

# Planning Report

## Tallaght Innovation Centre

September 2020



Prepared on behalf of South Dublin  
County Council

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## Contents

<b>1. Introduction .....</b>	<b>4</b>
<b>2. Site Context &amp; Location.....</b>	<b>4</b>
<b>3. Proposed Development .....</b>	<b>6</b>
<b>4. Planning History .....</b>	<b>7</b>
<b>5. Local Planning Policy .....</b>	<b>7</b>
5.1 South Dublin County Development Plan 2016-2022 .....	7
5.2 Development Standards .....	8
5.3 Aviation Impact Mitigation .....	10
5.4 Tallaght Town Centre Local Area Plan 2020 .....	11
<b>6. National and Regional Planning Policy .....</b>	<b>13</b>
6.1 National Planning Framework (2018).....	13
6.2 Urban Development and Building height Guidelines (2018).....	16
6.3 Regional, Spatial and Economic Strategy (2019).....	17
<b>7. Conclusion.....</b>	<b>19</b>

# 1. Introduction

This Planning Report has been prepared by McCutcheon Halley (MH) Chartered Planning Consultants on behalf of South Dublin County Council in respect of the proposed Part 8 development of lands at Belgard Square North, Tallaght, Dublin 12. The purpose of this report is to provide an assessment of the proposal against relevant policies and objectives contained within the South Dublin Development Plan 2016-2022 and Tallaght Town Centre Local Area Plan 2020.

The proposed Part 8 development will consist of:

The construction of a new “Innovation Centre” for Tallaght which extends to c 2,980msq in a bespoke standalone building. The scheme comprises;

- New four storey structure, which will accommodate;
  - Town hall, reception and café at street level engaging with new Public Square (which forms separate Part 8 application)
  - Three levels of flexible office accommodation- to support start up enterprise.
- New access road to the north of the site, to include the provision of 11no. new car parking spaces.
- Associated site works to include secure bicycle parking, an integrated ESB sub station, plant, landscaping, lighting and signage and other support facilities.

The proposal promotes urban consolidation and sustainable development on an underutilised zoned and serviced site within Tallaght Town Centre. It provides for an efficient use of appropriately zoned (REGEN) and serviced land and would deliver much needed office space for start-up businesses/companies. Overall, it is submitted that the proposed development is entirely consistent with the principles of proper planning and sustainable development.

The layout and design of the proposed Innovation Centre has been informed by consultation with the relevant Departmental bodies at South Dublin County Council.

The application is accompanied by a comprehensive suite of reports to assist the decision-making process which include;

- Drawing Suite prepared by McCullough Mulvin Architects
- Architectural Design Statement prepared by McCullough Mulvin Architects
- Planning Statement prepared by MH Planning
- Appropriate Assessment Screening Report prepared by Scott Cawley
- EIAR Screening Report prepared by MH Planning
- Mobility Management Plan prepared by OCSC
- Engineering Services Report prepared by OCSC
- Energy and Sustainability Report prepared by IN2

## 2. Site Context & Location

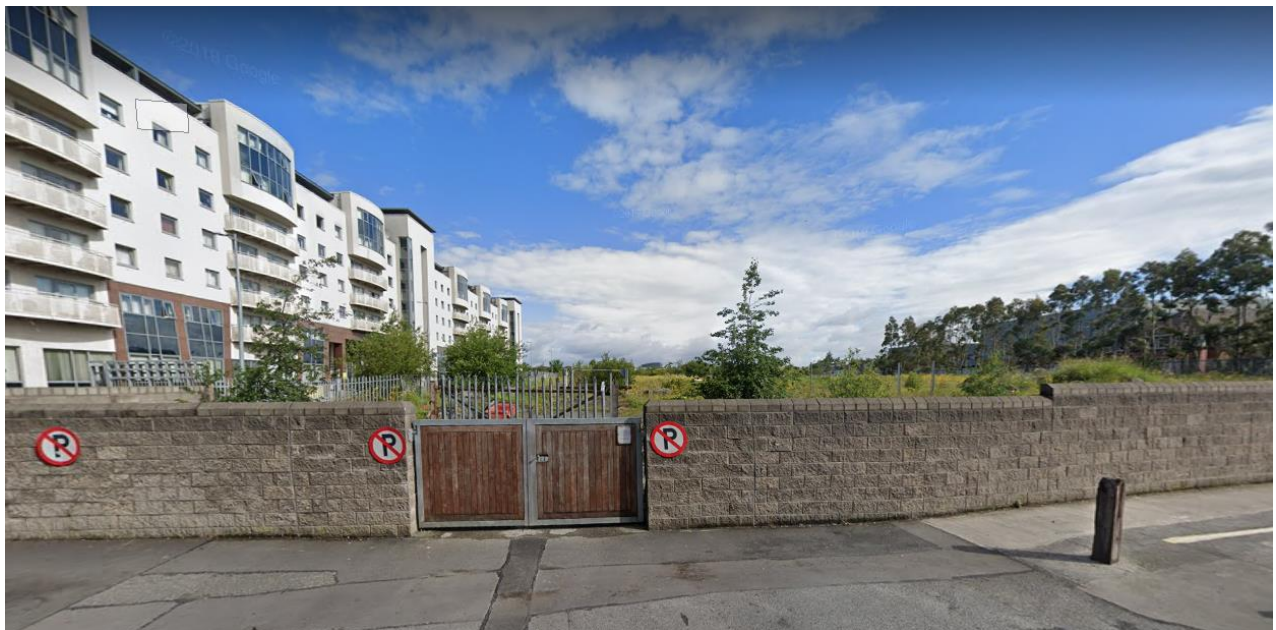
The subject site is located to the north of Tallaght Town Centre with Tallaght Hospital located further west. The site was formerly used as a temporary traveller accommodation site known as Maelruan, and concrete bays and service areas associated with this former use are still present. The site is bounded by masonry walls to the north, south and east. Further north of the site is a number of Industrial warehousing units which are zoned as regeneration in the Development Plan and they will be redeveloped for a mix of uses in the future. The site is currently being used as a temporary site compound to serve a number of road projects which are currently being implemented to regenerate and improve on the town centre public realm area.

This subject site is part of a wider re-development area which aims to provide much needed services and support for Tallaght including a school, urban plaza and affordable residential units. The objective is to use these Town Centre lands in a more effective and efficient manner. A non-statutory Masterplan was prepared for the application site and surrounding area in order to ensure that the lands will facilitate the regeneration of

this part of Tallaght Town Centre. The Masterplan would be developed in an integrated manner to provide for a number of separate uses to support the Town Centre of Tallaght.



**FIGURE 1 AERIAL IMAGE OF SUBJECT SITE OUTLINED IN RED**



**FIGURE 2 SUBJECT SITE AS VIEWED FROM BELGARD SQUARE NORTH**

This development is part of a wider regeneration area which aims to provide much needed services and support for Tallaght which in turn will make use of underutilised town centre land which has been left undeveloped for a number of years. The site to which this application pertains is earmarked for an Innovation Centre within the Tallaght Local Area Plan, and therefore the proposed use of this land for an Innovation Centre is consistent with the policies and objectives of both the

Regeneration Zoning Objective of the Development Plan, and Local Area Plan for Tallaght see **Figure 2** and **Figure 3** below. The proposed Innovation Centre will provide much needed support for start-up businesses and will in turn boost the economy within the South Dublin County Council administrative area and beyond due to the site's proximity to the Luas and Dublin Bus routes.



**FIGURE 3 PROPOSED DEVELOPMENT SITE AND WIDER SDCC DEVELOPMENT**

### 3. Proposed Development

Planning permission is being sought for development of an Innovation Centre and ancillary uses on a 0.21 hectare site in Tallaght town centre, as follows;

The Tallaght Innovation Centre is a landmark building for Tallaght Town Centre, which is being developed by South Dublin County Council. It will sit within a new park/urban plaza area and will provide a civic focus for the surrounding area. This will form part of a larger mixed-use zone that will provide for other residential and educational uses. The Tallaght Innovation Centre is an exciting new initiative aimed at bringing start-up companies to the area by providing office space of different unit sizes that can be rented for a fixed period of time. The building is a taut metal and glass-clad box that commands the northern end of the site and will be highly visible, with a night and day presence. 4 storeys high, the ground floor is open and inviting, with public interface: you can see through the building from side to side. Above this there are three floors of lettable units that vary in size and look out over Tallaght Town Centre and to the mountains beyond. A void over the Town Hall area, flooded with natural light, allows for visual connections between the levels. A south facing outdoor terrace opens out from the café, availing of the amenity of the park. A small amount of parking will be provided to the north of the site. Adjacent to the new Belgard Link Road, currently under construction.

## 4. Planning History

A Planning History search was carried out using the South Dublin County Council online search facility. One application was found relating to the application site:

**Site located at Units 60, 66, 67 Fourth Avenue, And Sites 69 & 70 Cookstown Road, As well as vacant lands, Cookstown Industrial Estate, Tallaght, Dublin 24**

Planning permission was sought for: *'A mixed residential and commercial development (GFA 38,207.1sq.m) providing a total of 246 apartments in 2 separate buildings, 3 commercial units, 2 community rooms, 2 crèches and 2 ESB substations, along with landscaped courtyards (containing a surface bicycle store to each site), underground car parking, providing an overall total of 233 parking spaces, refuse stores and plant areas. Site A with frontages to Fourth Avenue and Cookstown Road comprises a total of 148 apartments (14 studios, 27 one bed, 95 two bed and 12 three bed), all with private balcony spaces in a building with a maximum height of 7 stories. (Total GFA of 23,483.4m<sup>2</sup>). 2 commercial units of 333m<sup>2</sup> and 197m<sup>2</sup>, 1 community room of 44.8m<sup>2</sup> and 1 crèche of 194.6m<sup>2</sup> with dedicated open space, are proposed at ground floor level. An ESB substation is proposed at ground floor level to service site A. The landscaped courtyard contains bicycle store for 44 bicycles. An underground carpark serviced off Fourth Avenue, contains 148 car parking spaces (of which 19 are disabled) and refuse stores. Site B with a frontage to Cookstown Road comprises a total of 98 apartments (10 studios, 26 one bed, 54 two bed and 8 three bed) all with private balcony spaces in a building with a maximum height of 7 stories (total GFA of 14,723.7m<sup>2</sup>). 1 community room of 29.8m<sup>2</sup> and 1 crèche of 147m<sup>2</sup> with dedicated open space, are proposed at ground floor level. An ESB substation is proposed at ground floor level to service Site B. The landscaped courtyard contains bicycle store for 94 bicycles. An underground carpark serviced off Cookstown Road contains 85 carparking (of which 13 are disabled) spaces and refuse stores. Proposals also included the provision of a new road linking the existing Cookstown Road to Belgard Square North, a new road to Southern boundary of Unit 69, a new pedestrian walkway to the Southern boundary of Units 66 and 67, (which will also allow for the servicing of the proposed ESB substation for Site A) and the provision of a new public park (0.7175ha). The development also includes the demolition of all existing industrial units and all associated site development works.'*

The application was refused permission on 14<sup>th</sup> September 2016 on 4 no. grounds including that the proposed development would compromise the future orderly development of adjoining sites in line with the Council Masterplan/Local Area Plan 2006 (as extended) and would therefore be contrary to the proposer planning and sustainable development of the area.



The development proposed for the application site is an Innovation Centre, on an otherwise underutilised site that is well served by public transport services, which include the Luas and Dublin Bus services offering direct links to Dublin City Centre and the wider Dublin area.

The zoning matrix included in Schedule 5 of the Development Plan indicates 'permitted' and 'open for consideration' uses in various zones. Permitted in principle uses are generally acceptable subject to the normal planning process and compliance with the relevant policies and objectives, standards and requirements set out in the Plan. The Permitted in Principle uses outlined for the 'REGEN' zoning include the following: *Advertisements and Advertising Structures, Childcare Facilities, Community Centre, Education, **Enterprise Centre**, Health Centre, Home Based Economic Activities, Hotel/Hostel, Housing for Older People, Industry-Light, Live-Work Units, Motor Sales Outlet, Office-Based Industry, Office less than 100 sq.m, Offices 100 sq.m –1,000 sq.m, Offices over 1,000 sq.m, Open Space, Petrol Station, Public Services, Recreational Facility, Residential, Restaurant/Café, Residential Institution, Science and Technology Based Enterprise, Shop-Local, Sports Club/Facility, Stadium, Traveller Accommodation.* From a zoning perspective, the construction of an Innovation Centre on the subject site is consistent with the land use zoning applying to the site.

## 5.2 Development Standards

Chapter 11 of the Development Plan, *Implementation*, sets out both qualitative and quantitative standards. The Council is committed to ensuring that best practice urban design principles are applied to all new development, based on the principle that well planned and integrated housing, amenities, shops, employment and transport can dramatically enhance the sustainability, attractiveness and quality of an area.

### **Sustainable Design**

The development Plan outlines that development proposals for new residential and non-residential buildings should have regard to the DECLG 'Towards nearly Zero Energy Buildings in Ireland - Planning for 2020 and Beyond', which promotes the increase of near Zero Energy Buildings (nZEB). Development proposals are expected to minimise energy use and emissions that contribute to climate change, and in this regard, the proposed development will have an A3 BER Energy rating and will be built to meet nZEB standards.

### **Building Height**

Varied building heights are supported across residential and mixed-use areas in South Dublin County to promote compact urban form, a sense of place, urban legibility and visual diversity. An increase of building heights in Tallaght has been in direct response to a policy shift within SDCC, which is a direct response for the need for more compact and sustainable forms of development in close proximity to public transport and employment hubs. The following policy in relation to height is relevant:

UC6 Objective 1: To encourage varied building heights in town, district, village, local and regeneration areas to support compact urban form, sense of place, urban legibility and visual diversity while maintaining a general restriction on the development of tall buildings adjacent to two-storey housing.

The proposed development is 4 storeys in height which acts as a transitional building between the existing industrial warehouses to the north, and existing and proposed residential developments to the east and west of the site. The building will support urban legibility by making use of under-utilised land which has not been open to the public for some time, and will also act as a landmark building for users of the proposed urban square which will lead on from the northern façade of the proposed Innovation Centre. It is considered that the height of the proposed Innovation Centre is consistent with the policies and objectives included in the Development Plan.

### **Car Parking**

Car parking standards are set out in Table 11.23 of the Development Plan sets out the maximum car parking standards for Enterprise and Employment uses where 1 no. long term parking space is required per 50 sq.m GFA and 1 no. short term parking space is required per 20 sq.m GFA.

The proposed development will provide a total of 12 no. car parking spaces and 2 No. accessible car parking spaces which has been agreed as acceptable with the Transportation Department in South Dublin County Council given the sites Town Centre location.

### **Cycle Parking**

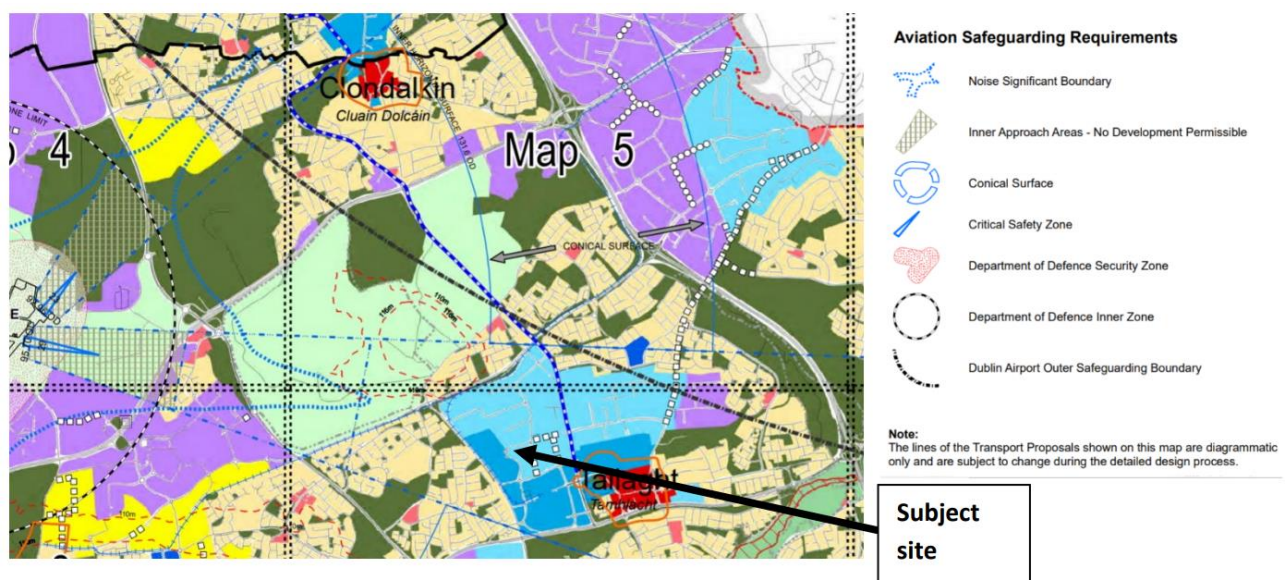
Table 11.22 of the Plan outlines the cycle parking standards applicable for Enterprise and Employment uses. It sets out a maximum requirement of 1 per 200 sq.m GFA for both Long and Short Stay cycle parking spaces.

The proposed development will provide a total of 20 no. secure cycle parking spaces which is considered acceptable.

## **5.3 Aviation Impact Mitigation**

The South Dublin Development Plan sets out the Policy regarding Airport/Aerodromes mitigation in Section 7.8.

The site lies under the Approach and Take-Off Climb Surfaces to/from Casement Aerodrome's main runway as well as the Conical Surface at Casement military aerodrome. The extract from the Development Plan Key included in map indicates the site location, as well as Aviation safeguarding requirements.



**FIGURE 5 EXTRACT FROM SDCC MAPS SHOWING AVIATION SAFEGUARDING REQUIREMENTS FOR DEVELOPMENT**

It is noted within the Development Plan that the Casement Aerodrome is in continuous use as it serves as the main centre of Air Corps operations for the country. As outlined in the Development Plan, *“It is the policy of the Council to safeguard the current and future operational, safety and technical requirements of Casement Aerodrome and to facilitate its ongoing development for military and ancillary uses, such as an aviation museum, within a sustainable development framework.”*

IE8 Objective 1: *To ensure the safety of military air traffic, present and future, to and from Casement Aerodrome with full regard for the safety of persons on the ground as well as the necessity for causing the least possible inconvenience to local communities.*

The proposed scheme sits within the Tallaght Town Centre and is located in an area where both existing and proposed development is c.7-8 storeys in height. The bounding site to the north was subject to an application submitted to An Bord Pleanála through the SHD process for a residential led development which had on overall height of 5-11 storeys (ABP Reg ref: 305725-19). A full technical aviation impact report was carried out as part of the above SHD application, and while the application was refused permission on prematurity of the Tallaght Local Area Plan adoption, quantum of single-aspect units and boundary set-backs to ensure development

would not be stunted in the areas surrounding the site, the height was not considered an issue. Therefore, it is reasonable to assume that the proposed development will not impact the current or future operations, safety or technical requirements of Casement Aerodrome as the proposed Innovation Centre is significantly lower at 4-storeys in height, and is therefore in accordance with the policies as outlined in the Development Plan.

### 5.3.1 Other Aviation Considerations

#### **Tallaght Hospital Helipad**

The Tallaght Hospital helipad is located south west of the site. Being a private helipad, it has no published flight procedures or established obstacle limitation surfaces which would be typical of an aerodrome or airport.

While we do not have details of the flight path, it may be assumed that we do not pose a risk to the access and safety of the hospital flight path given that the proposed development is much lower than the prevailing heights of development existing and proposed in the surrounding area.

#### **External Lighting**

All proposed external lighting will be in the form of downlighting fixtures which have been designed to avoid light spill and impacts on any ecological habitats which may be present in the surrounding area. It is considered that this type of street lighting will also mitigate against any impacts on aircraft flying over the site.

#### **Tower Cranes During Construction**

It is likely that a tower crane will be required in the construction of the proposed development which might project above the Conical Surface. Should this be required, prior notification of use of any tower crane will be submitted 30 days in advance to the Irish Aviation Authority and to Casement Aerodrome, who may need to issue the necessary notifications to pilots. In this event all requirements of the aerodrome will be addressed.

In conclusion, having regard to the scale of the proposed development (4-storeys in height), within the context of existing and permitted development in the surrounding area, the development is acceptable in aviation terms, and it is considered that the proposed development does not impede or pose any risk to the airspace surrounding the subject site.

## 5.4 Tallaght Town Centre Local Area Plan (July 2020)

The Tallaght Local Area Plan was adopted in July 2020 and aims to provide a strategic framework for the sustainable development of Tallaght Town Centre.

Key Objectives of the LAP Include:

TC1: *Continue the transformation of the centre with an increase in existing residential, commercial, retail, civic, services and cultural uses and functions.*

TC6: *Facilitate economic development, employment generation and provide an Innovation Centre which supports small business and accommodates growth and future success of local businesses.*

TC7: *Improve interface with all existing and proposed routes and open spaces.*

TC11: *Improve connectivity to all surrounding areas.*

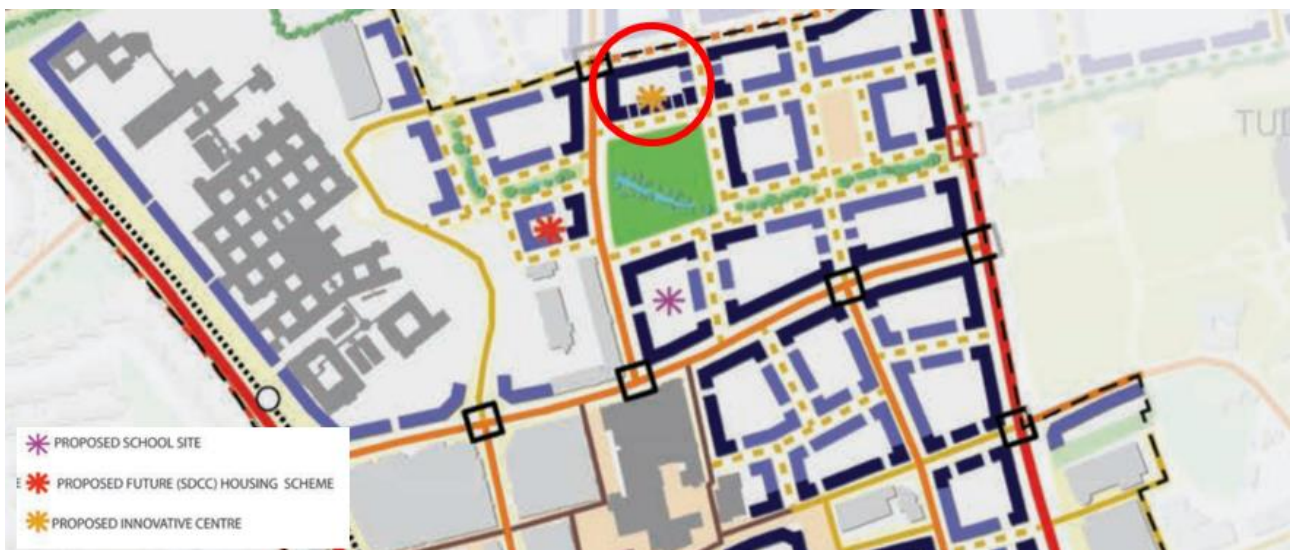
Section 4.2 of the Tallaght Town Centre Local Area Plan sets out the Council's objectives with regard to Economic Development and Regeneration for the area. As outlined in this section of the LAP, SDCC is currently planning for the delivery of a new Innovation Hub for Tallaght Town Centre which has the potential to build on the success of the Synergy Centre in TUD and provide for a new landmark building with innovative

technology start-ups. The Innovation Hub as discussed, is proposed to be developed on the subject site and is therefore consistent with the aims and objectives outlined in the extracts from SDCC below.

Objective ED1: *It is the policy of the Council to promote enterprise and employment development at locations such as Tallaght given its proximity to high quality public transport and other urban land uses, which promotes compact and sustainable urban development (Objective ED1).*

Objective ED2: *It is an objective of the Council to continue to support Tallaght's role as a centre of Education and Innovation and to continue to support and promote the activities of Tallaght Hospital, TUD, the Training Centre, existing businesses and enterprises, and related use, as leaders in Education and Innovation (Objective ED 2).*

Objective ED3: *It is an objective of the Council to support development of an Innovation Hub for Tallaght Town Centre as an innovative, high-quality environment which supports small business and accommodates growth and future success of local businesses (Objective ED3).*



**FIGURE 6 EXTRACT FROM THE LAP WITH THE SITE CIRCLED IN RED EARMARKED FOR THE DEVELOPMENT OF AN INNOVATION CENTRE**

It is considered that the proposed development for an Innovation Centre on this site is consistent with the aims and objectives outlined in the Tallaght Town Centre Local Area Plan 2020.

## 6. National and Regional Planning Policies

### 6.1 National Planning Framework (2018)

This application has been prepared against the backdrop of Project Ireland 2040 and the National Planning Framework (NPF) 2018. The NPF identifies targets and a development strategy to cater for the estimated one million extra people that will be living in Ireland and the further two thirds of a million people who will be working in Ireland by 2040.

The long-term strategy of the NPF seeks to support the future growth of Dublin as Ireland's leading global city of scale and ensure better use of brownfield sites by delivering higher housing and jobs densities in locations that are better serviced by existing facilities and public transport. To this end, the plan embraces the principle of compact growth, promoting development that is within the existing built-up footprint of settlements or contiguous to existing developed lands.

Chapter 4 of the Framework entitled 'Making Stronger Urban Places' identifies the importance of Ireland's cities and towns as places where more people choose to live and work. The Plan aims to support urban places to become more attractive and liveable by promoting greater community integration, economic prosperity and improved sustainability. **Table 1** below demonstrates the consistency of the proposed development with the relevant policy objectives of the NPF.

National Policy Objective (NPO)		Compliance of the Proposed Development
2a	<i>A target of half (50%) of future population and employment growth will be focused in the existing five Cities and their suburbs.</i>	The proposed development will facilitate employment growth by contributing to the available stock of affordable commercial floor space for start-up companies in one of the five cities - Dublin.
4	<i>Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.</i>	<p>In conjunction with delivery of the wider non-statutory Masterplan, the proposed development will create an attractive, high quality urban environment.</p> <p>The proposal will result in a high-quality Innovation Centre which will integrate with the proposed surrounding development to create a vibrant and attractive mixed-use area which would support the vibrancy and economy of Tallaght Town Centre.</p>
5	<i>Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment and prosperity.</i>	<p>The proposal, in tandem with the development of the overall non-statutory Masterplan area, will advance the development and re-generation of Tallaght Town Centre by making use of an underutilised brownfield site which was previously in use for Traveller Accommodation.</p> <p>The proposed development will contribute to economic prosperity by concentrating growth in a highly accessible location that will consolidate the expansion of Dublin and be a driver of further investment in Tallaght Town Centre and the wider region of Dublin.</p>
6	<i>Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental</i>	The existing brownfield site is currently cut-off from the surrounding area as it is enclosed

National Policy Objective (NPO)	Compliance of the Proposed Development
<p>assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area.</p>	<p>by Industrial Development to the south and other underutilised brownfield lands to the north, east and west. This application will substantially enhance permeability of the site with the addition of the other development proposed as part of the non-statutory Masterplan lands.</p> <p>The construction of a high quality, attractive Innovation centre, coupled with the wider non-statutory Masterplan development will rejuvenate the area and create a vibrant urban quarter on under-utilised land.</p>
<p><b>7</b> Apply a tailored approach to urban development, that will be linked to the Rural and Urban Regeneration and Development Fund, with a particular focus on:</p> <ul style="list-style-type: none"> <li>○ Dublin;</li> <li>○ Encouraging population growth in strong employment and service centres of all sizes, supported by employment growth;</li> <li>○ Addressing the legacy of rapid unplanned growth, by facilitating amenities and services catch-up, jobs and/or improved sustainable transport links to the cities, together with a slower rate of population growth in recently expanded commuter settlements of all sizes;</li> <li>○ In more self-contained settlements of all sizes, supporting a continuation of balanced population and employment growth.</li> </ul>	<p>The proposed development is located on a brownfield site proximate to centres of employment including Tallaght Town Centre, and therefore will contribute to the growth of Dublin as a global city of scale.</p> <p>The provision of a high-quality Innovation Centre on the application site will promote employment growth and so further encourage population growth in this central urban location where residential development forms part of the larger Masterplan lands and surrounding development.</p> <p>The proposed development is in close proximity to a number of public transportation modes and will contribute to reduced car dependence in the town centre.</p>
<p><b>11</b> 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.</p>	<p>The proposed development at this central location is consistent with the aim of encouraging more people, jobs and activity within existing towns.</p> <p>The delivery of an Innovation Centre on the site will support the economic viability of Tallaght Town Centre, and will also help facilitate start-up companies, thus boosting employment in the area.</p>
<p><b>26</b> Support the objectives of public health policy including Healthy Ireland and the National Physical Activity Plan, though integrating such policies, where appropriate and at the applicable scale, with planning policy.</p>	<p>The proposed development will contribute to strengthening of employment growth in Dublin at a highly accessible and central location, consistent with policies that promote reduction in private car use. Prioritisation of pedestrian movement and cycling throughout the site will encourage active modes of travel.</p>
<p><b>27</b> 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</p>	<p>The proposed development will generate increased pedestrian and cycling activity. The result will be safer streets and public realm areas that benefit from increased passive surveillance providing a deterrent to anti-social behaviour.</p>

National Policy Objective (NPO)	Compliance of the Proposed Development
	<p>Permeability is central to the design and in this regard, coupled with the Cookstown to Belgard Square North link road currently under construction, there will be an increased visibility for road users in the surrounding area, therefore ensuring that users leaving the site via bicycle do so in a safe and confident manner.</p> <p>20 no. secure cycle parking spaces are proposed to serve the development and will encourage cycling for future employees and visitors to the site.</p>
<p><b>52</b> <i>The planning system will be responsive to our national environmental challenges and ensure that development occurs within environmental limits, having regard to the requirements of all relevant environmental legislation and the sustainable management of our natural capital.</i></p>	<p>The proposed development will achieve an A3 BER energy rating and will meet the NZEB requirements as per the European Energy Performance of Buildings Directive Recast (EPBD).</p> <p>AN EIAR Screening Report has been prepared by McCutcheon Halley to determine if an EIA is required for the proposed development. Please refer to this report for further details.</p> <p>A Pre-Connection Enquiry has been submitted to Irish Water as a best practise measure, and a letter confirming feasibility has been received, a copy of which is enclosed in the Engineering Report prepared by OCSC.</p>
<p><b>54</b> <i>Reduce our carbon footprint by integrating climate action into the planning system in support of national targets for climate policy mitigation and adaptation objectives, as well as targets for greenhouse gas emissions reductions.</i></p>	<p>The drainage system includes an allowance for climate change and SuDS in the form of permeable surfaces and filter drains.</p>
<p><b>56</b> <i>Sustainably manage waste generation, invest in different types of waste treatment and support circular economy principles, prioritising prevention, reuse, recycling and recovery, to support a healthy environment, economy and society</i></p>	<p>The proposed development will incorporate adequately sized waste management facilities which will promote source segregation of waste streams i.e. organics, recyclable and residual waste.</p>
<p><b>57</b> <i>Enhance water quality and resource management by:</i></p> <ul style="list-style-type: none"> <li>○ <i>Ensuring flood risk management informs place-making by avoiding inappropriate development in areas at risk of flooding in accordance with The Planning System and Flood Risk Management Guidelines for Planning Authorities;</i></li> <li>○ <i>Ensuring that River Basin Management Plan objectives are fully considered throughout the physical planning process;</i></li> </ul>	<p>A Site-Specific Flood Risk Assessment accompanies this application in Section 3.6 of the Engineering Services Report which states that to date, the site has no history of flooding. The site is not at risk of any fluvial, coastal or pluvial flooding.</p> <p>The proposed drainage system has been designed in accordance with the relevant standards and flood risks arising from the proposed drainage infrastructure is negligible. The provision of attenuation of</p>

National Policy Objective (NPO)		Compliance of the Proposed Development
	<i>Integrating sustainable water management solutions, such as Sustainable Urban Drainage (SUDS), nonporous surfacing and green roofs, to create safe places.</i>	runoff from the subject site will improve the existing site drainage and reduce the associated flood risk.
60	<ul style="list-style-type: none"> <li>○ <i>Conserve and enhance the rich qualities of natural and cultural heritage of Ireland in a manner appropriate to their significance.</i></li> </ul>	The application site does not have any natural or cultural associations.
63	<i>Ensure the efficient and sustainable use and development of water resources and water services infrastructure in order to manage and conserve water resources in a manner that supports a healthy society, economic development requirements and a cleaner environment.</i>	Sustainable urban drainage system (SuDS) measures are incorporated as appropriate into the proposed design.
64	<i>Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions.</i>	<p>Given the site's central urban location, adjacent to high capacity multi-modal transport including the Luas and Dublin Bus Services, car parking provision has been limited to disabled car parking spaces located north of the Innovation Centre building. This will serve to promote a modal shift in transport for users of the Innovation Centre and lead to a reduction in emissions.</p> <p>20 no. secure cycle parking spaces are provided within the scheme to encourage cycling to and from the site.</p>

**TABLE 1 COMPLIANCE OF PROPOSED DEVELOPMENT WITH NATIONAL POLICY OBJECTIVES OF NPF**

## 6.2 Urban Development and Building Height Guidelines (2018)

The Urban Development and Building Heights Guidelines for Planning Authorities (2018) highlight the positive contribution that taller buildings can make to our cities and towns. Paragraph 2.5 of the Guidelines state that “*increased building height is a key factor in assisting modern place making and improving the overall quality of our urban environments*”.

The Urban Development and Building Height Guidelines give expression to NPO 13 in the NPF. SPPR 1 of the Guidelines seek to encourage increased building height and density in locations with good public transport accessibility to secure the objectives of the NPF and so prohibit the inclusion of blanket numerical limitations on building height in local statutory planning policies:

*“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.”*

The context of the subject site within Tallaght Town Centre has underpinned both the design and height strategy for the proposed development and overall non-statutory Masterplan area. The design

approach has also evolved to respond to the distinct qualities of which benefits from accessibility to high capacity public transport, consistent with SPPR 1.

Section 3.1 of the Guidelines state *“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.”*

The proposed Innovation Centre building will be 4 storeys in height, which is in keeping with development surrounding the site. The proposed development is not considered to have any detrimental effect on the surrounding development.

### 6.3 Regional Spatial and Economic Strategy (2019)

The Eastern and Midland Regional Assembly Regional Spatial and Economic Strategy (RSES) 2019-2031 anticipates that Dublin City and Suburbs will experience population growth of 220,000 over the period 2019-2031. The RSES promotes the continued population and economic growth of the City, with a particular focus on good urban design, brownfield redevelopment and urban renewal and regeneration.

**Table 2** below details the compliance of the proposed development with the relevant regional policy objectives contained in the Strategy.

Regional Policy Objective	Compliance of the Proposed Development
<b>3.4</b> <i>Ensure that all plans, projects and activities requiring consent arising from the Regional Spatial and Economic Strategy are subject to the relevant environmental assessment requirements including SEA, EIA and AA as appropriate.</i>	The application is accompanied by an EIAR Screening Report and an AA Screening Report.
<b>4.3</b> <i>Support the consolidation and re-intensification 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.</i>	<p>The proposed development will take place on a strategic brownfield site within the town centre in accordance with the objective to support consolidation and provide for people intensive uses within the existing built up area of Dublin.</p> <p>The site is adjacent to a confluence of public transport and a Pre-Connection Enquiry has been submitted to Irish Water and a letter confirming feasibility has been received.</p>
<b>5.3</b> <i>Future development in the Dublin Metropolitan Area shall be planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes (walking and cycling) and public transport use and creating a safe attractive street environment for pedestrians and cyclists.</i>	<p>The proposed development is located adjacent to key Dublin transportation hubs including the Luas and Dublin Bus.</p> <p>The site will provide additional employment opportunities for the residential population in Tallaght and the wider Dublin area by providing office space and meeting rooms suitable for start-up companies.</p> <p>The proposed development minimises car parking to promote a modal shift and prioritises</p>

Regional Policy Objective		Compliance of the Proposed Development
		pedestrians and cyclists, providing new connections to adjacent streets.
6.12	<i>Local authorities shall include objectives in Development Plans and Local Area Plans supporting emphasis on placemaking for town centres, for example through inclusion of a Placemaking Strategy for towns and implementation of Town Centre Renewal Plans</i>	The proposed development, in conjunction with delivery of the wider Masterplan lands, will significantly contribute to the objective of place-making by creating an attractive, vibrant new urban quarter on this brownfield site.
7.40	<i>Local authorities shall include policies in statutory land use plans to promote high levels of energy conservation, energy efficiency and the use of renewable energy sources in existing buildings, including retro fitting of energy efficiency measures in the existing building stock and energy efficiency in traditional buildings. All new buildings within the Region will be required to achieve the Nearly Zero-Energy Buildings (NZEB) standard in line with the Energy Performance of Buildings Directive (EPBD).</i>	The building overall aims to achieve an A3 BER energy rating and will meet the NZEB requirements as per the European Energy Performance of Buildings Directive Recast (EPBD).
8.1	<i>The integration of transport and land use planning in the Region shall be consistent with the guiding principles expressed in the transport strategy of the RSES.</i>	Minimisation of car parking at the subject site has been an integral element of the design approach, in cognisance of the national policy objectives to promote public transport use and having regard to the site's location, and the public transportation options available.
9.10	<i>In planning for the creation of healthy and attractive places, there is a need to provide alternatives to the car and to prioritise and promote cycling and walking in the design of streets and public spaces. Local authorities shall have regard to the Guiding Principles for 'Healthy Placemaking' and 'Integration of Land Use and Transport' as set out in the RSES and to national policy as set out in 'Sustainable Residential Development in Urban Areas' and the 'Design Manual for Urban Roads and Streets (DMURS)'.</i>	<p>The proposed development has been designed as part of a wider Masterplan that will deliver a high quality, attractive public realm.</p> <p>The design approach to development will increase legibility and enhance permeability, prioritising walking and cycling as the primary modes of travel in and around the site.</p>

**TABLE 2 CONSISTENCY WITH RELEVANT REGIONAL POLICY OBJECTIVES OF RSES**

## 7. Conclusion

The design of the proposed development has been informed by an understanding of the site context and the requirement to comply with planning and environmental legislation and policy which requires a more effective and efficient use of scarce urban land in close proximity to main urban centres.

The application site is zoned 'REGEN' in the South Dublin County Council Development Plan 2016-2022 where 'Enterprise' is a permitted use. Therefore, the principle of the proposed development is considered to be consistent with the land use zoning objectives for the subject site.

Located in close proximity to a Luas and bus services and to a range of employment hubs within Tallaght Town Centre, the subject site requires a development approach consistent with these locational attributes. The application site offers a unique opportunity for South Dublin and will transform this under-utilised brownfield site into a vibrant new urban quarter in conjunction with the remaining non-statutory Masterplan lands.

The proposed Innovation Centre, if approved, will open up the lands via the Cookstown to Belgard Square North link road, and will enable the delivery of the balance of development planned for this site within the context of the wider Masterplan area which aims to deliver a new school, urban square, affordable residential development and the proposed Innovation Centre. The overall development of the lands will provide for a sustainable mix of uses with well-considered open spaces that will add vitality to the local area and provide substantial improvements to the site's permeability and create an attractive public realm.

The architectural approach demonstrates the Council's commitment to delivering a well-designed Innovation centre which will provide for much needed office space for start-up companies within Tallaght and the wider Dublin region.

The design and layout of the proposed development will ensure the highest standards of urban design and sustainability are achieved, in a manner that responds to the surrounding residential, transport and commercial uses in this strategic urban location. The proposed Innovation Centre development which forms part of this Part 8 proposal, achieves the principles of proper planning and sustainable development and is consistent with National, Regional and Local Planning policy.