

DCWNEY

29 Merrion Square, D02RW64

PLANNING STATEMENT & STATEMENT OF CONSISTENCY

**Retention Modifications to Permitted SHD
(via LRD process)**

**Palmers Gate, Kennelsfort Road Lower,
Palmerstown, Dublin 20**

Applicant: Randelswood Holdings Ltd.

July 2025

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DOWNNEY Document Control			
	Name	Date	Version
Prepared by	B.E. Assistant Planner	14/04/2025	V_01_DRAFT
		26/06/2025	V_02_DRAFT
Approved by	E.B. MIPI Director	04/07/2025	V_02_FINAL

PART A – PLANNING REPORT

1.0 INTRODUCTION

DOWNEY, Chartered Town Planners, 29 Merrion Square, D02 RW64, have prepared this Planning Statement, on behalf of the applicant, Randelswood Holdings Ltd., subject to this LRD application is for the retention permission for modifications to a previously permitted Strategic Housing Development permitted under Refs. **ABP-307092-20** and **ABP-309899-21** which is now nearing completion/partially occupied and is known as Palmers Gate. The development provides for:

"We, Randelswood Holdings Ltd. intend to apply for retention permission for development at Palmers Gate, Kennelsfort Road Lower, Palmerstown, Dublin 20. The development consists of modifications to the previously permitted Strategic Housing Development (SHD) (permitted under Refs. ABP-307092-20 and ABP-309899-21, now nearing completion) which include alterations to the basement including general reconfiguration of the layout including bin stores layout, with the construction of an additional basement area to accommodate an additional bin store and an additional 18 car parking spaces (now a total of 138 no. car parking spaces at basement level); the construction of a larger ESB sub-station on site to meet ESB requirements; and alterations to the previously permitted apartment unit layouts, elevations and mix of Block C from 30 no. 1 beds and 17 no. 2 beds to now provide 32 no. 1 beds and 15 no. 2 beds, and Block E from 40 no. 1 beds and 23 no. 2 beds to now provide 42 no. 1 beds and 21 no. 2 beds), and all associated site works necessary to facilitate this development."

This Planning Statement outlines the context of the subject site, planning history, relevant planning context and illustrates the retention permission alterations to the permitted Block C and Block E. This is to ensure full compliance with the relevant planning and development policy. It is noted that the Planning Statement should be read in conjunction with the accompanying detailed documentation submitted, as well as that of the granted parent planning permission (**ABP-307092-20** and **ABP-309899-21**).

This planning report sets out the planning rationale and justification for the retention permission alterations and demonstrates how it accords with the proper planning and sustainable development of the area. This report should be read in conjunction with the plans, drawings and documentation submitted as part of the overall planning pack.

2.0 SITE LOCATION & DESCRIPTION

The subject site, which extends to approximately 1.2708 hectares, is located in Palmerstown which is within the functional area of South Dublin County Council. The subject lands are located at the junction of Kennelsfort Road lower and the Chapelizod Bypass (N4), with extensive frontage onto this road. The lands are accessed via an existing vehicular entrance from Kennelsfort Road Lower.

The subject site enjoys excellent connectivity given its proximity to the adjoining Chapelizod Bypass, which provides access directly to the M50 and M4 motorways as well as to Dublin City Centre. The Chapelizod Bypass also comprises a Quality Bus Corridor (QBC) which ensures that the lands are easily accessible by public transport. The Subject site is less than 100m from this QBC bus stop, i.e. Stop No. 2241 on R148 (old N4) Chapelizod Bypass. This QBC also forms part of a BusConnects route which will reduce travel times to the city centre and other destinations.

The subject site contains 5 completed and partially occupied 3 to 8 storeys over basement apartment blocks.



Figure 1: Site Context Map

Palmerstown is a large, western suburb of Dublin City located within the M50 ring, with the vast areas of traditional housing. However, the immediate built environment surrounding the subject site is characterised by a variety of land uses noting the site's location within Palmerstown Village, including commercial, retail, industrial, medical, ecclesiastical, educational and leisure. The surrounding area is also rich with high quality amenity spaces including the expansive Watertown Park and Liffey Valley.



Figure 2: Site Location Map (approximate boundaries of application site outlined in red)



Figure 3: View of Subject Site from Junction of Kennelsfort Road Lower and the Chapelizod Bypass (N4)

3.0 PLANNING HISTORY

DOWNEY have carried out a comprehensive examination of the planning history pertaining to the subject site and its adjoining area, which determined that there have been several planning applications made on these lands. An overview of the most relevant planning history pertaining to the subject site and its wider context is provided below.

3.1 SUBJECT SITE

Downey Planning have carried out an examination of the planning history of the subject site which determined that there have been a number of planning applications made on the subject lands. The most relevant planning history is as follows:

- **Reg. Ref. ABP-321515-24:** Referral lodged with An Bord Pleanála dated 18th December 2024 for point of detail regarding condition no. 8 attached to ABP-307092-20.
- **Reg. Ref. SD24A/0142W:** By order dated 25th July 2024, South Dublin County Council granted permission consisting of *“installation of rooftop mounted telecommunications equipment carrying No. 12 antennae on ballast, dishes, remote radio units (RRU’s), GPS, distribution board, rooftop-based equipment cabinets and all associated site development works to provide high-speed wireless data and broadband services”*.
- **Reg. Ref. ABP-311853-21:** Permission refused by order of An Bord Pleanála on the 20th of June 2022 for proposed alterations to approved Strategic Housing Development permitted under Ref. ABP-307092-20 and ABP-309899-21.
- **Reg. Ref. ABP-310753-21:** Permission refused by order of An Bord Pleanála on the 20th of June 2022 for proposed alterations to approved Strategic Housing Development permitted under Ref. ABP-307092-20.
- **Reg. Ref. ABP-309899-21:** Permission granted by order of An Bord Pleanála on the 20th of May 2020 for proposed alterations to approved Strategic Housing Development permitted under Ref. ABP-307092-20.
- **Reg. Ref. ABP-307092-20:** By Order dated 1st of September 2020, An Bord Pleanála granted planning permission for a Strategic Housing Development on the subject site in Palmerstown, subject to 23 no. conditions consisting of the demolition of all existing structures on site and the construction of a residential development of 250 no. ‘Build-to-Rent’ apartments (134 no. 1 beds, 116 no. 2 beds) in 5 no. blocks; with a café and ancillary residential amenity facilities.
- **Reg. Ref. ABP-302521-18:** Permission refused by order of An Bord Pleanála on the 17th December 2018 for proposed 303 no. apartments, creche, gym, concierge office, community room, community/sports hall and all associated site works as a Strategic Housing Development.
- **Reg. Ref. SD07A/0927, ABP Ref. PL06S.229753** – On 28th January 2009, An Bord Pleanála granted retention planning permission for a temporary period for the following development: *“Retention of material change of use of lands from builder providers to sale of motor vehicles, washing and valeting of motor vehicles, retention of material change of use of an office to use as a barber shop and retention of material change of use of lands from builder providers to the display and sale of log cabins, at Kennelsfort Road Lower, Palmerstown, Dublin”*. This retention application was granted temporary permission for a 3-year period. This permission pertains to the current uses on site.

- **Reg. Ref. SD09A/0021, ABP Ref. PL06S.234178** – Planning permission was granted by South Dublin County Council and An Bord Pleanála for a considerable mixed-use development on the subject lands. The proposed development required the demolition of all existing structures on-site in order to construct a mixed-use development totalling c.30,000 sq.m. of development ranging in height from two to seven storeys over basement (overall height of 26.8m). Such granted uses included retail, offices, residential, apartment, café / restaurant, library, and health centre. Whilst this permission was not implemented, it is important to note that this permission was granted an extension of duration of permission and as such expired 20th May 2020. This planning permission represents precedent for the height, scale and density of development that was deemed acceptable on the application site.
- **Reg. Ref. SD09A/0021/EP** – On 13th January 2015, South Dublin County Council granted an extension of duration permission for the aforementioned development on the subject lands for five years which expired on 20th May 2020.

4.0 PRE-APPLICATION CONSULTATION

4.1 PRE-APPLICATION CONSULTATION WITH SOUTH DUBLIN COUNTY COUNCIL

4.1.1 First Section 247 Pre-Planning Meeting with South Dublin County Council

The first Pre-Application Consultation with the Planning Authority required under the Section 247 of the Planning and Development Act, 2000 (as amended), took place on the 02 December 2024 via Microsoft Teams.

Attendees included Ciara Shevlin, Caitlin O’Shea (SDCC Planning), Graham Murphy (SDCC Roads), Brian Harkin (SDCC Water Services), Hannah Johnston (SDCC Parks and Public Realm), Christy O’Sullivan (ILTP Consulting), Eva Bridgeman, John Downey, Igmar Ferreira, Gabriel Maia (DOWNEY - Planning and Architecture), Mary McGrath and Simon Corrigan (Applicant).

The meeting was to discuss the alterations that were made during the construction process including the construction of a larger ESB sub-station, a larger basement and changes to the permitted number of 1 no. and 2 no. unit types for Block C and Block E as permitted under **ABP-307092-20** and **ABP-309899-21**. An overview of the drawings submitted at this pre-planning stage of the process are presented in the below Figures for ease of reference.

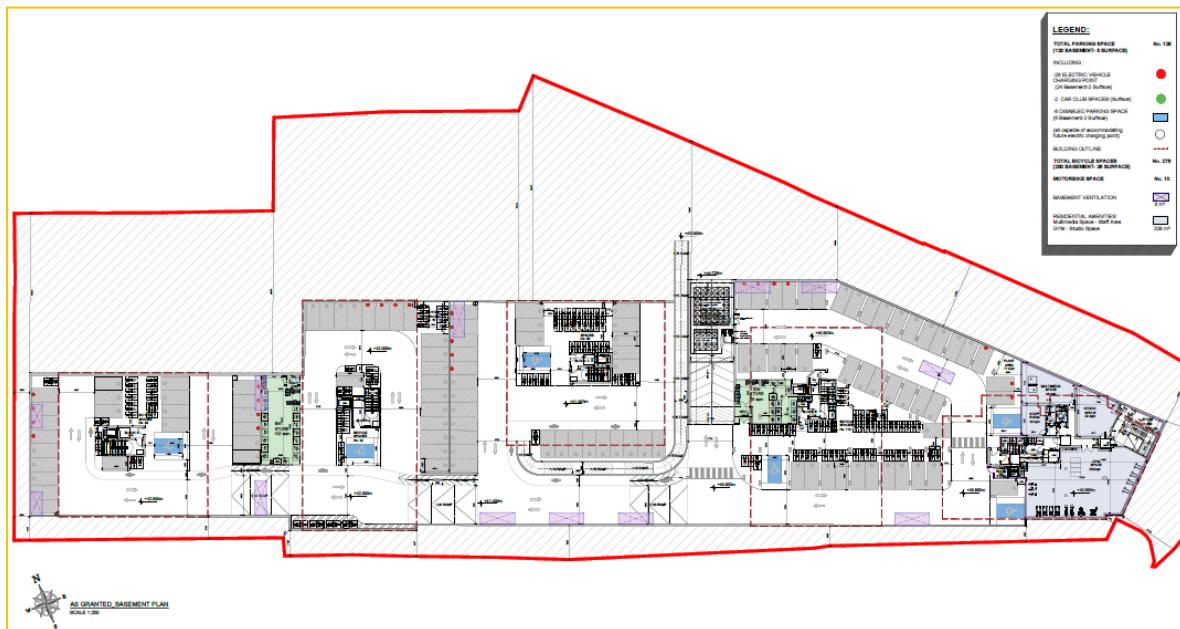


Figure 4: Permitted Basement

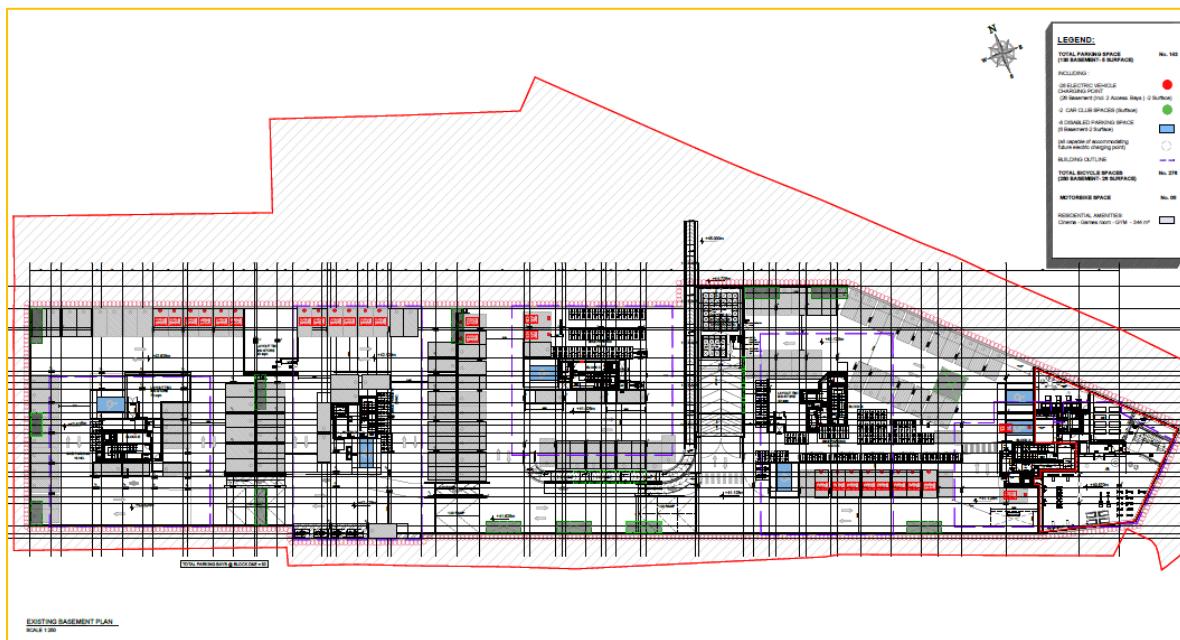


Figure 5: Existing Basement (As Constructed)

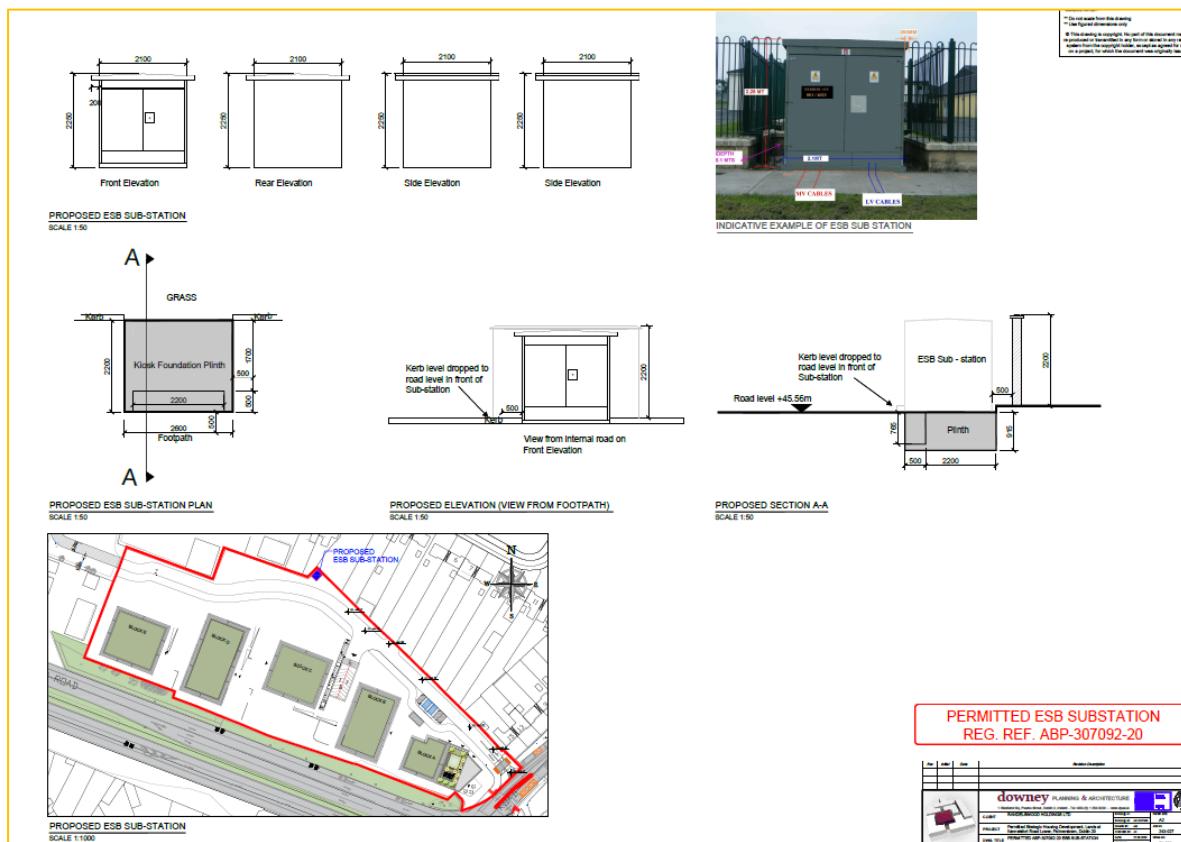


Figure 6: Permitted Sub-Station

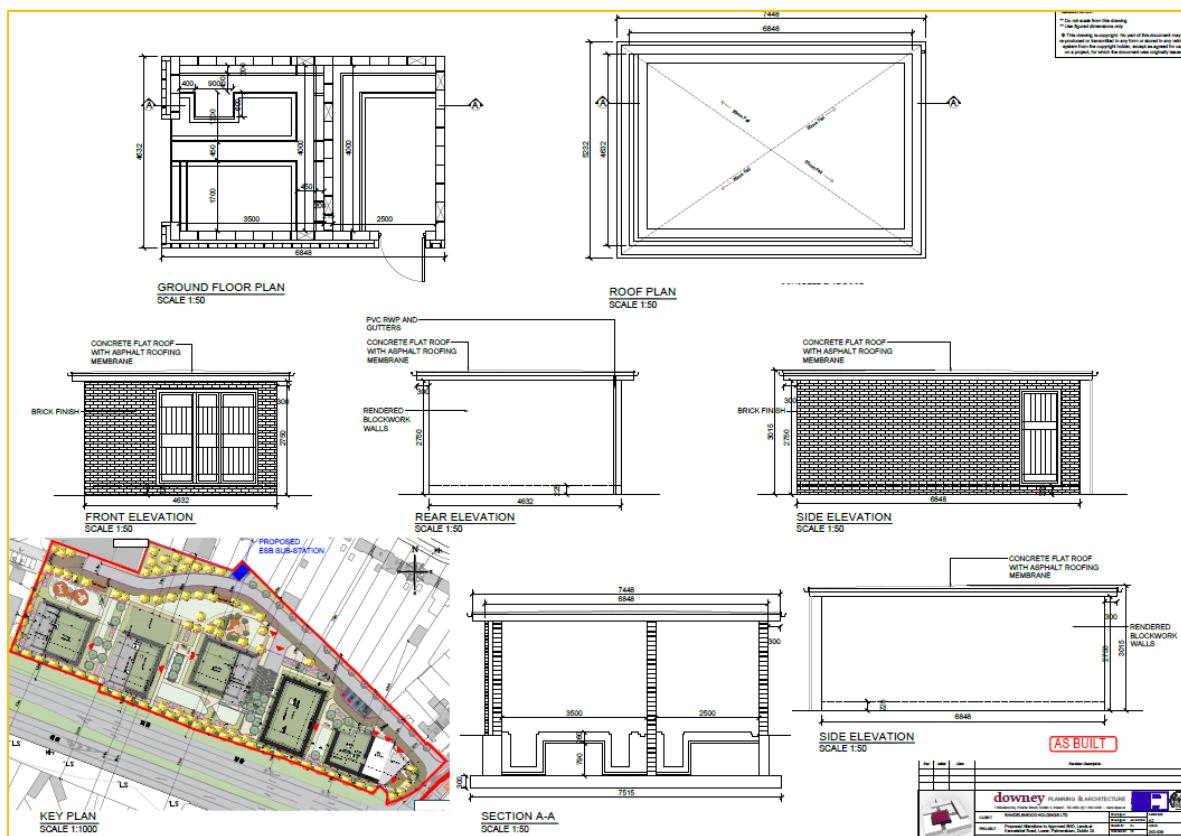


Figure 7: Existing Sub-Station

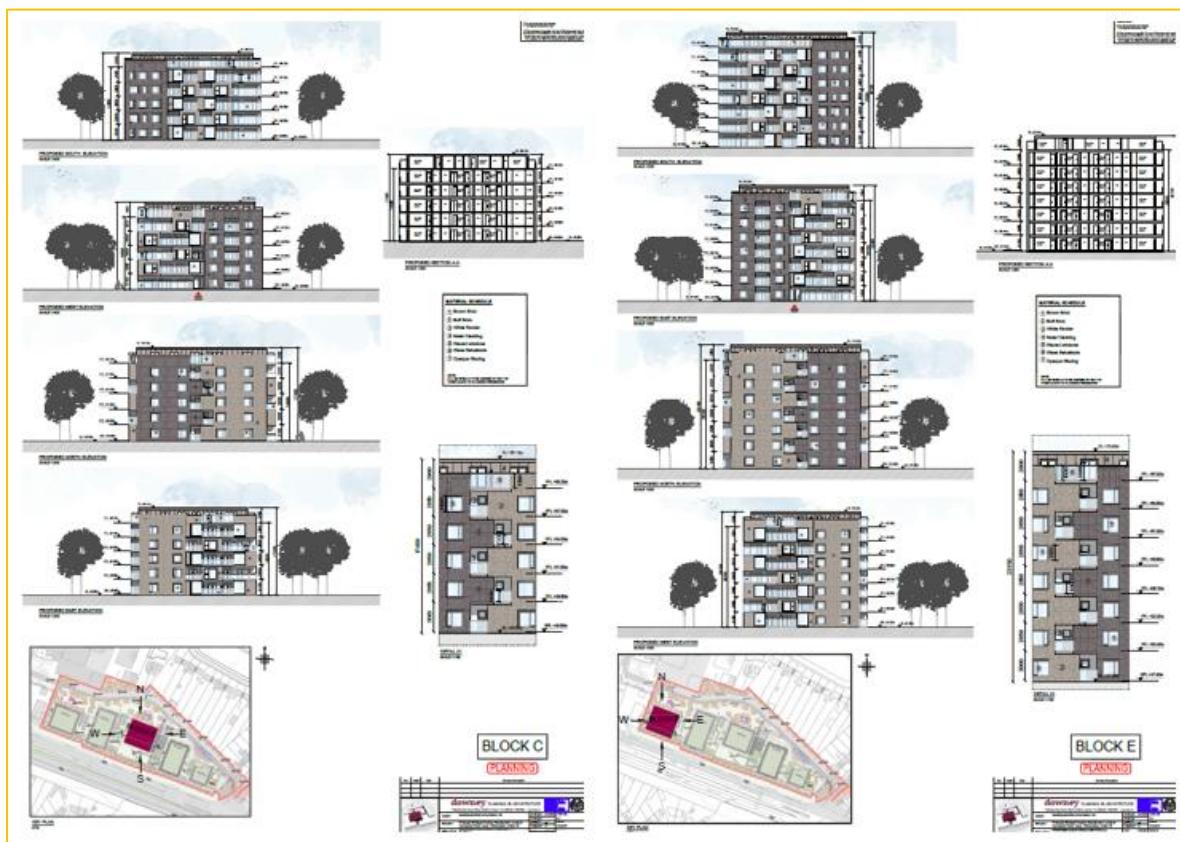


Figure 8: Permitted Block C and E



Figure 9: Existing Block C Floor Plans



Figure 10: Existing Block E Floor Plans

As advised by the Council, now included in support of this report is justification for why the changes have been made, Housing Quality Assessment (submitted under separate cover), and details of elevational changes (submitted under separate cover). Reports relating to traffic have additionally been provided under separate cover of this report as requested by SDCC.

At this juncture, it must also be noted that the Planning Authority issued a determination under Section 247 (7) stating that South Dublin County Council '*is satisfied, having compared the proposed development to the permitted development, that—*

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

Notwithstanding subsection (1A), no further consultation is required under Section 247(7) in relation to the proposed development.'

Pre-planning consultation therefore concluded at this stage of the process and this application is now being submitted for the consideration of the Council as a result.

4.2 PART V ENGAGEMENT

Part V of the Planning and Development Act, 2000 (as amended) applies to the proposed development. In order to reach an agreement regarding compliance with Section 96 of Part V of the

Planning and Development Act, 2000 (as amended), the applicant had engaged with the Housing Department of South Dublin County Council in relation to the Palmers Gate development. A copy of the Part V agreement accompanies this application for ease of reference. Thus, it is considered that the application meets the requirements of Part V of the Planning and Development Act, 2000 (as amended).

5.0 DESCRIPTION OF THE DEVELOPMENT

The development, as per the description contained within the statutory planning notices, provides for:

"We, Randelswood Holdings Ltd. intend to apply for retention permission for development at Palmers Gate, Kennelsfort Road Lower, Palmerstown, Dublin 20. The development consists of modifications to the previously permitted Strategic Housing Development (SHD) (permitted under Refs. ABP-307092-20 and ABP-309899-21, now nearing completion) which include alterations to the basement including general reconfiguration of the layout including bin stores layout, with the construction of an additional basement area to accommodate an additional bin store and an additional 18 car parking spaces (now a total of 138 no. car parking spaces at basement level); the construction of a larger ESB sub-station on site to meet ESB requirements; and alterations to the previously permitted apartment unit layouts, elevations and mix of Block C from 30 no. 1 beds and 17 no. 2 beds to now provide 32 no. 1 beds and 15 no. 2 beds, and Block E from 40 no. 1 beds and 23 no. 2 beds to now provide 42 no. 1 beds and 21 no. 2 beds), and all associated site works necessary to facilitate this development."

Due to the scale of the development, certain design revisions were made during the construction design stage of the build process. The substation design permitted under the SHD permission was unfortunately not fit for purpose, and as such, following consultation with ESB Networks, a revised design for construction was agreed and subsequently built. Retention is now being sought for this larger substation which is a critical piece of infrastructure to facilitate the successful operation of the development.

Furthermore, design changes were again made during the course of the construction to facilitate the construction methodology requirements necessary to build the scheme. This resulted in the reconfiguration of the unit layout, elevations and mix of Blocks C and E on site. Whilst the overall number of residential units remains the same i.e. 250 units, the unit mix with regards to the split between 1- and 2-bedroom units has been slightly altered. The retention alteration unit mix is outlined below in Table 1:

Table 1: Permitted and Constructed Unit Mix for Block C and Block E

Block	Permitted Unit Mix	Constructed Unit Mix	Total Number of Units Permitted and Constructed
Block C	30 no. 1 beds	32 no. 1 beds	47
	17 no. 2 beds	15 no. 2 beds	
Block E	40 no. 1 beds	42 no. 1 beds	63
	23 no. 2 beds	21 no. 2 beds	

As part of the construction process, the overall basement area was extended to facilitate a more economical construction and maintenance management of the overall development. This has resulted in an additional area of parking provision providing for 18 no. car parking spaces and an additional dedicated bin store area.

An important note to consider at the time An Bord Pleanála granted planning permission for the original development under the Strategic Housing Development Process, the legislation in effect for Build to Rent Guidelines allowed for reduced standards such as private amenity space etc. The scheme was constructed on that basis and subsequently amended under Section 146B of the Planning and Development Act, 2000 (as amended). It is therefore submitted that the modifications made to the approved Palmerstown SHD scheme (now known as Palmers Gate) can be considered minor in nature are in accordance with proper planning and sustainable development of the area in which it is located as expressed in National, Regional and Local Planning Policy and Guidelines issued under the Section 28 of the Planning and Development Act, 2000 (as amended).

6.0 CONSISTENCY WITH PLANNING POLICY

Under the parent permission **ABP-307092-20** and **ABP-309899-21**, the following relevant national, regional, and local planning policies (and indeed their preceding policies) were considered in the making of those applications and in the making of this current retention application:

6.1 NATIONAL PLANNING POLICY

- Project Ireland 2040: National Planning Framework
- Housing for All – A New Housing Plan for Ireland (2021)
- Delivering Homes, Sustaining Communities Best Practice Guidelines – Quality Homes for Sustainable Communities (2007)
- The National Climate Action Plan 2019-2024
- Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities (2024);
- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (including the associated ‘Urban Design Manual – A Best Practice Guide’) (2009);
- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (including the associated ‘Urban Design Manual – A Best Practice Guide’) (2009);
- Part V of the Planning and Development Act 2000: Guidelines (2017);
- Sustainable Urban Housing: Design Standards for New Apartments (2023);
- Urban Development and Building Heights – Guidelines for Planning Authorities (December 2018);
- Design Manual for Urban Roads and Streets (DMURS) (2019);
- Guidelines for Planning Authorities on ‘The Planning System and Flood Risk Management (2009);
- ‘Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities’ (2009);

- EIA Directive (2014/52/EU).

6.2 REGIONAL PLANNING POLICY

- Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019-2031
- Transport Strategy for the Greater Dublin Area 2022-2042

6.3 LOCAL PLANNING POLICY

- South Dublin County Development Plan 2022-2028

7.0 ENVIRONMENTAL CONSIDERATIONS

DOWNEY would like to note that two comprehensive Environmental Impact Assessment Screening Reports have been previously approved under planning permissions Refs. **ABP-307092-20** and **ABP-309899-21**. These were completed in accordance with the Planning and Development Act, 2000 (as amended), as the proposed development meets the sub-threshold for a mandatory EIA, i.e. 250 residential units on a site of 1.2708 ha. The planning permission was fully screened for potential significant effects on the environment in accordance with EIA Directives. Following this screening assessment, it was considered that there would be no likely significant effects on the environment arising from the now constructed development. It was assessed that any potential impacts from the development would be of temporary nature during the demolition and construction phases of the development and mitigation measures were fully implemented on site and in accordance with best practice and an approved Construction Management Plan and Construction Demolition Waste Management Plan for the development.

In combination with the above, the Board completed an assessment of the Environmental Impact Assessment Screening of the original permitted development (**ABP-307092-20**) and considered that *'the Environmental Impact Assessment Screening Report submitted by the applicant, identified and describes adequately the direct, indirect, secondary, and cumulative effects of the proposed development on the environment. Having regard to: (a) the nature and scale of the proposed development on an urban site served by public infrastructure, (b) the absence of any significant environmental sensitivities in the area, (c) the location of the development outside of any sensitive location specified in article 109(3) of the Planning and Development Regulations 2001 (as amended), the Board concluded that, by reason of the nature, scale and location of the subject site, the proposed development would not be likely to have significant effects on the environment. The Board decided, therefore, that an environmental impact assessment report for the proposed development was not necessary in this case'.*

In addition, the Board in their assessment of the permitted alterations made to this development on 20th May 2021 under **ABP-309899-21** stated:

'Having regard to: (i) the nature and scale of the Strategic Housing Development permitted under An Bord Pleanála Reference Number ABP-307092-20 for this site, (ii) the screening for appropriate assessment and environmental impact assessment carried out in the course of that application, (iii) the limited nature and scale of the alterations, and (iv) the absence of any significant new or additional

environmental effects (including those in relation to Natura 2000 sites) arising as a result of the proposed alterations, and (v) the absence of any new or significant issues relating to the proper planning and sustainable development of the area arising from the proposed alterations, (vi) the report of the Planning Inspector it is considered that the proposed alterations would not be material. In accordance with section 146B(3)(a) of the Planning & Development Act, as amended, the Board hereby makes the said alterations.'

As the development is now constructed and partially occupied, it is submitted that no new considerations arise in relation to impacts on the environment which were not considered in the Environmental Impact Assessment Screening for the approved SHD scheme **ABP-307092-20** and **ABP-309899-21**. Thus, having regard to the above, and in particular to the nature, scale and location of the development scheme in combination with other plans and projects, the retention permission sought of this application is not anticipated to have significant effects on the environment, and it is considered that an Environmental Impact Assessment is not required.

8.0 CONCLUSION

This Planning Statement has been prepared, on behalf of the applicant, Randelwood Holdings Ltd., to accompany a Stage 3 LRD Application for retention permission for modifications to a previously permitted Strategic Housing Development permitted under **ABP-307092-20** and **ABP-309899-21** which is now nearing completion/partially occupied and is known as Palmers Gate. It is considered that the retention permission alterations to the development as per the parent permission, provide for a sustainable residential development on appropriately zoned lands, in an accessible location within the development boundaries of Palmerstown, which continue to promote compact urban growth and a good quality of life. This will further support compact growth of the area itself and assist in meeting the increasing demand for residential accommodation in South Dublin and the overall County.

In light of the above, it is thus submitted that the retention permission modifications are consistent with the proper planning and sustainable development of the area in which it is located as expressed in national, regional and local planning policy and Guidelines issued under Section 28 of the Planning and Development, 2000 (as amended), and as such, it is considered that the development represents a high-quality residential development which is now being submitted for the consideration of South Dublin County Council.

PART B – STATEMENT OF CONSISTENCY WITH PLANNING POLICY

1.0 INTRODUCTION

This Statement of Consistency with Planning Policy demonstrates that the retention permission modifications are consistent with relevant national, regional and local planning policy and guidelines issued under Section 28 of the Planning and Development Act, 2000 (as amended). This Statement should be read in conjunction with the accompanying detailed documentation prepared by the design team.

As a note, the parent applications were assessed and accepted under superseded planning policy, and as such this has been duly considered in this planning statement. The planning statement assesses the consistency with previous policy and how this retention permission application is consistent with current planning policy, where relevant, and demonstrates accordance with proper planning and sustainable development.

2.0 NATIONAL PLANNING POLICY

The key provisions of the national planning policy, including Section 28 Guidelines, as it relates to the development are now set out in the following sections. The key national policy and guidance documents of relevance are outlined below. The retention permission for alterations during construction ultimately remain consistent with all National Planning Policy outlined in the previously permitted planning permissions for Palmers Gate (**ABP-307092-20** and **ABP-309899-21**), and the alterations made during the construction phase of the development can be considered non-material to the overall functioning, outcomes and sustainable development of the subject site and the surrounding area.

National Policy relevant for previously permitted planning permissions (**ABP-307092-20** and **ABP-309899-21**):

- Project Ireland 2040: National Planning Framework
- Rebuilding Ireland, An Action Plan for Housing and Homelessness (2016)
- Sustainable Residential Development in Urban Areas and Best Practice Urban Design Manual Guidelines (2009)
- Delivering Homes, Sustaining Communities: Statement on Housing Policy (2007)
- Sustainable Urban Housing: Design Standards for New Apartments (March 2018)
- Design Manual for Urban Roads and Streets (DMURS)
- Urban Development and Building Heights: Guidelines for Planning Authorities (Dec 2018)

National Policy currently relevant:

- Project Ireland 2040: National Planning Framework
- Housing for All – A New Housing Plan for Ireland (2021)
- Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities (2024);

- Sustainable Urban Housing: Design Standards for New Apartments (2022);
- Urban Development and Building Heights – Guidelines for Planning Authorities (December 2018);

2.1 Project Ireland 2040: National Planning Framework

The National Planning Framework (NPF) is “*the Government’s high-level strategic plan for shaping the future growth and development of our country out to the year 2040*”. It is a Framework to guide public and private investment, to create and promote opportunities for our people, and to protect and enhance our environment- from our villages to our cities and everything in between. The NPF places a strong emphasis on compact growth, regeneration of existing urban areas, and sustainable development. It identifies the need to accommodate a higher population and greater employment growth within the metropolitan boundaries of Dublin, to offer improved housing choice, transport mobility and quality of life, supported by well-designed, higher density developments on underutilised urban lands. In terms of Dublin City and the Metropolitan Area, the National Planning Framework 2040 states that, “*At a metropolitan scale, this will require focus on a number of large regeneration and redevelopment projects, particularly with regard to underutilised land within the canals and the M50 ring and a more compact urban form, facilitated through well designed higher density development.*”

Key National Policy Objectives that support this approach and are relevant to this application include:

National Policy Objective 11: “*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.*”

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

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.*”

DOWNEY are of the considered opinion that the retention permission for alterations during construction at Palmers Gate have remained consistent with the National Planning Framework and have further remained consistent with that previously permitted under **ABP-307092-20** and **ABP-309899-21**. The construction alterations completed at Palmers Gate reflect the requirements of the site for the completion of much needed high-density housing within the strategic location of

Palmerstown. As mentioned within the Planning Statement above, the number of units previously permitted has remained 250 and no changes to the total has occurred, only changes to the unit mix has taken place to facilitate construction method requirements necessary to build the scheme. Changes to the unit mix have resulted in 2 additional 1 no. bed units and 2 fewer 2 no. bed units for each of Block C and Block E. These changes do not result in any non-compliance with National Planning Policy rather, they remain consistent and contribute towards achieving housing targets within South Dublin County Council and wider County Dublin.

Changes in relation to the substation re-design and construction and the extension of the basement area to including an additional 18 parking spaces and additional dedicated bin stores, has remained consistent with that previously permitted under **ABP-307092-20** and **ABP-309899-21** and further contributes to well-designed and high-quality development that supports sustainable development at an appropriate scale while contributing to housing needs.

The overall construction of Palmers Gate with the changes in unit mix, the expansion of the basement area and changes to the substation design have been required to facilitate the construction of the development and its contribution to meeting the current demand for housing, particularly in Dublin. It is therefore considered that the provision of retention permission for construction alterations on the subject site will assist in achieving the objectives of the National Planning Framework.

2.2 HOUSING FOR ALL

‘Housing for All – A New Housing Plan for Ireland (2021)’ provides a multi-stranded, action-oriented approach to achieving many of the governments key housing objectives. The plan aims to deliver 300,000 new homes by 2030 and focuses on four key pathways – supporting homeownership and increasing affordability, eradicating homelessness and increasing social housing delivery, increasing new housing supply and addressing vacancy and efficient use of existing stock, much like its predecessor (Rebuilding Ireland, An Action Plan for Housing and Homelessness, 2016).

DOWNEY are of the considered opinion that the retention permission for construction alterations completed at Palmers Gate have remained consistent with that previously permitted, where, the provisions of 250 no. new apartment units on the subject site help the government to achieve the objectives of the housing plan. As the number of units remains the same and only non-material changes to the unit mix have occurred, it is submitted that the development has remained consistent with that previously permitted and is consistent again with the current policy of Housing for All – A New Housing Plan for Ireland (2021).

2.3 SUSTAINABLE RESIDENTIAL DEVELOPMENT AND COMPACT SETTLEMENT GUIDELINES FOR PLANNING AUTHORITIES (2024);

Adopted in January 2024, the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities outline national planning policies focused on sustainable residential growth and the development of compact settlements in both urban and rural areas. These guidelines, which replace the 2009 Sustainable Residential Developments in Urban Areas Guidelines, have been updated to reflect current government policies and broader economic, social, and environmental considerations. They align with the NPF and provide detailed guidance on settlement

growth priorities, residential density, urban design, and placemaking. Additionally, the guidelines introduce flexible development standards to support a wider range of housing options tailored to the specific context of various settlement sizes, from cities to smaller towns and villages.

The Sustainable Residential Development and Compact Settlement Guidelines sets out policy and guidance in relation to planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements. They build on and update previous guidance to take account of current government policy and economic, social and environmental considerations.

As outlined in the Guidelines, the Government policy continues to support a tiered approach to residential density, similar to the framework established in the 2009 Sustainable Residential Development in Urban Areas Guidelines. This approach promotes the highest residential densities in central and accessible urban locations, such as Palmers Gate, with overall development becoming more compact and sustainable.

The guidelines set out 4 SPPR's to assist in the delivery of new developments, the most relevant SPPR's subject to this retention permission for alterations during construction have been included and assessed below.

SPP 3 – Car Parking

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

- (i) *In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.*
- (ii) *In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.*
- (iii) *In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling*

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

This SPPR will not apply to applications made in a Strategic Development Zone until the Planning Scheme is amended to integrate changes arising from the SPPR. Refer to Section 2.1.2 for further detail.

It is submitted that the retention permission in relation to the increase in basement size under Block E and the inclusion of an additional 18 carparks for a total of 138 carparks for the development is in accordance with SPPR 3 where car parking provisions provided still represent 0.57 carparking ratio per unit, promoting walking, cycling and the uptake of public travel modes. Furthermore, the additional car parking proposed for retention is justified based on the tenant mixture and level of car requirements for current residents. It is also noted that development is immediately adjacent to the planned Liffey Valley to City Centre CBC (Core Bus Corridor).

A detailed rationale and justification for this provision is outlined in the Traffic and Transport Statement prepared by ILTP Consulting, submitted under separate cover of this application.

The retention permission for alterations during construction have been assessed against SPPR 1, 2 and 4 as a part of this Planning Statement and Statement of Consistency and remain consistent with that previously permitted under **ABP-307092-20** and **ABP-309899-21**. As well as compliance achieved with the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities, compliance is also achieved and remains consistent with the 2009 Sustainable Residential Development in Urban Areas Guidelines as demonstrated in that previously permitted.

With respect to the above, DOWNEY are of the considered opinion that the retention permission of alterations during construction have been carefully considered, appropriately designed and give full consideration to the relevant planning policy. For details on the development's consistency with the criteria assessment, please refer to the previously permitted planning applications under Refs. **ABP-307092-20** and **ABP-309899-21**.

2.4 SUSTAINABLE URBAN HOUSING: DESIGN STANDARDS FOR NEW APARTMENTS

The 'Sustainable Urban Housing: Design Standards for New Apartments' applicable at the time of permission and construction of Palmers Gate very much built on the content of the 2015 and 2018 apartment guidance, much of which remains valid, particularly with regard to design quality safeguards such as internal space standards for apartments, internal storage and amenity space.

The Guidelines stated that, "*Work undertaken by the Economic and Social Research Institute (ESRI) for a mid-range scenario to 2040, indicates housing demand arising from approximately 600,000 new households in Ireland, half of which is to be met in the five cities (Dublin, Cork, Limerick, Galway and Waterford)*". It is also stated that it is "*critical to ensure that apartment living is an increasingly attractive and desirable housing option for a range of household types and tenures.*"

The Guidelines also state that, "*apartment design parameters addressed in these guidelines include*":

- *General locational considerations;*
- *Apartment mix within apartment schemes;*
- *Internal space standards for different types of apartments;*

- *Dual aspect ratios;*
- *Apartments to stair/lift core ratios;*
- *Storage spaces;*
- *Amenity spaces including balconies/patios;*
- *Car parking; and*
- *Room dimensions for certain rooms.*

The Guidelines stated that there is a gap between Irish and European averages in terms of the numbers of households living in apartments, especially in our cities and larger towns. Given the gap between Irish and European averages in numbers of households living in apartments and the importance of addressing the challenges of meeting the housing needs of a growing population in our key cities and towns and by building inwards and upwards rather than outwards, apartments need to become the norm for urban housing solutions.

In relation to Build-to-Rent (BTR) apartments at the time, the Guidelines defined these 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*”. In this regard, the development at Palmerstown provided for 250 no. ‘Build to Rent’ apartment units consisting of 128 no. 1 beds and 122 no. 2 beds within 5 no. blocks (Block A, B, C, D and E). This has remained consistent with that previously permitted, no changes to the number of BTR apartments have changed, only changes to the unit mix for a total of 4 apartments, moving from 2 no. 2-beds to 2 no. 1-beds in each of Block C and Block E. This has increased the number of 1-bed apartments in each block. The development still provides residents with the required level of amenity as outlined within the Guidelines.

In relation to bicycle and car parking requirements, the Guidelines stated that it must be ensured that, “*In larger scale and higher density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced or wholly eliminated in certain circumstances*”

The required quantity for cycle parking spaces to be provided included a general minimum standard of 1 no. cycle storage per bedroom shall be applied, at least 1 no. cycle storage space shall be provided for studio units, and visitor cycle parking shall also be provided at a standard of 1 space per 2 residential units. The development provided a total of 292 no. bicycle spaces (266 no. spaces at basement level and 26 no. spaces at surface level), in high quality, safe and accessible locations. This is considered to be acceptable and in accordance with the requirements of the Guidelines and the pertaining Development Plan standards.

Regarding car parking, a total of 120 car parking spaces were granted under the previously permitted planning permission, however, during construction design, the basement size was increased to allow for more economical construction and maintenance management of the overall development, this has resulted in the addition of 18 extra car parking spaces bringing the total to 138 spaces for the development. As mentioned in Section 2.3, the additional 18 car parks for the development remain in accordance with requirements, with car parking provisions provided still represent 0.57 carparking ratio per unit, promoting walking, cycling and the uptake of public travel modes. Furthermore, the

additional car parking proposed for retention is justified based on the tenant mixture and level of car requirements for current residents. It is also noted that proposed development is immediately adjacent to the planned Liffey Valley to City Centre CBC (Core Bus Corridor).

Table 2: Compliance with Specific Planning Policy Requirements from 2018 and 2022 (when scheme constructed)

Specific Planning Policy Requirement (2018)	Compliance
SPPR1 <i>(Housing Mix)</i>	In compliance
SPPR2 <i>(Building Refurbishment and Urban Infill Development on sites up to 0.25ha)</i>	Not applicable; SPPR1 applies to the overall development
SPPR3 <i>(Minimum Apartment Floor Areas)</i>	In compliance with the standards
SPPR4 <i>(Dual Aspect Ratios)</i>	In compliance with the requirements
SPPR5 <i>(Floor to Ceiling Height)</i>	In compliance with the requirements
SPPR6 <i>(Lift and Stair Cores)</i>	In compliance with the required quantum
SPPR7 <i>(Specific BTR Developments)</i>	In compliance; tenures have been described where relevant; Resident Support Facilities and Resident Services and Amenities are provided within the proposed scheme
SPPR8 <i>(Qualified as BTR Developments)</i>	In compliance
SPPR9 <i>(Shared Accommodation Developments)</i>	Not applicable
Specific Planning Policy Requirement (2022)	Compliance
SPPR1 <i>(Housing Mix)</i>	Remains in compliance with 2018 standards as previously permitted with number of total units remaining the same.
SPPR2 <i>(Building Refurbishment and Urban Infill Development on sites up to 0.25ha)</i>	Remains consistent and in compliance.
SPPR3 <i>(Minimum Apartment Floor Areas)</i>	Remains consistent and in compliance.
SPPR4 <i>(Dual Aspect Ratios)</i>	Remains consistent and in compliance.
SPPR5 <i>(Floor to Ceiling Height)</i>	Remains consistent and in compliance.
SPPR6 <i>(Lift and Stair Cores)</i>	Remains consistent and in compliance.

SPPR7 <i>(Specific BTR Developments)</i>	Remains consistent and in compliance.
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With respect to the above, DOWNEY are of the considered opinion that the retention permission of modifications during construction have been carefully considered, appropriately designed and give full consideration to the relevant planning policy including the relevant 'Sustainable Urban Housing: Design Standards for New Apartments' applicable at the time of permission and construction of Palmers Gate. For details on the development's consistency with the criteria assessment, please refer to the previously permitted planning applications under **ABP-307092-20** and **ABP-309899-21**.

2.5 URBAN DEVELOPMENT AND BUILDING HEIGHTS – GUIDELINES FOR PLANNING AUTHORITIES (DECEMBER 2018):

The 'Urban Development and Building Heights, Guidelines for Planning Authorities' are intended to set out national planning policy guidelines on building heights in relation to urban areas, building from the strategic policy framework set out in the National Planning Framework 2040 (NPF). This document recognises that in recent years local authorities, through the statutory plan processes, have begun to set generic maximum height limits. However, such limits if inflexibly and unreasonably applied, can undermine national policy objectives to provide more compact urban forms as outlined in the National Planning Framework and instead can continue unsustainable patterns of development.

The development at Palmers Gate is consistent with these objectives and given the physical and social infrastructure already in place can easily accommodate the proposed heights of 3-8 storeys on the subject lands.

The Guidelines go on to state that, *"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. There is therefore a presumption in favour of buildings of increased height in our town/city cores and in other urban locations with good public transport accessibility"*. As such, the proposed development is considered to be in accordance with these guidelines given that the subject site is well served by public transport and enjoys excellent connectivity to Dublin City Centre as it is located immediately adjacent a high frequency urban bus service, i.e. the Lucan – Dublin City Centre QBC.

The following Special Planning Policy Requirements are contained within the guidelines and are relevant to the retention permission for alterations during construction outlined in Table 2 below.

Table 3: Urban Development and Building Heights Specific Planning Policy Requirements

Specific Planning Policy Requirement	Compliance
SPPR1 <i>"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</i>	Remains consistent and in compliance.

<p><i>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.”</i></p>	
<p>SPPR3</p> <p><i>“It is a specific planning policy requirement that where;</i></p> <p class="list-item-l1"><i>(A) 1. An applicant for planning permission sets out how a development proposal complies with the criteria above; and,</i></p> <p class="list-item-l1"><i>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;</i></p> <p><i>Then the planning authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise.”</i></p>	<p>Remains consistent and in compliance.</p>

In light of the above, it is considered that the retention permission for alterations during construction remain consistent with that previously permitted at 3-8 storeys and is consistent with the requirements of these guidelines on building heights for urban developments and that greater heights and taller buildings are achievable. DOWNEY are of the considered opinion that the retention permission of alterations during construction have been carefully considered, appropriately designed and give full consideration to the relevant planning policy. For details on the developments consistency with the criteria assessment, please refer to the previously permitted planning applications under **ABP-307092-20** and **ABP-309899-21**.

2.6 DESIGN MANUAL FOR URBAN ROADS AND STREETS (DMURS)

The ‘*Design Manual for Urban Roads and Streets*’ (DMURS) 2013 and as updated in 2019, 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. The retention permission for alterations during construction regarding this planning application remains consistent with that previously permitted under **ABP-307092-20** and **ABP-309899-21**.

Please refer to the Traffic and Transport Statement prepared by ILTP Consulting submitted under separate cover. Additionally, please refer to the pertaining documents and drawings in the previously permitted planning applications for further information in this regard.

3.0 REGIONAL PLANNING POLICY

The key provisions of the regional planning policy as it relates to the proposed development are now set out in the following sections. The key regional policy of relevance includes:

- Regional Spatial and Economic Strategy

The Regional Spatial and Economic Strategy (RSES) was published by the Eastern and Midland Regional Assembly. The RSES outlines the long-term regional level strategic planning and economic framework in support of the National Planning Framework for the period 2019-2031. The RSES identifies regional assets, opportunities, pressures and constraints and provides a framework for investment to better manage spatial planning and economic development throughout the Eastern & Midland Region. The RSES is tasked with the development of planning policy for future housing needs in the region upon consideration of the availability of land, resources, environment and infrastructure capacity.

In conjunction with the NPF, the RSES predicts Dublin City and Suburbs to experience continued population growth over the period 2019-2031 with a predicted increase of 220,000. The NPF targets 50% of all housing to be provided within or contiguous to the built-up area of Dublin city and suburbs. In order to combat and provide for compact residential development, the RSES outlines a number of key Regional Policy Objectives that pertain to the NPF targets. The key Regional Policy Objectives applicable to the development proposal is the following;

Table 4: Key Regional Policy Objectives identified in Regional Spatial and Economic Strategy

Regional Policy Objective (RPO)	Compliance
Regional Policy Objective (RPO) 4.3	Remains consistent and in compliance.
Regional Policy Objective (RPO) 5.4	Remains consistent and in compliance.
Regional Policy Objective (RPO) 5.5	Remains consistent and in compliance.

The alterations during construction of Palmers Gate have not resulted in any non-material or material changes regarding compliance with policies outlined in the RSES. It is considered that the retention permission for alterations during construction at Palmers Gate further remains consistent with that previously permitted under **ABP-307092-20** and **ABP-309899-21**, comprising a high quality and high-density residential development consisting of 250 no. Build-to-Rent apartments that contribute in providing much needed additional housing units within the existing envelop of Dublin City and suburbs, and assists in achieving the aforementioned objectives of the RSES.

4.0 LOCAL PLANNING POLICY

This section of the report provides an account of the relevant local planning policy framework pertaining to the application site and proposed development, all of which is contained within the South Dublin County Development Plan 2022-2028.

The South Dublin County Development Plan 2022-2028 establishes the strategic land use framework to guide the future development of the South Dublin. It focuses on how residents live, work, travel, and interact within South Dublin, while focusing on safeguarding the natural and built environment. The Plan sets out a cohesive vision for future growth—supporting the development of communities,

housing options, employment opportunities, and sustainable transport networks. It promotes the efficient use of land and infrastructure, aligned with climate action objectives, and recognises the importance of maintaining and enhancing the physical, cultural, environmental, and social character of local areas.

With regard to the that previously permitted and assessed under the South Dublin County Development Plan 2016-2022, the retention permission for alterations during construction, subject to this planning application, remains consistent with the policies and objectives, and that considered acceptable, pertaining to the development previously permitted under **ABP-307092-20** and **ABP-309899-21**.

Table 5 provides an assessment of the relevant policies and objectives in relation to the retention permission for alterations during construction for Palmers Gate.

Table 5: South Dublin County Development Plan Policies and Objectives 2022-2028

Policies and Objectives	Compliance
Policy H7: Residential Design and Layout <i>Promote high quality design and layout in new residential developments to ensure a high-quality living environment for residents, in terms of the standard of individual dwelling units and the overall layout and appearance of the development.</i>	In compliance.
H7 Objective 1: <i>To promote a high quality of design and layout in new residential development and to ensure a high-quality living environment for residents, in terms of the standard of individual dwelling units and the overall layout and appearance of the development in accordance with the standards set out in the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG (2009) and the accompanying Urban Design Manual – A Best Practice Guide and the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities (2020), or as may be updated and Chapter 12: Implementation and Monitoring.</i>	In compliance.
Policy SM7: Car Parking and EV Charging <i>Implement a balanced approach to the provision of car parking with the aim of using parking as a demand management measure to promote a transition towards more sustainable forms of transportation, while meeting the needs of businesses and communities.</i>	In compliance.
SM7 Objective 5:	In compliance.

<i>To support the expansion of the EV charging network by increasing the provision of designated charging facilities for Electric Vehicles on public and private land in partnership with the ESB and other relevant stakeholders; and to support the Dublin Regional EV Parking Strategy</i>	
Policy IE6: Electricity Infrastructure <i>Protect the existing electricity infrastructure and support the development of a safe, secure and reliable supply of electricity and the development of enhanced electricity networks as well as new transmission infrastructure projects subject to the relevant environmental assessments.</i>	In compliance.
IE6 Objective 4: <i>To ensure that the design of energy networks achieves the least possible environmental impact and that where such impacts are inevitable, they are mitigated to the greatest possible extent.</i>	In compliance.
Policy IE7: Waste Management <i>Implement European Union, National and Regional waste and related environmental policy, legislation, guidance and codes of practice to improve management of material resources and wastes.</i>	In compliance.
IE7 Objective 7: <i>To require the appropriate provision for the sustainable management of waste within all developments, ensuring it is suitably designed into the development, including the provision of facilities for the storage, separation and collection of such waste.</i>	In compliance.

The retention permission for alterations during construction at Palmers Gate, which include the changes to the unit mix resulting in 2 additional 1 no. bed units and 2 fewer 2 no. bed units for each of Block C and Block E and changes in relation to the substation re-design and construction and the extension of the basement area to including an additional 18 parking spaces and additional dedicated bin stores. With respect to the above, DOWNEY are of the considered opinion that the retention permission of alterations during construction at Palmers Gate have been carefully considered, appropriately designed and give full consideration to the relevant planning policy in the South Dublin County Development Plan 2022-2028. For details on the development's consistency with the South Dublin County Development Plan 2016-2022, please refer to the previously permitted planning applications under **ABP-307092-20** and **ABP-309899-21**.

Land Use Zoning

Under the current South Dublin Development Plan, the subject site is zoned 'Objective 'VC', which seeks: "To protect, improve and provide for the future development of Village Centres."

The retention permission of this application remains consistent with that previously permitted under **ABP-307092-20** and **ABP-309899-21** and no alterations that occurred during construction have resulted to in any non-compliance in relation to Village Centre zoning.



Figure 11: 'VC' Land Use Zoning Designation (Subject Site Outlined in Black)

Chapter 12 of the South Dublin County Development Plan, *Implementation and Monitoring* sets out development standards and criteria that arise out of the policies and objectives of the County Development Plan, to ensure that development occurs in an orderly and efficient manner and that it is in accordance with proper planning and sustainable development.

Objectives	Compliance
12.6.1 Mix of Dwelling Types	The retention permission for alterations during construction at Palmers Gate now provides for an appropriate mix of dwelling types. There are a number of different unit designs for the aforementioned units. The breakdown of the units is in accordance with the Apartment Guidelines 2018. For further information in this regard, please refer to the Housing Quality Assessment and Architectural/Urban Design Statement prepared by DOWNEY under ABP-307092-20 and ABP-309899-21 and the updated Architectural/Urban Design Statement also prepared by DOWNEY, submitted under separate cover of this report.

12.7.4 Car Parking Standards	The development now provides for a total of 138 car parking spaces at basement level. For further information on consistency with these standards, please refer to the Mobility Management Plan contained in the overall Traffic and Transport Assessment report prepared by AECOM Consulting Engineers under ABP-307092-20 and ABP-309899-21 and to the Traffic and Transport Report prepared by ILTP Consulting and submitted under separate cover of this report.
12.7.5 Car Parking / Charging for Electric Vehicles (EVs)	The development provides facilities for the charging of battery-operated cars on site. All other parking spaces will also be constructed to be capable of accommodating future charging points.
12.7.6 Car Parking Design and Layout	The development has been designed in accordance with DMURS best practice. The basement car park is appropriately lit and well ventilated. For further information in this regard, please refer to the Traffic and Transport Assessment report prepared by AECOM Consulting Engineers under ABP-307092-20 and ABP-309899-21 and to the Traffic and Transport Report prepared by ILTP Consulting and submitted under separate cover of this report.
12.11.3 Waste Management	The inclusion of an additional bin store area has been designed in accordance with design requirements and meets the design considerations contained in Section 4.8 and 4.9 of the guidelines Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities, DHLGH.

5.0 CONCLUSION

This statement demonstrates that the retention permission for alterations during construction at Palmers Gate is in compliance with the relevant national, regional and local planning policy.

It is submitted that the retention permission provides for the appropriate form of development and reflects the necessary alterations for the construction of the previously permitted development. The retention permission will provide for the effective, efficient and sustainable use of the former brownfield site at a highly accessible location.

The nature, form and extent of the retention permission has been informed and guided by pre-application consultation with South Dublin County Council through the Large Residential Development pathway, reflecting the previously permitted permission's Strategic Housing Development status.

At this juncture, it must also be noted that the Planning Authority issued a determination under Section 247 (7) stating that South Dublin County Council '*is satisfied, having compared the proposed development to the permitted development, that—*

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

Notwithstanding subsection (1A), no further consultation is required under Section 247(7) in relation to the proposed development.'

In light of the above, it is respectfully submitted that the retention permission for alterations during construction at Palmers Gate is consistent with the proper planning and sustainable development of the area in which it is located as expressed in national, regional and local planning policy and Guidelines issued under Section 28 of the Planning and Development, 2000 (as amended), and as such, it is considered that the development at Palmers Gate represents a high-quality Large-scale Residential Development that is near completion and which is now being submitted for the consideration of South Dublin County Council.