4

A Travel Plan and Traffic and Transportation Assessment have been prepared by Pinnacle Consulting Engineers and are enclosed with the planning application documents.

Sustainable Communities and Neighbourhoods

The creation of good, sustainable neighbourhoods which support thriving communities and provide for a wide range of household types, age groups and tenures with community facilities close by is a priority of this plan.

SN1: To promote good urban neighbourhoods throughout the city which are well designed, safe and suitable for a variety of age groups and tenures, which are robust, adaptable, well served by local facilities and public transport, and which contribute to the structure and identity of the city, consistent with standards set out in this plan.

The importance of district and local neighbourhood shopping centres within walking distance of residential communities is re-affirmed in this key strategy

The site is currently a district and local neighbourhood shopping area and the proposal will improve the range of goods and services available to the local community through the creation of a mixed-use development centred around the district centre. The proposed development is well served by existing and proposed public transport.

Urban Form

Some of the key approaches to achieving this vision underpinning the development plan are:

- The creation of a more compact city, where residents can live close to their places of work or study, and can easily traverse the city, thereby reducing urban sprawl and unsustainable travel patterns.

Response: The mixed-use development is located in the inner-city area, which is suitable for Build-To-Rent units where residents have easy access to places of work via foot or through the use of public transport. The student accommodation proposed on the site will benefit from direct pedestrian and cycle access to a 3rd level university, reducing the need for travel for staff and students residing in the scheme.

- The creation and nurturing of sustainable neighbourhoods, which are designed to facilitate walking and cycling, close to public transport insofar as possible, and a range of community infrastructure, in quality, more intensive mixed-use

environments (please refer also to Dublin City Council policy QH4 which supports proposals from approved housing bodies and voluntary housing bodies).

Response: The development assists in the creation of a more sustainable community and neighbourhood as it provides an improved mix of facilities including a district centre, BTR residential accommodation and student accommodation. The site is serviced by 5 no. frequent Dublin Bus routes (No. 37, 39, 39a, 46 and 70). Prussia Street is also a proposed Bus Connects route, which will increase the public transport facilities in the vicinity of the site.

- The development of a well-designed and defined network of streets and quality urban spaces, together with the achievement of a good mix of uses to encourage vitality, in well-designed buildings which are appropriate to their context.

Response: The subject development provides a new street as a pedestrian and cycle connection from Prussia Street through to the TU Dublin Grangegorman Campus. This connection will increase permeability in the locality and provide direct access from the proposed accommodation buildings to the college campus. The development provides a mix of uses, including retail, licensed restaurant/café, office, residential and student accommodation.

- The creation of a consolidated city, whereby infill sites are sustainably developed and new urban environments are created, by actively promoting active land management, a key component of which is the vacant site levy.

Response: The site is currently underutilised, dated, car dominated and in need of regeneration. The proposed mixed-use development will create a new urban environment and increase the residential population in the area.

District Centres

These are usually urban villages. These have a smaller scale than the Key District Centres but continue to promote an important economic, social and physical focal point for neighbourhoods and communities.

In relation to District Centres, it is policy of DCC:-

SC10: To develop and support the hierarchy of the suburban centres, ranging from the top tier key district centres, to district centres/urban villages and neighbourhood centres, in order to support the sustainable consolidation of the city and provide for the essential

economic and community support for local neighbourhoods, including post offices and banks, where feasible, and to promote and enhance the distinctive character and sense of place of these areas.

SC11: To promote employment and economic opportunities in the KDCs, district centres/ urban villages and in neighbourhood centres in the identified innovation corridors and clusters.

The proposed mixed-use development will upgrade and regenerate the Park Shopping Centre, will increase employment in the area with a range of retail/non-retail services units to be located in the district centre. Long term employment will also be created through the management and maintenance of the BTR and student accommodation.

Making a More Compact, Sustainable City

The DCDP sets out the following policies for the creation of a more compact, sustainable city: -

SC13: To promote sustainable densities, particularly in public transport corridors, which will enhance the urban form and spatial structure of the city, which are appropriate to their context, and which are supported by a full range of community infrastructure such as schools, shops and recreational areas, having regard to the safeguarding criteria set out in Chapter 16 (development standards), including the criteria and standards for good neighbourhoods, quality urban design and excellence in architecture. These sustainable densities will include due consideration for the protection of surrounding residents, households and communities.

SC14: To promote a variety of housing and apartment types which will create a distinctive sense of place in particular areas and neighbourhoods, including coherent streets and open spaces.

The subject site is currently underutilised and the proposed development will provide a mixed-use development in an inner city area well served by community infrastructure. The proposed development will also increase the range of community infrastructure by providing a range of retail/non-retail services and direct pedestrian and cycle access to the

Grangegorman Campus from Prussia Street. The student accommodation and BTR proposed will provide a residential density in accordance with government guidance, as detailed below. The BTR arrangement proposed will increase the variety of residential tenure in the area by providing an addition to private rented accommodation and other tenures.

Urban Form

SC25: To promote development which incorporates exemplary standards of high-quality, sustainable and inclusive urban design, urban form and architecture befitting the city's environment and heritage and its diverse range of locally distinctive neighbourhoods, such that they positively contribute to the city's built and natural environments. This relates to the design quality of general development across the city, with the aim of achieving excellence in the ordinary, and which includes the creation of new landmarks and public spaces where appropriate.

SC26: To promote and facilitate innovation in architectural design to produce contemporary buildings which contribute to the city's acknowledged culture of enterprise and innovation, and which mitigates, and is resilient to, the impacts of climate change.

The proposed development has been designed to the highest architectural standard in accordance with government guidance. Please refer to the Architectural Design Statement enclosed for further details on the evolution of the design.

Sustainable Residential Areas Policy

QH5: To promote residential development addressing any shortfall in housing provision through active land management and a coordinated planned approach to developing appropriately zoned lands at key locations including regeneration areas, vacant sites and under-utilised sites.

The proposed development provides residential accommodation, in the form of student accommodation and BTR accommodation on an under-utilised site in a District Centre that doesn't currently provide accommodation and which is located in a well serviced urban area.

QH6: To encourage and foster the creation of attractive mixed-use sustainable neighbourhoods which contain a variety of housing types and tenures with supporting community facilities, public realm and residential amenities, and which are socially mixed in order to achieve a socially inclusive city.

The proposed development is a mixed-use development, which will increase the range of residential tenure and community facilities in the area. The development will improve the public realm and increase connectivity by providing a connecting pedestrian street from Prussia Street to the TU Dublin Grangegorman Campus. Access from Prussia Street to the Campus is already in place but is subject to restrictions. The proposed access will be open at all times as it is in the form of a vehicle free street passing through the proposed development, which is split into two blocks, identified as the North building and the South building.

It is the Policy of Dublin City Council:

QH7: To promote residential development at sustainable urban densities throughout the city in accordance with the core strategy, having regard to the need for high standards of urban design and architecture and to successfully integrate with the character of the surrounding area.

The student accommodation and BTR elements of the proposal will provide a high-density development in accordance with government guidance as detailed below. A previous permission on the subject site set the precedent for a high density development and the proposal has been revised to take the latest guidance into consideration, which facilitates an increase in building heights and therefore increased density also.

QH8: To promote the sustainable development of vacant or under-utilised infill sites and to favourably consider higher density proposals which respect the design of the surrounding development and the character of the area.

As noted above, the subject site is underutilised and the precedent for student accommodation as already been set on the site with the permitted development (Ref.2038/17).

QH10: To support the creation of a permeable, connected and well-linked city and discourage gated residential developments as they exclude and divide established communities.

The subject proposal will increase connectivity and the public realm on Prussia Street as it provides a new street and urban plaza connecting from Prussia Street to the TU Dublin Grangegorman Campus. The new street and plaza areas have been designed to provide an appropriate contemporary setting for Jameson House (Protected Structure, located on the opposite side of Prussia Street).

Retail

RD20: To promote and facilitate the provision of accessible good quality convenience shopping with strong choice and competition within the inner city area and to develop areas to ensure that adequate provision is made for the increased population now living in the city; to reduce the numbers travelling to outer suburbs to meet their convenience needs and to attract and retain families with children in the city, as set out in the retail strategy for the Greater Dublin Area.

The proposed district centre will provide a range of good quality convenience shopping including a large supermarket and numerous smaller retail/non-retail services units. In addition to these, provision is made for 2 no. licensed café/restaurants units within the scheme. The proposed improved district centre is a key community facility and has the capacity to cater for the demand for convenience retail from the existing residential and proposed residential populations on Prussia Street and surrounding areas.

Employment, Enterprise and Economic Development

It is the policy of the City Council (CEE19): *“To promote Dublin as an International Education Centre/Student City, as set out in national policy, and to support and encourage provision of necessary infrastructure such as colleges (including English Language Colleges) and high-quality, custom-built and professionally-managed student housing.”* and *“To recognise that there is a need for significant extra high-quality,*

professionally managed student accommodation developments in the city; and to facilitate the high quality provision of such facilities.”

The proposed development is in compliance with this policy as it provides high quality managed student and BTR accommodation adjacent to a third level college with direct access to the campus.

Student Accommodation Need

Chapter 5 of the DCDP – *Quality Housing* notes the following in relation to the provision of student accommodation:

To plan for future expansion of third-level institutions and to accommodate growth in the international education sector, there is a need for appropriately located high quality, purpose-built and professionally managed student housing schemes, which can make the city’s educational institutions more attractive to students from Ireland and abroad, and can also become a revitalising force for regeneration areas.

The development of a new university campus in the north west inner suburbs has precipitated a need for adjacent student and staff accommodation.

It is submitted that the proposed development provides purpose built student housing in close proximity to a third level educational facility. Purpose built student accommodation has a positive effect on the existing housing stock of an area as housing otherwise occupied by students will be released back to the private rental or property market. Please refer to the enclosed Student Accommodation Concentration Report for details of other student accommodation facilities permitted within 1km of the proposed development.

Policy objective QH31 – It is policy of DCC “*to support the provision of high-quality, professionally managed and purpose built third-level student accommodation on campuses or in appropriate locations close to the main campus, in the inner city or adjacent to high-quality public transport corridors and cycle routes, in a manner which respects the residential amenity and character of the surrounding area, in order to support the knowledge economy. Proposals for student accommodation shall comply with the ‘Guidelines for Student Accommodation’ contained in the development standards.*”

In accordance with the Development Plan, the proposed development will increase the student housing stock in the inner city adjacent to a third level institution, which will be of a high quality and effectively managed.

Guidelines for Student Accommodation

Section 16.10.7 of the DCDP provides specific guidelines for student accommodation as detailed below.

DCC support the *“provision of high-quality, professionally managed, purpose-built third-level student accommodation, either on campus or in accessible locations adjacent to quality public transport corridors and cycle routes, in a manner which respects the residential amenities of the locality.”*

It is noted that *“student accommodation should make a positive contribution to the built environment, in terms of design quality, scale, height and the relationship to adjacent buildings. The external layout, including any necessary security arrangements, should be designed to avoid isolating developments from the surrounding community.”*

The subject development is located adjacent to the TU Dublin Grangegorman Campus and makes a positive contribution to the built environment as the site is currently underutilised and in need of redevelopment. It is submitted that the proposed mixed-use development has been designed to fit into the existing built environment on Prussia Street and increases permeability between the TU Dublin Grangegorman Campus and Prussia Street by providing pedestrian access from Prussia Street to the campus facilities.

The DCDP outlines that due to the nature of student occupancy, some residential standards may be relaxed, including dual aspect and car parking standards. This provision of the DCDP has been taken into consideration in the subject proposal and due to the location and nature of the development, only 1 no. disabled access car parking is provided for the student accommodation proposed. Prussia St is a designated Bus Connects route, which is currently served by numerous bus routes and the proposed pedestrian and cyclist access through to the TU Dublin Campus facilitates direct access to the Grangegorman Luas stop.

All proposals must provide appropriate indoor and outdoor communal and recreational facilities for students at a combined level of at least 5-7 sq.m per bedspace. Where accommodation is provided on-campus, communal facilities will be assessed on a case-by-case basis having regard to the level of and access to on-campus amenity.

The proposed development provides 6.1m² of communal areas per bedspace as described below and in the enclosed schedules of accommodation prepared by DMOD Architects.

5.1 The following internal standards will apply to all proposals for student accommodation:

- Student accommodation to generally be provided by grouping study bedrooms in 'house' units, with a minimum of 3 bed spaces with an overall minimum gross floor area of 55 sq.m up to a maximum of 8 bed spaces and a maximum gross floor area of 160 sq.m.

Response: Only 2 units have the maximum of 8 no. bedrooms, the majority are 4 and 6 bed units. 5 no. units exceed the maximum floor area of 160sq.m. Please refer to the Statement of Material Contravention enclosed for further details.

- Single/double occupancy studio units that provide en-suite bathroom facilities and kitchenettes/cooking facilities will also be considered, with a minimum gross floor area of 25 sq.m and a maximum gross floor area of 35 sq.m.

Response: The 28 no. studio units provided in the proposed scheme are all 25m².

- Within campus locations consideration will be given to the provision of townhouse, 'own-door' student accommodation with a maximum of 12 bed spaces per townhouse.

Response: The subject scheme is not located within a Campus.

- Shared kitchen/living/dining rooms shall be provided, based on a minimum 4 sq.m per bed space in the 'house' and 'town house' unit, in addition to any circulation space.

Response: Shared kitchen/living/dining rooms are provided and exceed the minimum of 4m² per bedspace.

- Minimum bedrooms sizes for ‘house’ and ‘town house’ units will be:
 - Single study bedroom: 8 sq.m (with en-suite shower, toilet and basin: 12 sq.m)
 - Twin study bedroom: 15 sq.m (with en-suite shower, toilet and basin: 18 sq.m)
 - Single disabled study bedroom, with en-suite disabled shower, toilet and basin: 15 sq.m)

Response: These standards have been adhered to in the proposed development. All single bedrooms have an area of 12.6m². All single disabled access rooms have an area of 21.2m².

- Bathrooms: Either en-suite with study bedrooms/studio units or to serve a maximum of 3 bed spaces.

Response: All bedrooms have en-suite bathrooms.

- Communal facilities and services which serve the needs of students shall be provided for, which include laundry facilities, caretaker/ security and refuse facilities (either on site or nearby within a campus setting).

Response: Please see Communal Amenity Space Section and Tables below for details.

The enclosed Architectural Design Statement includes a detailed table demonstrating compliance with the Appendix 23 standards.

Proposed Student Accommodation Units

Unit Type	Number of Units	Area of Each Unit (m²)
Studio	28	25
3-Bed	21	80-106
4-Bed	47	95-105
5-Bed	11	124-125
6-Bed	32	135-168
7-Bed	2	160
8-Bed	2	174
Total	143	

The proposed student accommodation units exceed the minimum standards set out in the DCDP.

Communal Amenity Space

It is acknowledged in the DCDP that *‘the provision of indoor communal space is particularly important for schemes with a high proportion of studio units, to allow students to interact outside the studio room.’* 28 no. studio units are provided in the proposed development. Communal kitchen and living areas are provided within the remainder of units. A range of communal amenity areas and rooms, located at ground, first, mezzanine, second and fourth floor level as shown in the tables below.

Student Foyer/Lounge Areas (Ground, Mezzanine and First Floor Levels)

Communal Area	Area (m²)
Student Foyer Lounge	366
Student Fitness Centre	326
Student Assembly Space	216
Total	908

First Floor Internal Communal Amenity Areas

Communal Area	Area (m²)
Recreation Centre (1 st and 2 nd Floor Levels)	279
Study Centre	238
Total	517

The total area of indoor communal amenity space is 1,425m².

Communal Open Space

4 no. outdoor communal amenity areas in the form of terraces are provided at 1st floor level (2no.) and 4th floor level (2 no.). The 2 no. terraces at 1st floor level are the Northern Terrace and the Southern Terrace. The 2 no. terraces at 4th floor level are the Large Upper Terrace and the Small Upper Terrace. Please see table below for details of the areas of each area of communal open space.

Communal Open Space	Area (m²)
Northern Terrace	1,501
Southern Terrace	409
Large Upper Terrace	146
Small Upper Terrace	65
Total	2,121

The DCDP requires that indoor and outdoor communal and recreational facilities for students at a combined level of 5-7m² per bedspace be provided in student accommodation schemes. The proposed development provides 3,546m², which equates to 6.1m² of communal areas per bedspace.

Concentration of Student Accommodation

It is noted in the DCDP that *‘the planning authority will have regard to the pattern and distribution of student accommodation in the locality and will resist the overconcentration of such schemes in any one area.’* In this regard, *‘the applicant will be requested to submit evidence to demonstrate that there is not an over-concentration of student accommodation within an area, including a map showing all such facilities within 0.25 km of a proposal.’*

Variation 3 of the DCDP amended the above to *‘the applicant will be requested to submit evidence to demonstrate that there is not an over-concentration of student accommodation within an area, including a map showing all such facilities within 1km of a proposal.’*

A Student Accommodation Concentration Report is enclosed with the application documentation, which assesses the provision of student accommodation within 1km of the subject site. Please refer to separate report for details.

Student Accommodation Management Plan

All applications for student accommodation must be accompanied by documentation outlining how the scheme will be professionally managed including confirmation that all occupiers will be students registered with a third-level institution. Documentation must also outline how the scheme will support integration with the local community, through its design and layout.

Response

An Estate Management Plan has been prepared by CRM and is enclosed with the application documents. The Plan provides details of the management of the entire residential scheme, including the student accommodation and BTR accommodation and integration with the local community. The development provides an integrated district centre and a pedestrian and cyclist link through the TU Dublin Grangegorman Campus, which will increase connectivity in the locality.

The development will be occupied during term by students registered with 3rd level institutions in Dublin.

Car Parking

In relation to car parking, the standards in Table 16.1 of the DCDDP apply for student accommodation schemes. The subject development is located in Zone 2, which requires a maximum of 1 car parking space per 20 bedsapces proposed.

It is noted in the DCDDP that 'where a potential development site falls on the boundary of two or more parking zones, it is at the discretion of the planning authority to decide the appropriate level of car parking to serve the development having regard to the location of the site and its accessibility to existing and proposed public transport facilities.'

Applications for car-free developments should be accompanied by a mobility management plan outlining how arrivals/ departures will be managed. Please refer to the enclosed Traffic & Transport Assessment and Travel Plan prepared by Pinnacle Consulting Engineers.

The proposed student accommodation element of the development is primarily a car free development with only 1 no. disabled access car parking car parking space provided as a result. Provision is made for servicing vehicles (deliveries, refuse collection, etc.) only via the access to the service yard off Prussia Street and for district centre car parking and van servicing via a separate entrance also on Prussia Street.

Please refer to the enclosed Traffic and Transport Assessment prepared by Pinnacle Consulting Engineers for further details on car parking provision. Servicing details are provided in a separate Operations Plan enclosed with the application documents.

Bicycle Parking

The cycle parking standard for student accommodation is 1 space per 2 bed-spaces. In the case of the subject development this would equate to 292 spaces. A bike store with 368 no. bicycle parking spaces is provided on site, close to the entrance to the student accommodation reception area. The bicycle parking provided for the student accommodation greatly exceeds the DCDP standard.

Please refer to the enclosed Traffic and Transport Assessment prepared by Pinnacle Consulting Engineers for details of the bicycle parking provided for the development. The bicycle parking standards of the DCDP are exceeded. Details of bicycle parking for the BTR accommodation are provided below.

Part V

The provisions of Part V (Social and Affordable Housing) of the Planning Acts do not apply to student accommodation in the City Council area. Details for compliance with Part V requirements relating to the Build-To-Rent element of the scheme are provided in the Part V booklet enclosed with the application documentation.

Guidelines for Residential Accommodation

Subsequent to 2016, the Development Plan standards for residential accommodation in apartment developments have been replaced by the standards provided in the *Sustainable*

Urban Housing Design Standards for Apartments Guidelines (2018 & 2020). Please see details of compliance with the standards in these Guidelines outlined in part (ii) below.

Design

All development will be expected to incorporate exemplary standards of high quality sustainable and inclusive urban design and architecture befitting the city's environment and heritage and its diverse range of locally distinctive neighbourhoods.

Response

Please refer to the enclosed Architectural Design Statement prepared by DMOD Architects for details on the design of the proposed development.

Plot Ratio and Site Coverage

The DCDP sets out the following guidance for plot ratio and site coverage for lands zoned Z4;

- Plot Ratio: 2.0
- Site Coverage: 80%

It is noted that a higher plot ratio may be permitted in certain circumstances such as:

- Adjoining major public transport termini and corridors, where an appropriate mix of residential and commercial uses is proposed
- To facilitate comprehensive redevelopment in areas in need of urban renewal
- To maintain existing streetscape profiles
- Where a site already has the benefit of a higher plot ratio
- To facilitate the strategic role of institutions such as hospitals

As with plot ratio, higher site coverage may be permitted in certain circumstances such as:

- Adjoining major public transport termini and corridors, where an appropriate mix of residential and commercial uses is proposed
- To facilitate comprehensive redevelopment in areas in need of urban renewal
- To maintain existing streetscape profiles
- Where a site already has the benefit of a higher site coverage

The subject site is currently occupied by the Park Shopping Centre and is in need of urban renewal in order to maintain and improve the district centre and the streetscape of Prussia Street. Prussia Street is a designated Bus Connects route and is well served by public transport, with 5 no. buses currently serving a bus stop on Prussia Street close to the site. Access to public transport will be increased with the proposed connection through to the TU Dublin Grangegorman Campus facilitating easier access to the Grangegorman Luas stop.

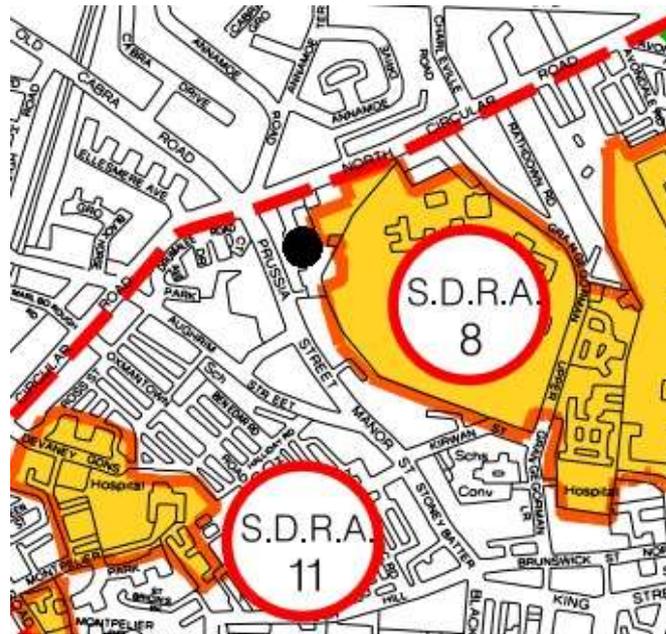
The proposed development provides a plot ratio of 2.14 and site coverage of 71.4%. The circumstances justify a plot ratio higher than the indicative ratio.

Building Height

The DCDP defines Dublin City as ‘low-rise’ except for those areas specifically designated as ‘mid-rise’ or ‘high-rise’. The subject site falls within the ‘low-rise’ area. The ‘low-rise’ category is further differentiated between ‘Inner City’, ‘Rail Hubs’ and ‘Outer City’ as shown in the table below.

Category	Area	Height (m)
Low-rise (relates to the prevailing local height and context)	Inner City	Up to 28 (commercial) Up to 24m (residential)
	Rail hubs (See 3)	Up to 24m (commercial and residential)
	Outer City	Up to 16 m (commercial and residential)

The subject site is located in the ‘Inner City’ as defined on Map K of the DCDP, shown below.



DCDP Map K - Inner City Area within Dashed Red Line. Site Marked with Black Dot.

It is policy of the DCDP (Policy SC17) *to protect and enhance the skyline of the inner city, and to ensure that all proposals for mid-rise and taller buildings make a positive contribution to the urban character of the city, having regard to the criteria and principles set out in Chapter 15 (Guiding Principles) and Chapter 16 (development standards).*

The proposed development ranges in height from 3 storeys (12m) to 8 storeys (28.8m). The 8 storey element is confined to a small part of the northern block. The height of 28.8m includes a parapet wall. A Statement of Material Contravention has been prepared and is enclosed with the application documentation.

There is precedent on Prussia St for increased building heights at this location with planning permission for a 7-storey student accommodation scheme permitted on the subject site (DCC Ref. 2038/17).

The Urban Development and Building Height Guidelines 2018 provide for increased building height in specific locations, such as those within close proximity to public transport. Please refer to the Section 28 Guidelines Consistency Statement below for

further details of compliance with the Urban Development and Building Height Guidelines 2018.

(ii) NATIONAL AND REGIONAL PLANNING POLICY

The following relevant National, Regional and Section 28 Guidelines are assessed below:-

- Project Ireland 2040: National Planning Framework (2018)
- Regional Spatial and Economic Strategy – Eastern and Midland Regional Assembly (2018)
- Rebuilding Ireland – Action Plan for Housing and Homelessness (2016)
- National Student Accommodation Strategy (2017) including Circular PL 8/2016 APH 2/2016
- Department of Education and Science Guidelines on Residential Development for 3rd Level Students Section 50 Finance Act (1999)
- Retail Planning Guidelines (2012)
- Delivering Homes, Sustaining Communities (2008) and the accompanying Best practice Guidelines – Quality Housing for Sustainable Communities
- Smarter Travel – A New Transport Policy for Ireland (2009 – 2020)
- Transport Strategy for the Greater Dublin Area 2016-2035
- Birds and Habitats Directive – Appropriate Assessment
- Urban Development and Building Heights Guidelines for Planning Authorities (2018)
- Sustainable Urban Housing: Design Standards for New Apartments (2020)
- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009) and Urban Design Manual
- Design Manual for Urban Roads and Streets (2013)
- The Planning System and Flood Risk Management (2009)
- The Architectural Heritage Protection Guidelines for Planning Authorities (2011)

Project Ireland 2040 – The National Planning Framework

The National Planning Framework (NPF) was published in February 2018.

The NPF signals a shift in Government policy towards securing more compact and sustainable urban development, to enable people to live nearer to where jobs and services are located. There will be a major new policy emphasis on renewing and developing existing built-up areas rather than continual expansion and sprawl of cities and towns out into the countryside, with a target of at least 40% of new housing to be delivered within the existing built-up areas of cities, towns and villages on infill and/or brownfield sites.

National Policy Objective 11 of the NPF states that *“in meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.”*

In relation to student accommodation the NPF recognises that *“demand for student accommodation exacerbates the demand pressures on the available supply of rental accommodation in urban areas in particular. In the years ahead, student accommodation pressures are anticipated to increase. The location of purpose-built student accommodation needs to be as proximate as possible to the centre of education, as well as being connected to accessible infrastructure such as walking, cycling and public transport. The National Student Accommodation Strategy supports these objectives.”*

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

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

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

The proposed student accommodation is considered to be suitably located as it is located adjacent to the TU Dublin Grangegorman Campus in the inner city area. The BTR element of the proposal is also suitably located in an inner city area with the site being less than 600m from the nearest Luas stop, which is located on the opposite side of the Grangegorman campus. Prussia Street is a designated Bus Connects route. In addition to this, Prussia Street is currently serviced by numerous bus routes (37, 39, 39a, 46a, 70) and

the North Circular Road, which is c.250m from the site is also served by a number of bus routes. The proposed development will increase permeability to the Grangegorman Campus by providing a pedestrian and cyclist access route through the development from Prussia Street.

Regional Spatial and Economic Strategy – Eastern and Midland Regional Assembly (2019)

The EMRA RSES is a strategic plan based on the NPF which identifies regional assets, opportunities and pressures and provides appropriate policy responses. At this strategic level it puts in place policies and recommendations that will better manage regional planning and economic development throughout the region. The RSES supports and adapts the policy considerations of the NPF and acknowledges that more compact urban living is a consideration for all urban settlements.

The NPF set out the requirement for the preparation of a Metropolitan Area Strategic Plan (MASP) for Dublin as part of the RSES. The MASP provides a 12-year strategic planning and investment framework for the Dublin metropolitan area.

The MASP is aligned with a number of Regional Strategic Outcomes in the RSES which include managing the sustainable and compact growth of Dublin, the regeneration of cities and better use of under-used land, integrated transport and land use and the promotion of Dublin as a global city region.

It is a policy objective RPO 4.3 of the RSES to *‘support the consolidation and reintensification of infill/brownfield sites to provide high density and people intensive uses within the existing built up area of Dublin city and suburbs and ensure that the development of future development areas is co-ordinated with the delivery of key water infrastructure and public transport projects.’*

A guiding principle of the Dublin Metropolitan Area relates to ‘integrated transport and land use’ and it is an objective to *“target growth along high quality public transport corridors and nodes linked to the delivery of key public transport projects including*

BusConnects, DART expansion and Luas extension programmes and the Metro Link, along with better integration between networks.”

The proposed development is located on a brownfield site along the western boundary of the TU Dublin Grangegorman campus, which is served by Luas. The proposal is consistent with the objectives of the EMRA RSES as it provides a mixed-use development on an under used site in a central area that is well served by public transport.

It is submitted that the proposal for a mixed-use development at the subject site is the most appropriate use for the site as the proposal provides a large supermarket, a number of retail/non-retail service units, licensed café/restaurant units, student and BTR accommodation in a mixed-use District Centre. The proposal increases permeability in the area by providing unrestricted pedestrian and cyclist access from Prussia Street to the adjacent TU Dublin Grangegorman Campus.

Rebuilding Ireland – Action Plan for Housing and Homelessness (2016)

The overarching aim of this Action Plan is to ramp up delivery of housing from its current undersupply across all tenures to help individuals and families meet their housing needs, and to help those who are currently housed to remain in their homes or be provided with appropriate options of alternative accommodation, especially those families in emergency accommodation.

The plan identifies an urgent need for student accommodation: *“Ireland’s third-level student population is projected to grow by around 20,000 students (or 15%) to 193,000 students by 2024. The 2015 ‘Report on Student Accommodation: Demand & Supply’ by the Higher Education Authority (HEA) estimates an existing level of unmet demand of about 25,000 student bed spaces nationally. Taken together, both of the statistics above highlight the importance of providing well designed and located student accommodation in order to avoid additional pressures in the private rental sector.”*

The proposed development provides student and BTR accommodation on a brownfield underutilised site, which is located in the inner city and adjacent to a third level institute. The proposal is consistent with the Rebuilding Ireland policy as it provides much needed

residential accommodation and purpose built student accommodation. The proposed student accommodation may free up some accommodation in the private rented sector currently being occupied by students.

National Student Accommodation Strategy (2017)

The National Student Accommodation Strategy (NSAS) is designed to ensure that there is an increased level of supply of purpose built student accommodation (PBSA) to reduce the demand for accommodation in the private rental sector by both domestic and international students attending Higher Education Institutions.

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

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

The NSAS acknowledges that the student housing sector *“has a significant related impact on the private rental sector and an increase in the provision of student accommodation is a key priority in addressing the housing crisis.”*

The NSAS outlines that *“the impact of an additional 21,000 student accommodation bedspaces, in addition to an additional 1,500 Digs spaces, will free up at least an additional 5,000 rental units for the wider residential rental sector.”*

The subject proposal provides student accommodation on a suitably located site adjacent a third level institution, which is in accordance with the National Student Accommodation Strategy as it will aid a reduction in the deficit of PBSA and in turn free up some rental units for the private rental sector.

Circular PL 8/2016 APH 2/2016

This Circular issued in July 2016 states that a flexible approach should be applied in respect of any planning conditions related to use and occupation of student accommodation as the Department recognises that a steady rental income throughout the year needs to be established for student accommodation by being able to generate income from multiple sources including students and short term visitor lets.

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

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

The proposed development is in accordance with the policy set out in the Circular and is intended to be used for student accommodation during term times. A condition reflecting the above circular is welcomed by the applicants.

Department of Education and Science Guidelines on Residential Development for 3rd Level Students Section 50 Finance Act (1999)

These guidelines have been prepared with a view to ensuring that the overall standard of design and construction of accommodation being provided would promote the objectives of the Student Residential Accommodation tax incentives. The guidelines provide standards for student accommodation including standards for bedrooms, kitchen/living areas and communal areas. These internal standards have already been covered in the DCDP statement of consistency above. The student accommodation has been designed in accordance with these standards.

Retail planning Guidelines (2012)

The Retail Planning Guidelines (RPG) ensure that the planning system plays a role in supporting competitiveness in the retail sector for the benefit of the consumer in accordance with proper planning and sustainable development and promotes and supports the vitality and viability of city and town centres while contributing to a high standard of urban design and encouraging a greater use of public transport.

The site of the proposed development is zoned Z4 to accommodate District Centre development. The site is occupied by the Park Shopping Centre which has retail floorspace accommodation for approximately 3,800m² gross retail floor area. The proposed development will reconfigure, update and improve the design and layout of the existing retail floorspace without adding to the gross retail floor area. A gross retail floor area of 3,785m² is proposed.

The Guidelines indicate that where the location of a proposed retail development complies with the policies and objectives of a development plan, additional retail impact studies are not required. The proposed retail element is consistent with the provisions of the DCDP and the RPG.

The integrated design complies with the design principles contained in the Retail Design Manual that accompanied the RPG in 2012.

Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009)

These Guidelines set out to ensure the sustainable delivery of new residential developments and provides guidance on the core principles of urban design. While the Guidelines do not specifically reference student accommodation, the general principles for residential development are applicable to the subject proposal as it includes a combination of Build-to-Rent and student accommodation.

The goal of these guidelines is to create high quality residential developments which:

- Prioritise walking, cycling and public transport, and minimise the need to use cars;

Response: The use of cars is minimised within the subject scheme as the majority of car parking is provided for the District Centre only. 2no. disabled access car parking spaces are provided for the BTR and student accommodation elements. No other car parking is provided for these elements due to the central location and accessibility to public transport. Alternative travel modes such as walking, cycling and public transport are encouraged as a result. The proposal includes an unrestricted pedestrian and cycle access from Prussia Street to the Grangegorman Campus.

- Deliver a quality of life which residents and visitors are entitled to expect, in terms of amenity, safety and convenience;

Response: Standards for BTR and student accommodation developments have been adhered to and the proposed accommodation has been designed to a high quality with ample amenity provided for residents.

- Provide a good range of community and support facilities, where and when they are needed and that are easily accessible;

Response: The proposed development provides a range of facilities and services for residents and visitors. Communal amenity facilities in accordance with the DCDP and Sustainable Urban Housing Design Standards for New Apartments are provided for BTR and student residents within the proposed development.

- Present an attractive, well-maintained appearance, with a distinct sense of place and a quality public realm that is easily maintained;

Response: The proposed development has been carefully designed to improve the streetscape of Prussia Street, creating an active street frontage with retail units directly addressing the street. The internal street providing access from Prussia St to the TU Dublin Grangegorman Campus improves the public realm and increases connectivity in the area.

- Are easy to access for all and to find one's way around;

Response: The subject proposal is designed to be accessible for all in accordance with the Principles of Universal Design. Please refer to the enclosed Design Statement for details.

- Promote the efficient use of land and of energy, and minimise greenhouse gas emissions;

Response: The proposal is located on underutilised lands zoned as District Centre. The proposal provides a high density mixed-use development, which consists of a range of services and facilities including retail units, licensed restaurant/café, BTR accommodation and student accommodation adjacent to a third level institution. The proposal is considered an efficient use of land and will be constructed to a high energy rating. Please refer to the enclosed Sustainability and Energy Report for further details.

- Provide a mix of land uses to minimise transport demand;

Response: As noted above, the proposal contains a mix of land uses and car parking for the District Centre only in an area very well served by public transport. The proposed pedestrian/cyclist connection through to the TU Dublin Grangegorman Campus will decrease the need for travel by students accommodated within the scheme.

- Promote social integration and provide accommodation for a diverse range of household types and age groups;

Response: The range of accommodation and communal amenity areas provided in the proposed development will encourage social interaction. The student accommodation scheme will be professionally managed. The BTR accommodation will also be managed and will provide accommodation for a wider range of age groups.

- Enhance and protect the green infrastructure and biodiversity; and

Response: The landscaping within the proposal will enhance the green infrastructure and biodiversity of the site. Landscaping is focussed on the internal street created through the scheme providing connectivity to the Grangegorman Campus and at first floor level in the external communal amenity spaces of both the north and south buildings. Further details of the landscaping proposal Mitchell Landscape Architects and is enclosed with the application documents.

- Enhance and protect the built and natural heritage

Response: The heritage of Jameson House, a Protected Structure located opposite side of Prussia Street has been carefully considered and the new street has been designed to provide an appropriate contemporary setting for Jameson House.

The guidelines are accompanied by an Urban Design Manual consisting of 12 criteria which introduce the core principles of urban design and sustainability to be taken into account when designing a new development.

The proposed development has been designed in accordance with the 12 criteria outlined in the Urban Design Manual, which accompanies these Guidelines. A summary of compliance with the 12 criteria is provided in the table below.

Criterion	Response
Context	The subject proposal is a mixed-use development consisting of a district centre, student accommodation and BTR accommodation in an inner city location. The site is currently underutilised as solely a district centre and the student accommodation is located adjacent to and benefits from pedestrian/cyclist access to a third level institute. The buildings facing on to the Campus are of a higher scale appropriate to the emerging context.
Connections	The proposal is designed around a major new linkage that offers a vibrant connection between the TU Dublin Grangegorman Campus Prussia Street with its Bus Connect Service and the main spine of the campus.
Inclusivity	The development offers a seamless connection to all users between Prussia Street and the Campus – at grade and with no steps.
Variety	The development will provide a range of uses and services within the district centre proposed with a supermarket, 11 no. retail/non-retail service units and 2 no. licensed café/restaurant units. The mix of student accommodation and BTR accommodation will provide evening/night time uses and increase passive surveillance in the area.
Efficiency	The building is located on fully serviced urban land and will be designed to full NZEB compliance. A Sustainability & Energy Statement is included with the application.
Distinctiveness	The mix of uses provided in the proposal creates a distinctive character and the new

	connecting street which is at the core of the scheme offers a memorable sense of place.
Layout	The layout has been designed to respect the existing setting on Prussia Street, particularly Jameson House (Protected Structure) and integrate into the character of the TU Dublin Grangegorman Campus.
Public Realm	The proposed development greatly improves the public realm of the site by providing an active street front with retail units fronting Prussia Street. The proposal respects and enhances the setting of Jameson House, a protected structure located on the opposite side of Prussia St. The internal street provided through the centre of the site creates a memorable vehicle free space for the enjoyment of pedestrians and cyclists.
Adaptability	The development provides a range of uses and the accommodation buildings have been specifically designed for student accommodation and BTR accommodation.
Privacy and Amenity	All accommodation is provided at first floor level and above to increase privacy. Residents have access to both internal and external amenity areas. The external amenity areas are located at first floor level and some further terraces are located at fourth floor level.
Parking	Car parking is provided for the district centre. In accordance with Government Guidance, the BTR and student accommodation elements will be primarily car free developments with provision made for 1 no. disabled car parking space for each element.
Detailed Design	The detail of the building, the landscape and the new public realm / street is fully integrated.

Delivering Homes, Sustaining Communities (2008)

The Delivering Homes, Sustaining Communities Guidance provides a policy approach to delivering housing aimed at building sustainable communities.

It is noted in the Guidelines that sustainable neighbourhoods are “*areas where an efficient use of land, high quality urban design and effective integration in the provision of physical and social infrastructure such as public transport, schools, amenities and other facilities combine to create places people want to live in.*”

Although the proposed mixed-use development includes a District Centre along with BTR and student accommodation it is submitted that the principles of these guidelines are applicable to the residential elements of the proposed development.

The development provides high quality residential accommodation which makes optimal use of the otherwise underutilised site. The development is located near existing services and provides a pedestrian and cyclist connection with the adjacent TU Dublin Grangegorman Campus, improving permeability and community integration in the area.

Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland 2009-2020

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

The key targets are as follows:

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

- A reduction will be achieved on the 2005 figure for Greenhouse gas emissions from the transport sector.

It is identified in the Smarter Travel Plan that local authorities should ensure that safe walking and cycling routes to and from schools and other educational institutions are identified and implemented. In order to achieve the targets of the Smarter Travel Plan, better alignment between land use and transport is required.

The proposed mixed-use development will contribute to a reduction in the use of the private car for commuting as the only car parking provided for the BTR and student accommodation on site is 2 no. disabled access car parking spaces. The subject site is located adjacent to the TU Dublin Grangegorman campus, which is serviced by the Luas Green Line stop at Grangegorman and numerous bus routes. The proposal also includes a pedestrian and cyclist link to the Grangegorman Campus which will provide safe access from the development to the Campus. Numerous Dublin Bus routes are available along Prussia Street and the North Circular Road. In addition to this, Prussia St is a proposed Bus Connects route. Further details of this are provided in the Traffic & Transport Assessment prepared by Pinnacle Consulting Engineers.

Transport Strategy for the Greater Dublin Area 2016 – 2035

This strategy has been prepared by the National Transport Authority and sets out how transport will be developed across the region, covering Dublin, Meath, Wicklow and Kildare, over the period of the strategy.

The proposed development is located in close proximity to existing good quality public transport, including several Dublin Bus routes and the Grangegorman Luas stop to the east of the Campus. As mentioned above, Prussia Street is also designated as a proposed Bus Connects route.

Urban Development and Building Heights Guidelines for Planning Authorities (December 2018)

The *Urban Development and Building Heights Guidelines for Planning Authorities (2018)* take precedence over the current Development Plan.

It is an objective of the NPF to greatly increase the levels of residential development in urban centres and the planning process, at both local authority and An Bord Pleanala levels, will assist in achieving this objective. It is envisaged that increasing the level of residential development in urban areas, particularly our cities and large towns, will be facilitated through significant increases in building heights and overall densities. These guidelines recognise that *“it is Government policy that building heights must be generally increased in appropriate urban locations.”*

SPPR 1

In accordance with Government policy to support increased building height and density in locations with good public transport accessibility, particularly town/ city cores, planning authorities shall explicitly identify, through their statutory plans, areas where increased building height will be actively pursued for both redevelopment, regeneration and infill development to secure the objectives of the National Planning Framework and Regional Spatial and Economic Strategies and shall not provide for blanket numerical limitations on building height.

In accordance with SPPR 1, it is acknowledged in these guidelines that ‘blanket height limitations can hinder innovation in urban design and architecture leading to poor planning outcomes’.

The subject proposal ranges in height from 3 (12m) storeys to 8 (28.8m) storeys, including parapet level of c.1.1m. The proposal marginally exceeds the height limitation standards of the DCDP, which is 28m for commercial developments in the inner city.

In relation to the assessment of individual planning applications and appeals, it is Government policy that building heights must be generally increased in appropriate urban locations. Planning authorities must apply the following broad principles in considering development proposals for buildings taller than prevailing building heights in urban areas in pursuit of these guidelines:

Requirement	Comment
Does the proposal positively assist in	The proposed development seeks to provide

securing National Planning Framework objectives of focusing development in key urban centres and in particular, fulfilling targets related to brownfield, infill development and in particular, effectively supporting the National Strategic Objective to deliver compact growth in our urban centres?	a mixed-use development, which includes a District Centre, BTR and student accommodation on an underutilised site, which is zoned for District Centre uses. The development will deliver compact growth in the MASP area.
Is the proposal in line with the requirements of the development plan in force and which plan has taken clear account of the requirements set out in Chapter 2 of these guidelines?	The subject development is in line with the requirements of the DCDP. Please refer to the above Development Plan Consistency Statement for further details on compliance with the objectives of the Development Plan. Any items, which may be considered as a material contravention of the development plan are outlined in the enclosed Statement of Material Contravention.
Where the relevant development plan or local area plan pre-dates these guidelines, can it be demonstrated that implementation of the pre-existing policies and objectives of the relevant plan or planning scheme does not align with and support the objectives and policies of the National Planning Framework?	The DCDP provides a numerical restriction on building heights in the inner city area, which is not in accordance with the NPF or the Urban Development and Building Height Guidelines, which take precedence over the development plan.

In the event of making a planning application, the applicant shall demonstrate to the satisfaction of the Planning Authority/An Bord Pleanala, that the proposed development satisfies the following criteria:

At the scale of the relevant city/town

Requirement	Comment
The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport.	The site is located on Prussia Street which is serviced by numerous bus routes (37, 39, 39a, 46a, 70) and the North Circular Road, which is close to the site is also served by buses. A proposed Bus Connects route will run along Prussia Street. In addition to this, the Grangegorman Luas stop is located on the eastern boundary of the TU Dublin Grangegorman Campus c.600m from the subject site.

<p>Development proposals incorporating increased building height, including proposals within architecturally sensitive areas, should successfully integrate into/enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views. Such development proposals shall undertake a landscape and visual assessment, by a suitably qualified practitioner such as a chartered landscape architect.</p>	<p>The proposed development has been designed to fit into the topography and context of the site with the North building being taller than the South building. Both buildings increase in height towards the Grangegorman Campus boundary.</p> <p>Landscaping proposals and a Landscape and Visual Impact Assessment, prepared by Mitchell & Associates are enclosed.</p>
<p>On larger urban redevelopment sites, proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale of adjoining developments and create visual interest in the streetscape.</p>	<p>The proposed development has been designed to sit into the context of the existing area while also providing high density student accommodation on an underutilised Z4 zoned site, creating a new street front on Prussia Street and a new street from there into the GDA campus.</p> <p>The variety in scale and form has been incorporated to provide a double height retail space (including mezzanine level) at ground floor level fronting Prussia Street and 3-storeys of BTR accommodation above with a setback at 3rd floor level and 2 further levels of BTR accommodation above the setback. The development then increases in height closer to Grangegorman campus with the tallest building being 8-storeys with significant setbacks at 7th floor.</p> <p>A new street through the development is proposed, which provides direct access from Prussia Street to the TU Dublin Grangegorman Campus.</p> <p>Both the internal street and communal amenity spaces provided above ground floor level in the north and south building contribute to the sense of place-making for residents of the development, visitors and the wider Prussia Street community.</p>

At the scale of district/ neighbourhood/ street

Requirement	Comment
The proposal responds to its overall natural and built environment and makes a positive	Prussia Street ascends from Stoneybatter, the development respects the existing

<p>contribution to the urban neighbourhood and streetscape</p>	<p>building lines and improves the streetscape on Prussia Street by providing a built edge and active street front at ground floor level.</p>
<p>The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of slab blocks with materials / building fabric well considered.</p>	<p>The proposed development is split into 2 no. buildings with a pedestrian/cyclist street providing access to the TU Dublin Grangegorman Campus running between the buildings. The proposed buildings range in height from 3-5 storeys fronting Prussia St to 8 storeys adjacent the Grangegorman Campus. Each building has a number of setbacks on the upper floors.</p> <p>Please refer to the Architectural Design Statement prepared by DMOD Architects for further information on the design of the proposed development.</p>
<p>The proposal enhances the urban design context for public spaces and key thoroughfares and inland waterway/ marine frontage, thereby enabling additional height in development form to be favourably considered in terms of enhancing a sense of scale and enclosure while being in line with the requirements of “<i>The Planning System and Flood Risk Management – Guidelines for Planning Authorities</i>” (2009).</p>	<p>The building has been designed to address a key thoroughfare providing pedestrian and cyclist access from Prussia Street to the TU Dublin Grangegorman Campus. As detailed below, the proposed development is in accordance with the requirements of “<i>The Planning System and Flood Risk Management – Guidelines for Planning Authorities</i>” (2009).</p> <p>A Flood Risk Assessment has been prepared by Pinnacle Consulting Engineers and is enclosed with the documents. The Flood Risk Assessment concludes that the site is located within Flood Zone C “Low Probability” and is classified as “Less Vulnerable” and the development is therefore appropriate.</p>
<p>The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area within which the development is situated and integrates in a cohesive manner.</p>	<p>The subject site is currently underutilised and has permission for redevelopment (Ref.2038/17).</p> <p>The proposed development will bring the serviced site in an inner city location back into a sustainable use and will provide a mixed-use development with an active streetfront.</p>
<p>The proposal positively contributes to the mix of uses and/ or building/ dwelling typologies available in the neighbourhood.</p>	<p>The proposed mixed-use development is located on a well serviced inner city site, zoned as a District Centre. The development provides a district centre with a part-licensed supermarket, 11 no.</p>

	<p>retail/non-retail service units, 2 no. licensed café/restaurant units, BTR accommodation and student accommodation suitably located in the inner city and adjacent to the TU Dublin Grangegorman Campus.</p> <p>Please refer to the Student Accommodation Report for an assessment of the need/suitability of student accommodation at this location.</p>
--	--

At the scale of the site/building

Requirement	Comment
<p>The form, massing and height of proposed developments should be carefully modulated so as to maximise access to natural daylight, ventilation and views and minimise overshadowing and loss of light.</p>	<p>The proposed development has been carefully designed to maximise access to natural daylight. A Daylight and Sunlight Report has been prepared by Digital Dimensions and demonstrates that all proposed rooms will receive good daylight and impacts on daylight to surrounding properties would be minimal. Please refer to the enclosed report for further details.</p>
<p>Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision outlined in guides like the Building Research Establishment's '<i>Site Layout Planning for Daylight and Sunlight</i>' (2nd edition) or BS 8206-2: 2008 – '<i>Lighting for Buildings – Part 2: Code of Practice for Daylighting</i>'.</p>	<p>The development meets the recommendations of the BRE Guidelines and BS8208 Part 2:2008 Lighting for Buildings, Code of Practice for Daylighting. Please refer to the enclosed report prepared by Digital Dimensions enclosed for further details.</p>
<p>Where a proposal may not be able to fully meet all the requirements of the daylight provisions above, this must be clearly identified and a rationale for any alternative, compensatory design solutions must be set out, in respect of which the planning authority or An Bord Pleanála should apply their discretion, having regard to local factors including specific site constraints and the balancing of that assessment against the desirability of achieving wider planning objectives. Such objectives might include securing comprehensive urban regeneration and or an effective urban design and streetscape solution.</p>	<p>The enclosed Daylight and Sunlight Analysis demonstrates full compliance with the requirements of the above daylight revisions.</p>

Specific Assessments

To support proposals at some or all of these scales, specific assessments may be required and these may include:

Requirement	Comment
Specific impact assessment of the micro-climatic effects such as down-draft. Such assessments shall include measures to avoid/ mitigate such micro-climatic effects and, where appropriate, shall include an assessment of the cumulative micro-climatic effects where taller buildings are clustered.	The distances to boundaries are generous to ensure no local wind tunnel or downdraught effects. Scale is significantly graduated adjacent to adjoining residential areas and along Prussia Street. It is therefore not considered that an assessment of micro-climatic effects is required for the proposed development.
In development locations in proximity to sensitive bird and / or bat areas, proposed developments need to consider the potential interaction of the building location, building materials and artificial lighting to impact flight lines and / or collision.	No particular sensitivity. The building design, new street corridor and artificial lighting are similar to others encountered throughout the city centre.
An assessment that the proposal allows for the retention of important telecommunication channels, such as microwave links.	The building heights proposed are generally in accordance with the standards set out in the Development Plan, with a marginal increase of 0.8m so it is therefore not considered that the proposed development would have an impact on telecommunication channels.
An assessment that the proposal maintains safe air navigation.	The building heights proposed are generally in accordance with the standards set out in the Development Plan, with a marginal increase of 0.8m so it is therefore not considered that the proposed development would have an impact on air navigation.
An urban design statement including, as appropriate, impact on the historic built environment.	Please refer to the enclosed Architectural Design Statement prepared by DMOD Architects.
Relevant environmental assessment requirements, including SEA, EIA, AA and Ecological Impact Assessment, as appropriate.	An EIA Screening Report and AA Screening Report have been prepared and are enclosed.

Where the relevant planning authority or An Bord Pleanála considers that such criteria are appropriately incorporated into development proposals, the relevant authority shall apply the following Strategic Planning Policy Requirement under Section 28 (1C) of the Planning and Development Act 2000 (as amended).

SPPR 3

It is a specific planning policy requirement that where;

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

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

(B) In the case of an adopted planning scheme the Development Agency in conjunction with the relevant planning authority (where different) shall, upon the coming into force of these guidelines, undertake a review of the planning scheme, utilising the relevant mechanisms as set out in the Planning and Development Act 2000 (as amended) to ensure that the criteria above are fully reflected in the planning scheme. In particular the Government policy that building heights be generally increased in appropriate urban locations shall be articulated in any amendment(s) to the planning scheme

(C) In respect of planning schemes approved after the coming into force of these guidelines these are not required to be reviewed.

It is evident from the above guidelines that there is a clear emphasis on increasing building heights in suitable locations, such as at the subject site, located adjacent to the Grangegorman Campus. The subject site is also within close proximity to numerous public transport facilities, including the Luas. In addition to this, Prussia St is a proposed Bus Connects route. In this regard, it is submitted that the proposal meets the criteria for increased building heights as set out in the Building Height Guidelines.

Sustainable Urban Housing - Design Standards for New Apartments (2020)

The foreword to the 2020 Guidelines provides that the new guidelines replace the 2018 documents, with the addition of an added SPPR providing for a presumption against the granting of planning permission for co-living developments.

Sustainable Urban Housing: Design Standards for New Apartments 2020 Guidelines intend to promote sustainable housing, by ensuring that the design and layout of accommodation is satisfactory for a variety of household types and sizes.

The Guidelines draw similarities between the standards set out relative to Shared Accommodation and note that purpose-built student accommodation *'will not normally be subject to Part V requirements in relation to the reservation of 10% of the units as social housing'* as they are not provided as individual self-contained residential units.

An analysis of how the current proposals comply with development standards as set out by the DCDP is discussed above and detailed further within the Schedule of Accommodation prepared by DMOD Architects, which accompanies this submission. The proposed development does not contain any co-living accommodation other than student accommodation.

Build-To-Rent Housing Developments

Build-To-Rent can be defined as:-

'Purpose-built residential accommodation and associated amenities built specifically for long-term rental that is managed and serviced in an institutional manner by an institutional landlord.'

Build-To-Rent (BTR) developments can provide a viable long term housing solution to households where home-ownership may not be a priority, such people starting out on their careers and who frequently move between countries in the pursuance of career and skills development in the modern knowledge-based economy.

BTR is proposed to meet these sectoral needs.

Specific Planning Policy Requirement 7

BTR development must be:

- (a) *Described in the public notices associated with a planning application specifically as a 'Build-To-Rent' housing development that unambiguously categorises the project (or part of thereof) as a long-term rental housing scheme, to be*

accompanied by a proposed covenant or legal agreement further to which appropriate planning conditions may be attached to any grant of permission to ensure that the development remains as such. Such conditions include a requirement that the development remains owned and operated by an institutional entity and that this status will continue to apply for a minimum period of not less than 15 years and that similarly no individual residential units are sold or rented separately for that period;

(b) Accompanied by detailed proposals for supporting communal and recreational amenities to be provided as part of the BTR development. These facilities to be categorised as:

(i) Resident Support Facilities - comprising of facilities related to the operation of the development for residents such as laundry facilities, concierge and management facilities, maintenance/repair services, waste management facilities, etc.

(ii) Resident Services and Amenities – comprising of facilities for communal recreational and other activities by residents including sports facilities, shared TV/lounge areas, work/study spaces, function rooms for use as private dining and kitchen facilities, etc.

The proposed development is described in the statutory notices as a Build-To-Rent development. A draft legal covenant is included in Appendix 1 of this statement.

Resident support and amenity facilities are provided as part of the BTR proposal. As the units will be managed as part of the overall development, including the student accommodation, it is anticipated that residents will avail of amenities within the student accommodation, such as the fitness centre and concierge service. The amenities located within the BTR element of the scheme are:-

- Laundry
- Lounge/Games rooms
- Conservatory allotments
- Outdoor amenity terrace

Specific Planning Policy Requirement 8

For proposals that qualify as specific BTR development in accordance with SPPR 7:

(i) No restrictions on dwelling mix and all other requirements of these Guidelines shall apply, unless specified otherwise;

Response: The proposal complies with the standard requirements for unit mix. The BTR development provides 32 no. units, consisting of 29 no. apartments with balconies (28 no. 2 bedroom and 1 no. 3 bedroom units) and 3 no. 2 bedroom townhouses.

(ii) Flexibility shall apply in relation to the provision of a proportion of the storage and private amenity space associated with individual units as set out in Appendix 1 and in relation to the provision of all of the communal amenity space as set out in Appendix 1, on the basis of the provision of alternative, compensatory communal support facilities and amenities within the development. This shall be at the discretion of the planning authority. In all cases the obligation will be on the project proposer to demonstrate the overall quality of the facilities provided and that residents will enjoy an enhanced overall standard of amenity;

Response: Flexibility has been applied in relation to the storage space provided in each unit in accordance with the above. Please refer to the Schedule of Compliance prepared by DMOD Architects enclosed for details.

The private amenity space provided for all apartments, in the form of loggia balconies, greatly exceeds the standards of the above Guidelines. Flexibility is applied to the 3 no. townhouses and no private amenity space is provided for these in accordance with the above provision.

No flexibility has been applied in relation to communal amenity space provided. According to the above Guidelines the proposal generates a requirement for 195m² of communal amenity space. The proposal provides 196m² of internal communal amenity space and 509m² of external communal amenity space. The communal amenity space provided equates to 22m² per unit.

(iii) There shall be a default of minimal or significantly reduced car parking provision on the basis of BTR development being more suitable for central locations and/or proximity to public transport services. The requirement for a BTR scheme to have a strong central management regime is intended to contribute to the capacity to establish and operate shared mobility measures.

Response: The proposed BTR development is located in the inner city area, fronting Prussia St, which is well served by Bus public transport and has access to the Luas through the Grangegorman Campus. 1 no. disabled access car parking space is provided for the BTR element of the proposed development.

(iv) The requirement that the majority of all apartments in a proposed scheme exceed the minimum floor area standards by a minimum of 10% shall not apply to BTR schemes;

Response: This has been applied to the subject proposal, however, all 2-bed units range in area from 76-81m² and the 3-bed unit exceeds the minimum floor area standard by 10% being 99m².

(v) The requirement for a maximum of 12 apartments per floor per core shall not apply to BTR schemes, subject to overall design quality and compliance with building regulations.

Response: There are less than 12 apartments per floor per core.

Part V requirements under the Planning Act (as amended) apply to BTR developments. As outlined in DHPCLG Housing Circular 36 2016, Section 96(3) sets out 6 types of Part V agreement that may be made, which include:

1. Transfer of lands (*section 96(3), paragraph (a)*);
2. Build and transfer of up to 10% of the proposed housing units (*section 96(3), paragraph (b)(i)*);

3. Transfer of housing units on any other land in the functional area of the planning authority (*section 96(3), paragraph (b)(iv)*);
4. Lease of housing units either on the site subject to the application or in any other area within the functional area of the planning authority (*section 96(3), paragraph (b)(iva)*).
5. Combination of a transfer of land and one of more of the other options; and
6. Combination of options not involving a transfer of the ownership of land (*section 96(3), paragraph (b)(viii)*).

The particular circumstances of BTR apartment projects may mitigate against the putting forward of acquisition or transfer of units and land options outlined above and the leasing option may be more practicable in such developments.

Response: These considerations in relation to Part V have been taken into account and details of compliance with Part V are included in the Part V booklet enclosed with the application documentation.

Birds and Habitats Directive – Appropriate Assessment

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

An Appropriate Assessment Screening Report has been prepared and is enclosed with the documents. The AA Screening concludes that there is no likelihood of any significant effects on Natura 2000 sites arising from the proposed development, either alone or in combination with other plans or projects. It is therefore considered that Stage 2 Appropriate Assessment is not required.

Design Manual for Urban Roads and Streets (2013)

The Design Manual for Urban Roads and Streets (DMURS) sets out design guidance and standards for constructing new and reconfigured existing urban roads and streets. It also

sets out practical design measures to encourage more sustainable travel patterns in urban areas.

Please refer to the Statement of Compliance with DMURS prepared by Pinnacle Consulting Engineers enclosed with the application documentation.

The Planning System and Flood Risk Management (2009)

Development should preferentially be located in areas with little or no flood hazard thereby avoiding or minimising the risk of flooding.

Planning applications will, where appropriate, need to be accompanied by a detailed flood risk assessment to be considered by planning authorities in determining applications.

The applicant is primarily responsible in the first instance for assessing whether there is a flood risk issue and how it will be addressed in the development they propose.

The flood risk assessment should be incorporated into any EIA process where one is required. The flood risk assessment should be approved/certified by a competent person, qualified and experienced in flood risk assessments.

A Flood Risk Assessment has been prepared by Pinnacle Consulting Engineers and is enclosed. The Flood Risk Assessment concludes that the site is located within Flood Zone C “Low Probability”, which is classified as “Less Vulnerable” and therefore the development is deemed appropriate.

Architectural Heritage Protection (2011)

As indicated in the 2001 Regulations, a planning application for works to a protected structure or proposed protected structure must include (in addition to the normal requirements to supply maps and drawings) ‘such photographs, plans and other particulars as are necessary to show how the development would affect the character of the structure.

A brief written statement is a useful tool as part of a planning application to help explain the rationale for the proposed development.

A Cultural Heritage Report has been prepared by Archaeology Plan and is enclosed with the planning application documents. The subject site includes a Protected Structure – part of the original Grangegorman perimeter wall, which is in the ownership of the applicants. Permission was granted for demolition of the section of wall within the site in 2013 (extended duration to 2023) and also in the 2017 planning permission. A revised demolition scheme is proposed in this application.

Conclusion

It is submitted that the proposed mixed use development will provide an appropriate form of development on lands zoned for District Centre in a highly accessible location well-served by public transport.

This statement demonstrates that the proposed development is fully in compliance with relevant national, regional and local planning policy and Guidelines issued under Section 28.

Appendix 1 – Draft Covenant

PRESENT when the
Common Seal of
THE PARK SHOPPING CENTRE LIMITED
was affixed hereto
and this **DEED**
was **DELIVERED**: -

Director

Director / Secretary

SIGNED and **DELIVERED** as a
DEED by: -

[]

On behalf of: -

[]

In the presence of:-

[]