

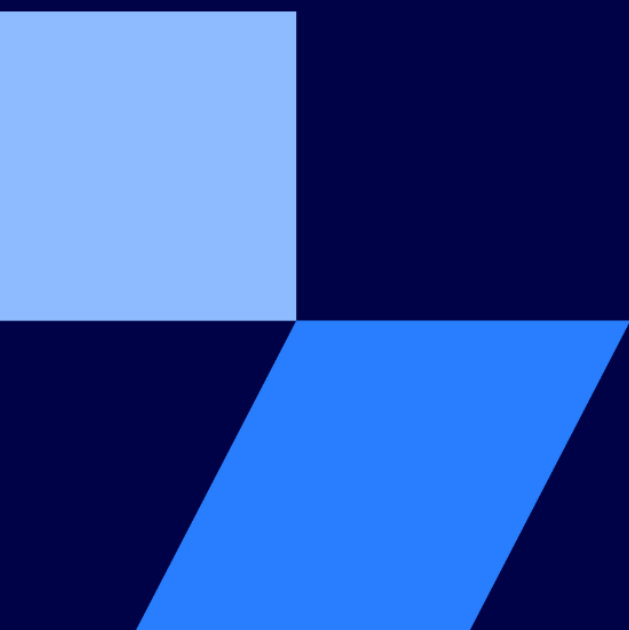


# PLANNING REPORT

In respect of lands at  
**Phibsborough Road, and No's 345-  
349 North Circular Road, Dublin 7,  
and immediately adjacent lands**

Prepared on behalf of  
**Stormborn Capital Acquisition Three  
Limited**

**April 2026**



## EXECUTIVE SUMMARY

This Planning Report has been prepared in support of a planning application to Dublin City Council for a mixed-use regeneration at Phibsborough Shopping Centre, Phibsborough Road, and No's 345-349 North Circular Road, Dublin 7, and immediately adjacent lands. The site is bound by North Circular Road to the south, Connaught Street to the north, Dalymount Park to the west, and Phibsborough Road to the east. The application does not include Units 11 & 13-16, including Tesco, of the existing Shopping Centre.

The subject site occupies a prominent and highly accessible location within the established urban footprint of Dublin City, benefitting from excellent public transport connections and close proximity to a wide range of services and amenities. Notwithstanding its strategic location, the site is currently characterised by outdated retail provision, underutilised lands, extensive surface car parking, and therefore represents a significant brownfield regeneration opportunity.

The proposed development comprises a high-quality, design-led mixed-use scheme including the refurbishment, extension and adaptive reuse of the existing Phibsborough Tower as a hotel (Block A), purpose-built student accommodation (Block B) and a mixed-use building incorporating residential and retail/restaurant uses (Block C). The development also includes significant public realm enhancements, including the creation of a new civic plaza and improved pedestrian permeability linking Phibsborough Road, North Circular Road and Dalymount Park. Active ground floor uses are proposed throughout to enhance vitality and animation.

The development will deliver a range of positive planning outcomes, including:

- The regeneration of a prominent and underutilised brownfield site in a key urban location;
- The provision of student accommodation and residential units to support housing supply and urban vitality;
- The delivery of a hotel use to support tourism and economic activity;
- High-quality public realm improvements and enhanced pedestrian and cycle connectivity; and
- The introduction of active ground-floor uses to reinforce the mixed-use character of the area.

As set out in Section 7 of this report, the proposal accords with the key objectives of the Dublin City Development Plan 2022–2028, including the consolidation of development within the existing urban footprint, the regeneration of underutilised lands, and the delivery of compact growth in accessible locations. The development is consistent with Policy CCUV20, which supports the regeneration and consolidation of Key Urban Villages, and aligns with the development framework for the area as set out under KUV 8. The proposal also accords with Policy CCUV22, which supports the redevelopment and intensification of underutilised sites, including surface car parks. Furthermore, it is consistent with Policy QHSN45, which supports the provision of purpose-built third-level student accommodation in appropriate, accessible locations. The scheme also supports broader national and regional planning policy objectives by promoting sustainable land-use patterns, reducing reliance on private car travel, and delivering a vibrant and sustainable urban neighbourhood.

The proposed reuse and extension of the existing tower building represents a sustainable approach to development, reducing embodied carbon and supporting circular economy principles. The overall architectural response is informed by the surrounding urban context, with building height, scale, massing and materiality carefully designed to integrate with the receiving environment while providing a contemporary and high-quality design outcome.

The proposed scale, height and density of development have been assessed having regard to Appendix 3, Table 3 of the Dublin City Development Plan 2022–2028 and are supported by a comprehensive suite of technical assessments, including a Sunlight, Daylight and Shadow Assessment, Townscape and Visual Impact Assessment, and Verified Photomontages and CGI material. A detailed compliance assessment with Appendix 3, Table 3 is included in Appendix 2 of this report.

The application is accompanied by a range of supporting documentation, including Tourist Accommodation and Student Accommodation Demand, Concentration and Justification Reports, which demonstrate that the proposed uses will not give rise to an overconcentration of such uses in the area.

The design has been informed by a Section 247 pre-application consultation with Dublin City Council (16<sup>th</sup> December 2025), during which the principle of redevelopment of this strategically located Key Urban Village site was supported. The proposed mix of uses, scale and overall approach were positively received. The scheme has also been developed through ongoing engagement with key stakeholders, including Dublin City Council, infrastructure providers, existing occupiers and the Dalymount Park project team, ensuring coordinated delivery, particularly in relation to public realm and access.

Overall, this Planning Report demonstrates that the proposed development is consistent with the relevant national, regional and local planning policy framework, including guidelines issued under Section 28 of the Planning and Development Act 2000 (as amended), and represents an appropriate, sustainable and high-quality redevelopment of this strategically important urban site.

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## DOCUMENT CONTROL SHEET

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## 1.0 INTRODUCTION

This Planning Report has been prepared on behalf of the applicant in support of an application for a 6 year planning permission for a comprehensive mixed-use redevelopment at Phibsborough Shopping Centre, Phibsborough Road, and Nos 345-349 North Circular Road, Dublin 7, and immediately adjacent lands. The site is bound by North Circular Road to the south, Connaught Street to the north, Dalymount Park to the west, and Phibsborough Road to the east. The application does not include Units 11 & 13-16, including Tesco, of the existing Shopping Centre.

### 1.1 Description of the Proposed Development

The proposed development, as set out in the public notices, consists of the following:

- *“Demolition of existing stand and associated structures on the east of Dalymount Park, the existing warehouses at Nos. 345-349 North Circular Road, and other ancillary site clearance works. Alterations including partial demolition and reconstruction of Retail Units 1-3 and part demolition of Retail Unit 12 of Phibsborough Shopping Centre to facilitate the proposed development;*
- *The refurbishment, change of use and extension of the existing Phibsborough Tower, a 7 storey building with plant and antennae at roof level, above retail at ground floor, from office and first floor gym and ancillary car parking uses, to use as a hotel (Block A). The hotel development includes a 2 storey extension to the existing 8th floor level (a maximum height of 9 storeys over ground floor retail) and provision of a 9 storey extension to the rear for stair/lift core, plant and circulation areas. The proposal includes the demolition of the existing southern core from first to eighth floor and the construction of a new enclosed stair/lift core from first to ninth floor level. The proposed hotel will provide a total of 150 no. hotel bedrooms, including 7 no. quad/family rooms. The hotel includes associated facilities including concierge/reception, co-working office space, a licenced bar/restaurant use, staff facilities, storage rooms, plant and back of houses areas all at first floor level. The proposed hotel includes a new 2 storey extension on the northern side of the Shopping Centre, providing access to the hotel, with alterations and additions at first floor level to provide connections to the main tower element of the hotel. Access to the hotel is also provided via pedestrian entrances along Phibsborough Road;*
- *Construction of a 9 storey purpose-built student accommodation (PBSA) building (Block B), over and adjacent to the existing Phibsborough Shopping Centre) providing 411 no. PBSA bedspaces from first to ninth floor level (including 357 no. single rooms and 27 no. twin rooms, in 57 no. clusters comprising 5 no. 4 bed, 11 no. 5 bed, 1 no. 6 bed, 20 no. 7 bed, 6 no. 8 bed, 13 no. 10 bed and 1 no. 12 bed clusters). The PBSA building ranges in height from 5 storeys along Phibsborough Road, above the existing Shopping Centre and parking at first floor level, to 9 storeys fronting Dalymount Park. The PBSA includes ancillary internal student amenities, including multipurpose space at ground floor level, study rooms and gym at first floor level, and communal open space at ground, second and seventh floor level. A bike and bin store is provided at split ground floor level;*
- *Construction of a 4-storey mixed use building fronting North Circular Road (Block C) providing retail/café/restaurant with take-away use at ground floor level and 23 no. cost-rental apartments from first to third floor level (21 no. 1 beds and 2 no. 2 beds), arranged around a first-floor communal open space. Each apartment includes a private winter garden along the western and northern elevations;*
- *Extensive public realm improvements are proposed, including a new civic plaza linking Phibsborough Road, North Circular Road and Connaught Street, facilitating access to Dalymount Park, and associated public realm works (which includes alterations to the existing footpaths / public roads, internal vehicular and pedestrian routes, boundary treatments, and utility connections), including provision for the BusConnects plans on the Phibsborough Road;*

- *The development includes the removal of existing surface level car parking spaces and the reconfiguration of the existing first floor podium car park, to provide 2 no. spaces at surface level and 49 no. spaces at first floor level for retail and hotel uses. Cycle parking comprising 446 no. long-term spaces and 112 no. short-term spaces is provided to serve the hotel, residential and student accommodation uses;*
- *The development includes upgrades to the façades of the existing Shopping Centre, including the enhancement of existing shopfronts and associated signage zones;*
- *Provision of a new service yard to serve the proposed development to the rear of the site, accessed from Connaught Street;*
- *The proposed development includes 4 no. ESB substations, landscaping, boundary treatments, plant, bin stores, PV panels, servicing, lighting, drainage, attenuation storage and all associated site development works necessary to facilitate the development.”*

## **1.2 Purpose of this Report**

This Planning Report demonstrates that the proposed development is consistent with the relevant national, regional and local planning policy framework, including guidelines issued under Section 28 of the Planning and Development Act 2000 (as amended). In this regard, the proposal has been assessed having regard to the National Planning Framework – First Revision (2025), the Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019–2031, and the Dublin City Development Plan 2022–2028.

The assessment also takes account of relevant Government policies, including the National Student Accommodation Strategy (2017) and the updated National Student Accommodation Strategy 2026–2035, together with Delivering Homes, Building Communities 2025–2030: An Action Plan on Housing Supply and Targeting Homelessness and the Climate Action Plan 2024 and 2025.

Furthermore, the proposed development has been considered in the context of relevant Section 28 Guidelines, including the Urban Development and Building Heights Guidelines for Planning Authorities (2018), the Planning Design Standards for Apartments, Guidelines for Planning Authorities (2025), and the Sustainable and Compact Settlements Guidelines for Planning Authorities (2024), in addition to the Guidelines on Residential Development for Third Level Students and Circulars PL 8/2016 and APH 2/2016.

Collectively, this policy framework provides clear and consistent support for the delivery of purpose-built student accommodation and complementary uses in accessible, well-served urban locations, particularly in proximity to established third-level institutions and public transport infrastructure. The proposed development is therefore considered to be fully aligned with the overarching objectives of national and regional policy, including compact growth, sustainable mobility, and the efficient use of serviced urban land.

From a local planning level and the relevant policies/objectives in the Dublin City Development Plan 2022–2028, the proposed development accords with Policy CCUV20 (Mixed Use Key Urban Villages/Urban Villages), which seeks to support the development, regeneration and consolidation of Key Urban Villages and Urban Villages, ensuring these centres continue to fulfil and enhance their mixed-use role. This includes promoting vitality and vibrancy through the provision of residential development. The proposal also supports and promotes the redevelopment and intensification of underutilised sites within Key Urban Villages and Urban Villages, including surface car parks. Furthermore, the development aligns with Policy QHSN45 of the Development Plan, which supports the provision of purpose-built third-level student accommodation in appropriate locations, particularly those in proximity to main educational campuses and with access to cycle routes.

## 2.0 SITE LOCATION AND CONTEXT

The subject site is located on Phibsborough Shopping Centre, Phibsborough Road, and No's 345-349 North Circular Road, Dublin 7, and immediately adjacent lands the site is bound by North Circular Road to the south, Connaught Street to the north, Dalymount Park to the west, and Phibsborough Road to the east. The application does not include Units 11 & 13-16, including Tesco, of the existing Shopping Centre. The site extends over approximately 1.29 ha.

The site is situated within a well-established urban area approximately 2km north of Dublin city centre. The surrounding area is characterised by a mix of commercial, retail, recreational, and residential uses. Immediately adjoining the site to the west is Dalymount Park, home to Bohemians FC, which comprises a full-size football pitch and ancillary facilities. Residential terraces border the site to the south and north, while local retail and office units occupy adjoining streets.

**Figure 2.1: Location of Subject Site Location (approximate boundaries of the net site area outlined in red)**



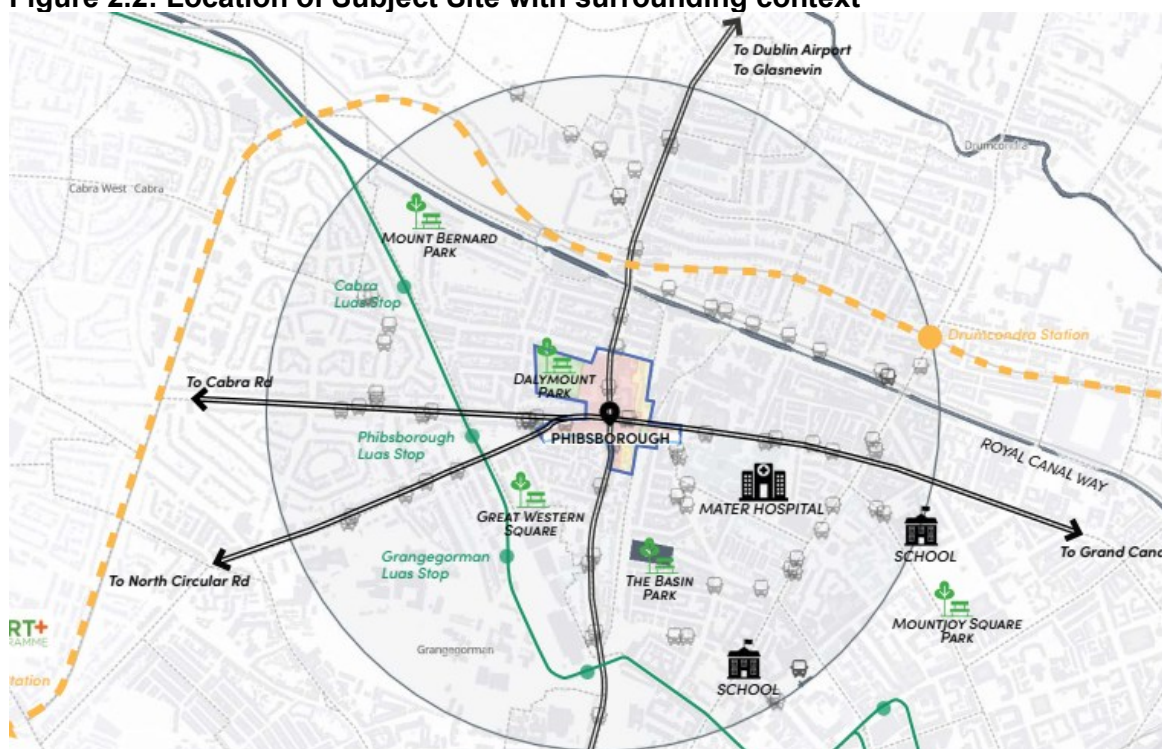
Source: DBFL

The application site includes adjoining areas of land outside the applicant’s ownership, as identified on the Site Location Map, which are required to facilitate the proposed development. These areas are within the control of Dublin City Council and have been the subject of detailed and ongoing discussions with the Council. Their inclusion is necessary to enable public realm improvements, utility connections and associated site development works, including upgrades to footpaths, access routes and streetscape areas. The works also encompass enhancements to the interface with the Dalymount Park redevelopment, including coordinated surface treatments and improved pedestrian connections.

As discussed below, Dublin City Council are intended to redevelop Dalymount Park into a modern venue with new match-day facilities, club and community spaces, a stadium bar/function room, and a new public plaza and east–west pedestrian link between North Circular Road and Connaught Street. Regular coordination has taken place with Dublin City Council to align the proposed development with the evolving plans for Dalymount Park, including the relevant Part 8 amendment, and agreement has been reached in relation to the treatment of the shared interface and public realm.

Dublin City Council has provided a Letter of Consent confirming that it has no objection to the inclusion of these lands for the purposes of the planning application. The applicant acknowledges that any works to, or acquisition of, these lands will be subject to separate agreement with Dublin City Council, including compliance with all relevant statutory procedures where required.

**Figure 2.2: Location of Subject Site with surrounding context**



Source: MCORM

**Figure 2.3: Bird’s-Eye View of existing buildings on site**



Source: MCORM

The surrounding area comprises a mix of residential, retail, commercial, institutional, and recreational uses, reflecting Phibsborough’s role as a busy, well-established urban village.

## 2.1 Description of Subject Site

The site extends across a prominent urban block adjoining Connaught Street to the north and Dalymount Park to the west, approximately 2 km from Dublin City Centre. Existing development consists primarily of the 1960s Phibsborough Shopping Centre complex, including a single-storey row of retail units set behind a surface car park, a first-floor podium car park accessed from Connaught Street, a two-storey retail section at the northern end, and the distinctive eight-storey Phibsborough Tower containing ground-floor retail, podium parking, and six levels of office accommodation above (mostly vacant). Additional structures include the former tram yard warehouse and associated commercial buildings fronting North Circular Road, and parts of the east stand and ancillary buildings of Dalymount Park. The architectural character is dominated by low- to mid-rise, vehicle-oriented structures with extensive hard landscaping, fragmented frontages, and limited active street engagement.

The combination of the shopping centre, Dalymount Park, and surrounding neighbourhood functions establishes the lands as a strategic regeneration opportunity. The existing building stock, while prominent, presents outdated urban form, limited permeability, and weak streetscape definition, offering significant potential for a contemporary mixed-use redevelopment that strengthens the local centre and improves public realm quality.

The site is zoned “*Key Urban Village*” under the Dublin City Development Plan 2022-2028, supporting its role as a strategic retail and community hub. Further detail on the planning policy context is provided in a subsequent section below.

## 2.2 Site Accessibility

The subject site at Phibsborough Shopping Centre benefits from a high level of accessibility to a wide range of public transport services, supporting sustainable travel patterns and

reducing reliance on private car use. The site's location within the inner urban area of Dublin, approximately 1.8 km northwest of the city centre, places it within a well-established and integrated public transport network.

A Public Transport Accessibility Level (PTAL) assessment prepared by DBFL indicates that the site is characterised by a high level of service, reflecting the availability, frequency and proximity of public transport options in the area. This high accessibility underscores the suitability of the site for higher-density, mixed-use development in accordance with national and local planning policy objectives.

The site is exceptionally well served by a comprehensive bus network. Bus stops are located immediately adjacent to the site along Phibsborough Road and within approximately 150 metres along the North Circular Road, providing convenient access for residents, visitors and employees. A wide range of high-frequency routes operated by Dublin Bus, Bus Éireann and Transport for Ireland serve the area, offering connections to Dublin City Centre, Dublin Airport, suburban destinations including Ballymun, Blanchardstown and Dún Laoghaire and regional locations such as Navan, Trim and Sligo. The frequency and diversity of these services provide strong connectivity at local, regional and national levels, with many routes operating at high frequencies throughout the day and into the evening.

In addition, the ongoing BusConnects Core Bus Corridor (Ballymun/Finglas to City Centre) scheme, which runs along the site's eastern frontage on Phibsborough Road, will further enhance bus priority, reliability and journey times, significantly strengthening the public transport offering in the area.

The site is located within convenient walking distance of the LUAS Green Line, providing high-capacity light rail connections across the city.

- Phibsborough LUAS Stop is located approximately 400 metres (c. 6-minute walk) to the southwest;
- Cabra LUAS Stop is located approximately 600 metres to the northwest.

These stops provide frequent services, with peak-time intervals as low as 6 minutes, offering direct connections to key destinations including the city centre, St. Stephen's Green, and south Dublin suburbs.

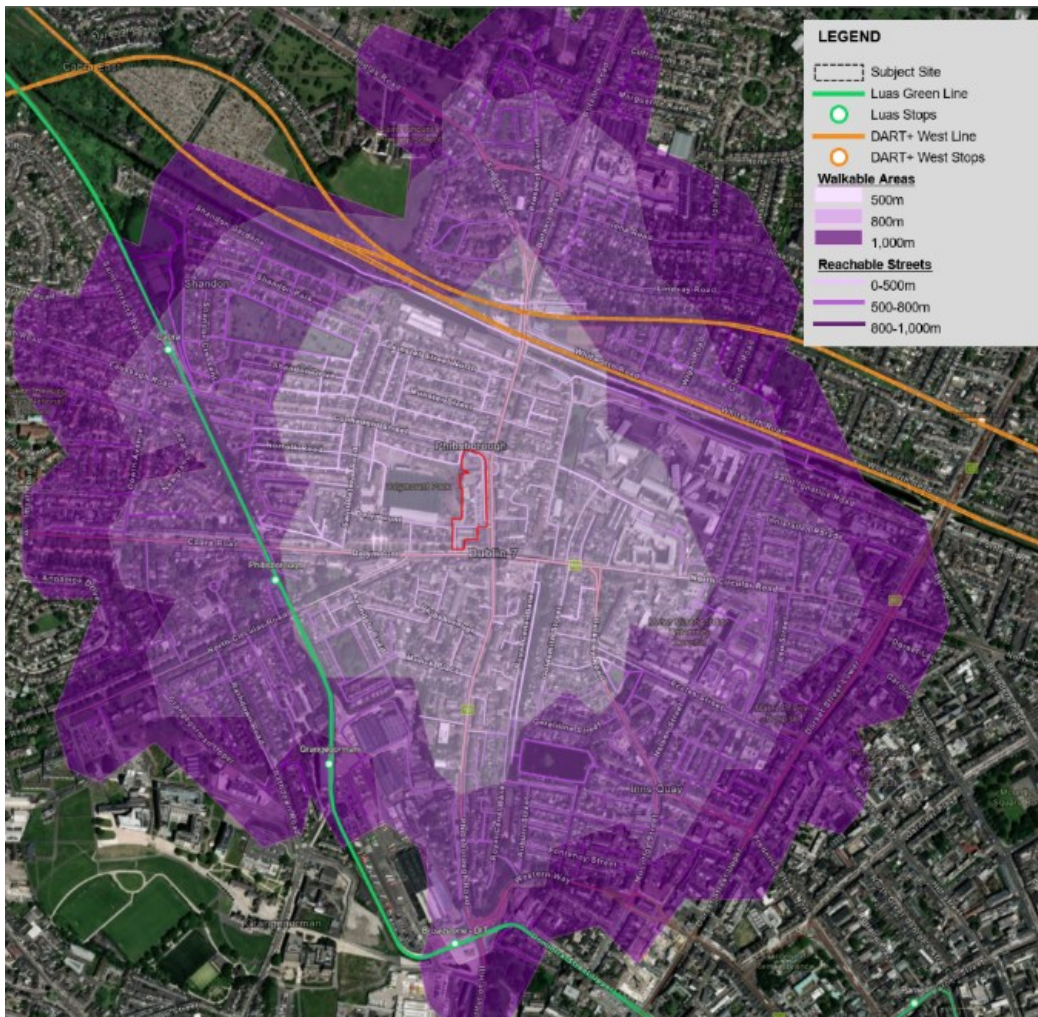
The site also benefits from access to the wider rail network:

- Drumcondra Railway Station, located approximately 1.4km to the east, provides commuter rail services connecting to Dublin Connolly, Grand Canal Dock, and regional destinations including Longford and Sligo.
- Dublin Connolly Station (c. 2.3km) and Dublin Heuston Station (c. 2.9km) are accessible via public transport and active travel, providing national intercity rail connections.

These links ensure that the site is well integrated into both the metropolitan and national rail networks.

The site is located within walking distance of two permitted MetroLink stations, namely Glasnevin Station (approximately 350 m) and Mater Station (approximately 650 m). MetroLink will provide a direct, high-frequency connection to Dublin Airport, the city centre and key destinations, supporting the suitability of the site for hotel use.

**Figure 2.4: Site Accessibility**



As outlined in the Traffic and Transportation Assessment (TTA) prepared by DBFL Consulting Engineers, the proposed development has been designed in direct response to the permitted BusConnects Core Bus Corridor (Ballymun/Finglas to City Centre), which runs along the eastern frontage of the site. The scheme accommodates the required road widening, including the reconfiguration of the carriageway, the relocation of existing bus stops and pedestrian crossing infrastructure, and the associated removal of 34 no. surface car parking spaces from the site frontage.

The TTA confirms that the proposed development has been fully coordinated with the National Transport Authority (NTA), with the latest BusConnects design incorporated and safeguarded within the scheme. This integrated approach ensures that the development supports the delivery of enhanced public transport capacity, improved bus priority, and upgraded walking and cycling infrastructure along this key urban corridor.

In this context, the high level of existing and planned public transport accessibility, combined with enhanced active travel infrastructure, provides a strong planning basis for a car-light, higher-density development at this sustainable and well-connected urban location.



### 3.0 RELEVANT PLANNING HISTORY

A detailed account of the planning history for the Phibsborough Shopping Centre lands is provided in **Appendix 1**. In summary, the site has long been identified as a strategic regeneration opportunity within Phibsborough and has been the subject of significant recent consents for mixed-use redevelopment, higher-density urban renewal and improved permeability. The proposed development builds on this established planning framework and the evolution of design and policy since earlier permissions were granted.

#### 3.1 Summary of Significant Permissions on Subject Site

In summary, permission was granted by An Bord Pleanála under ABP Ref. 300241-17 / DCC Reg. Ref. 2628/17 on 20<sup>th</sup> of August 2018 for a major mixed-use redevelopment of the shopping centre and adjoining lands. This permission provided for 341 student bedspaces, new retail/restaurant and office units, and a new civic plaza linking Phibsborough Road and North Circular Road, together with substantial façade, public realm and servicing upgrades. The 2018 Inspector’s Report highlighted the appropriateness of delivering a mixed-use, higher-density scheme at this strategically located site, noting its role within a designated Key District Centre and the suitability of student accommodation, commercial uses, and enhanced pedestrian connectivity in this context.

In April 2021, An Bord Pleanála approved a subsequent SHD permission under ABP Ref. 308875-20, permitting the replacement of the student accommodation with 321 Build-to-Rent shared accommodation bedspaces and associated redesign of Block A and B. The Inspector acknowledged that while the revised co-living configuration increased overall bulk and floorspace, this intensification remained acceptable on a site expressly recognised for regeneration and capable of accommodating mid-rise development due to its urban context, transport accessibility, and established precedent.

Both permissions confirmed the acceptability in principle of substantial redevelopment, increased height and massing, a stronger urban grain, active ground-floor uses, and the creation of a civic plaza as a key spatial organising element for the site.

**Figure 3.1: Proposed View of Development under ABP Ref.: 300241-17 / DCC Reg. Ref.: 2628/17 (as revised at FI stage)**



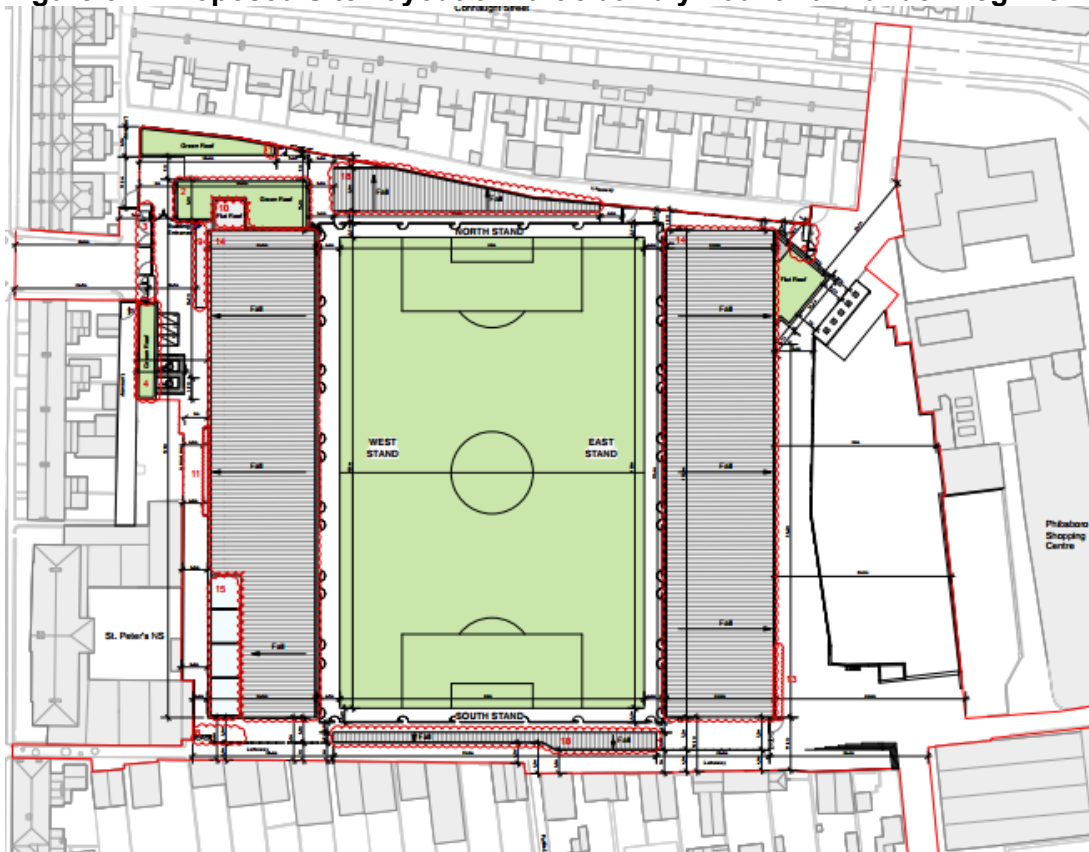
### 3.2 Dalymount Park Part 8 Redevelopment

Dublin City Council approved the Dalymount Park Part 8 scheme (Ref. 4599/23) in January 2024, providing for the full redevelopment of the stadium into a modern 8,034-capacity venue with new match-day facilities, club and community spaces (585 sq.m), a stadium bar/function room, and a new public plaza and east–west pedestrian link between North Circular Road and Connaught Street. This represents a significant regeneration catalyst directly adjoining the subject lands, strengthening the strategic rationale for a high-quality urban mixed-use quarter at this nodal point. The Part 8 report emphasises enhanced permeability, placemaking and integration with surrounding development—including land under the ownership of Phibsborough Shopping Centre Ltd., which provided consent for elements of the works.

A Part 8 application was submitted on the 22<sup>nd</sup> of April 2026 (under Reg. Ref.: 5108/26) in respect of amendments to the permitted Dalymount Park redevelopment (DCC Reg. Ref.: 4599/23). As this Part 8 amendment is currently under consideration, it is not considered appropriate to reflect the amendments being brought forward within the application drawings. Accordingly, the application drawings reflect the permitted development and as noted above there has been a high-level of coordination with the Dalymount Park team in progressing the subject application to ensure it is consistent with the Dalymount Park redevelopment project, and this will continue at detailed design stage.

Notwithstanding this, the proposed Part 8 amendments are not considered to result in any material change insofar as they relate to the proposed redevelopment of Phibsborough Shopping Centre which is the subject of this application. The detailed design and coordination of the interface, including tie-in arrangements between the public realm and civic plaza areas, can be agreed with the Planning Authority by way of condition, prior to commencement of development.

**Figure 3.2: Proposed Site Layout of Part 8 at Dalymount Park under Reg. Ref. 5108/26**



### 3.3 Relevance of Planning History to the Proposed Development

The proposed development has been directly informed by the established planning context and the evolution of previous permissions on the site. In particular:

- The previous SHD permissions confirmed the suitability of a balanced mixed-use programme, including residential/student accommodation, hotel, retail, office, and community uses, within this Z4 Key Urban Village. The proposed scheme continues and strengthens this approach, supporting a vibrant, service-rich urban centre.
- Earlier permissions established acceptance for mid-rise development (4–7 storeys) alongside the retained tower. The site's strategic location, adjacency to Dalymount Park, and identification as a regeneration site justify increased height and density. The proposed scheme reflects this precedent through graduated massing, strong urban edges, and a high-quality public realm while respecting the ACA to the south.
- Both SHD consents and the Dalymount Park Part 8 approval (and subsequent new Part 8 amendment application) emphasise a civic plaza and enhanced movement routes across the lands. The proposed development builds on this by delivering a new Civic Space linking Phibsborough Road and North Circular Road, integrating with established and emerging pedestrian connections.
- The planning history highlights the need for improved articulation, frontage, permeability, passive surveillance, and contemporary materials. The proposal addresses these requirements through refined block forms, active ground-floor uses, and a cohesive architectural identity across hotel, residential, student accommodation, and commercial elements.
- Consistent with Development Plan and national policy, the site is well suited to higher-density, transit-accessible development given its Z4 designation, proximity to Luas and high-frequency bus routes, and adjacency to major attractors such as TU Dublin Grangegorman and Dalymount Park. The proposed scheme supports compact growth and the 15-minute-city model through urban living, mixed uses, and significant public realm enhancements.

The planning history clearly supports substantial, mixed-use regeneration of the Phibsborough Shopping Centre lands. Previous permissions, together with the Dalymount Park Part 8 scheme, establish the accepted principle, scale, height, uses, and permeability framework on which the proposed development builds. The current proposal advances these objectives in a policy-compliant manner, delivering enhanced public realm, improved connectivity, and a high-quality urban quarter that strengthens Phibsborough as a vibrant Key Urban Village.

## 4.0 PRE-APPLICATION CONSULTATIONS

### 4.1 S247 Pre-Application Meeting with DCC

A Section 247 Pre-Application Consultation was held with Dublin City Council on 16<sup>th</sup> December 2025 in respect of the proposed redevelopment of the Phibsborough Shopping Centre site. The meeting was attended by representatives of the Planning Authority, including Planning, Roads, and Drainage officials, together with the applicant and wider design team.

The main feedback received from DCC is summarised below and the application documents seek to address any issues raised:

- **Principle of Development:** Dublin City Council confirmed that the principle of redevelopment of the site is acceptable and welcomed the regeneration of this strategically located site within a designated Key Urban Village. The Planning Authority acknowledged that the site is highly accessible and supported the proposed mixed-use approach, including hotel, residential, and student accommodation uses, noting consistency with the site's planning history. The proposed scale, including additional height to the existing tower, was considered acceptable in principle, with the overall height, scale and massing broadly aligned with previously permitted schemes.
- **Urban Design, Architecture and Materials:** The Planning Authority responded positively to the architectural approach, particularly the reuse and enhancement of the existing Phibsborough Tower, including the reinstatement of its original form, the proposed material palette, including brick finishes and contemporary interpretation of the existing brutalist character; and the improved design of the tower core, including the glazed and recessed lift and stair elements. Notwithstanding this support, further refinement of materials and detailing was requested, including the submission of verified views, CGIs and a Landscape and Visual Impact Assessment (LVIA). A follow-up engagement was recommended to agree final material choices prior to lodgement.
- **Transport and Movement:** Key transport and accessibility matters were discussed with the Roads Section. The Planning Authority acknowledged the highly accessible location, including proximity to the Glasnevin public transport interchange and indicated that a reduced or car-light parking provision is acceptable in principle. DCC emphasised the need to clearly demonstrate the distribution and management of remaining car parking, particularly in relation to retail uses and requested detailed coordination with the BusConnects Core Bus Corridor, including the submission of drawings illustrating the scheme with and without BusConnects proposals. Additional requirements for the planning application included preparation of a Service Delivery and Access Management Plan, demonstration of compliance with cycle parking standards, including a dedicated strategy document; and consideration of construction-stage impacts, including maintaining access to existing uses.
- **Drainage and Infrastructure:** The Drainage Section confirmed that the overall surface water management strategy is acceptable in principle, subject to further technical engagement. Key items arising included further coordination with DCC Drainage to refine the drainage design, clarification of SuDS measures, including permeable paving, coordination between public realm proposals and drainage infrastructure and clear delineation between areas to be taken in charge and privately managed areas.
- **Public Realm and Landscape:** The Planning Authority provided detailed feedback on the proposed public realm and landscape strategy, including support for the proposed civic plaza and new pedestrian connections, subject to clarification on delivery

responsibilities, particularly in relation to Dalymount Park. In response, the proposed civic plaza and pedestrian connections, will be delivered by the applicant on behalf on DCC, reflecting a collaborative process and reinforcing the site’s role as a key urban node within Phibsborough. DCC encouragement of additional tree planting and greening, particularly along Phibsborough Road to offset impacts associated with BusConnects and a requirement for greater variation in materials and enhanced landscape quality. Further detail on green roof provision, SuDS measures, and planting strategy and the need to consider pedestrian movement during match days at Dalymount Park was also highlighted, including the potential impact of landscape features on crowd movement.

**Figure 4.1: Initial Architectural Sketch of Proposed Development (December 2025)**



Source: MCORM

Following the Section 247 pre-application consultation, further engagement was undertaken with Dublin City Council in respect of the proposed material palette and architectural detailing. Updated design drawings, CGIs and material samples were submitted to DCC on 26<sup>th</sup> March 2026 for review. The feedback received from the Planning Authority was broadly positive, with no substantive objections raised in relation to the proposed finishes.

Notwithstanding the overall positive response, a number of detailed design recommendations were provided to further refine the scheme and relate primarily to detailed design development, which have been addressed through final design resolution and, where appropriate, by way of planning conditions.

Having regard to the feedback received through the Section 247 consultation process and subsequent design review, it is considered that the key issues raised by Dublin City Council have been appropriately addressed and incorporated into the final development proposal.

The submitted scheme reflects a high-quality and robust material palette, informed by detailed sample review and feedback from the Planning Authority. It demonstrates careful consideration of architectural detailing, including the integration of building services within the overall design, alongside a refined approach to public realm, transport, and servicing arrangements. The proposal also maintains strong alignment with the planning and urban design objectives for this Key Urban Village location.

Section 5 of this report sets out a description of the proposed development as now submitted, with reference to the accompanying documentation, while Sections 6 and 7 and Appendix 3 provide a comprehensive planning justification for the scheme in context of National, Regional and Planning Policy documents.

Overall, the iterative design process, including pre-application consultation and subsequent engagement, has ensured that the proposed development is well considered, policy-compliant, and responsive to the requirements and expectations of the Planning Authority.

## **4.2 Engagement with Stakeholders**

The Applicant and design team undertook targeted engagement with key stakeholders to inform the evolution of the proposed development and ensure an appropriate response to the site's urban context and operational requirements.

This process has shaped key elements of the scheme, including integration with the BusConnects Core Bus Corridor, public realm design, servicing arrangements and infrastructure provision, aligning the development with planned upgrades and capacity requirements.

Engagement with existing occupiers, including the anchor tenant (Tesco) and other commercial operators, has been central to the design approach. The proposal seeks to retain and enhance retail provision while introducing complementary uses to increase footfall and support the long-term viability of the centre.

Given the site's proximity to Dalymount Park, there has been ongoing engagement between the Design Team and the Dublin City Council project team responsible for the stadium redevelopment. This has informed the design of the shared public realm interface, pedestrian movement and crowd management strategies, particularly on event days, and ensures a coordinated urban design approach. The proposed civic plaza and pedestrian connections, which will be delivered by the applicant, reflect this collaborative process, reinforcing the site's role as a key urban node within Phibsborough.

Overall, stakeholder engagement has been integral to shaping a coherent, deliverable and contextually responsive development proposal.

The applicant has established a dedicated project website to provide the local community with accessible information on the proposed development, including key details of the scheme.

## 5.0 PROPOSED DEVELOPMENT

### 5.1 Overall Summary

The proposed development comprises a comprehensive mixed-use redevelopment of the Phibsborough Shopping Centre lands and adjoining sites, delivering a high-quality, designed scheme that integrates new uses with the refurbishment and enhancement of existing structures.

The scheme includes the demolition of selected structures, including the former stand and associated buildings east of Dalymount Park, warehouses on North Circular Road, and partial demolition within the shopping centre to facilitate redevelopment. Targeted upgrades to existing façades and shopfronts will enhance the visual quality and functionality of the retail environment.

A key element is the refurbishment, extension and change of use of Phibsborough Tower to provide a 150-bedroom hotel (Block A), including additional floors, new circulation cores and associated amenities such as reception, co-working space, and a bar/restaurant.

The development also includes a purpose-built student accommodation scheme (Block B) of up to nine storeys, providing 411 bedspaces with associated amenities and communal open space, alongside a new mixed-use building (Block C) on North Circular Road, comprising ground floor commercial uses and 23 cost-rental apartments above.

Public realm enhancements are central to the proposal, including a new civic plaza and improved pedestrian connections linking Phibsborough Road, North Circular Road, Connaught Street and Dalymount Park, to be delivered by the applicant. These works are coordinated with the BusConnects scheme and include upgrades to surrounding streets and infrastructure.

The scheme adopts a sustainable, car-light approach, reducing car parking provision and prioritising active travel, with significant cycle parking and a new service yard accessed from Connaught Street to support site operations.

All necessary infrastructure and ancillary works are included, such as ESB substations, landscaping, drainage, plant, photovoltaic panels and associated site development works.

Overall, the proposal represents a coherent regeneration of a key urban site, delivering a vibrant mix of uses supported by high-quality design, enhanced public realm and sustainable transport integration.

### 5.2 Key Development Statistics

The following is a summary of key aspects of the scheme, with reference to the accompanying application documentation.

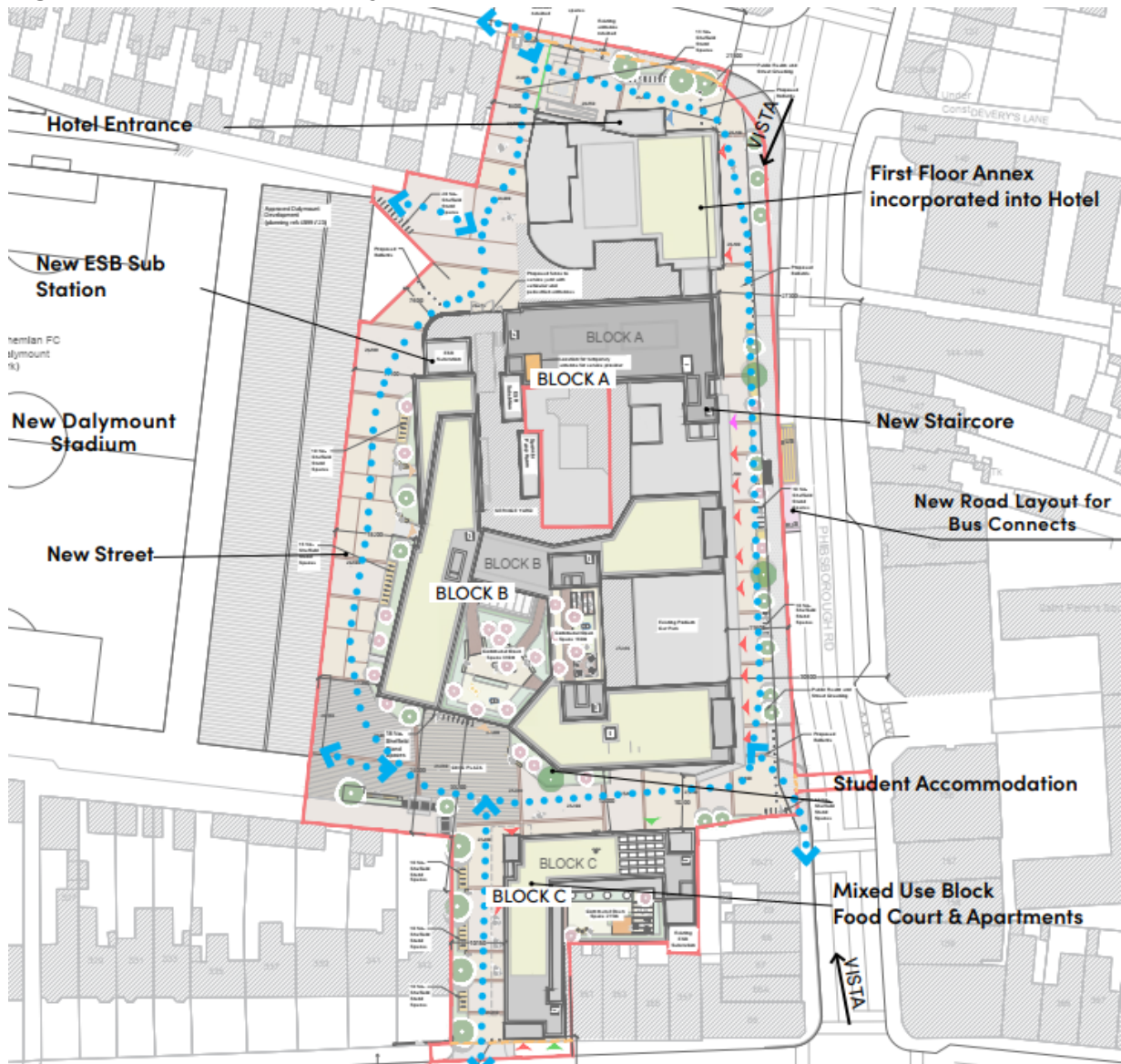
**Table 5.1: Overview of Key Development Statistics**

<b>Site area</b>	1.29 ha gross / c. 1.27 ha net
<b>Land Use Zoning</b>	Z4 – Key Urban Villages / Urban Village – “ <i>To provide for and improve mixed-services facilities.</i> ”
<b>No. of PBSA units</b>	411 no. student bedspaces - 357 no. single rooms - 27 no. twin rooms (54 bedspaces total)

	54 no. clusters (5 no. 4-bed, 11 no. 5-bed, 1 no. 6-bed, 20 no. 7-bed, 6 no. 8-bed, 13 no. 10-bed, 1 no. 12-bed)
<b>Student Amenity Space</b>	2,098 sq.m total 1,553 sq.m internal 545 sq.m external 5.1 sq.m per bedspace  The PBSA includes ancillary internal student amenities, including multipurpose space at ground floor level, study rooms and gym at first floor level, and communal open space at ground, second and seventh floor level
<b>No. of Apartments</b>	23 no. (21 no. 1-bed, 2 no. 2-bed)
<b>Hotel Bedrooms</b>	150 no. bedrooms (including 7 no. quad/family rooms)
<b>Site Coverage</b>	50%
<b>Plot Ratio</b>	1.9
<b>Density</b>	106 uph net Based on 1.19 ha site area for density purposes and 126 total units for density purposes (23 residential + 4 no. PBSA bedspaces per unit (i.e. total of 103 units))
<b>Unit Mix- Apartments</b>	91.3% / 21 no. 1-bed 8.7% / 2 no. 2-bed
<b>Dual aspect- Apartments</b>	100% (23 no.)
<b>Universal Design- Apartments</b>	3 no. apartments (c. 13%)
<b>Communal Open Space</b>	c. 215 sq.m of communal open space provided at first floor level serving the residential units (Block C)
<b>Part V</b>	4 no. units within Block C i.e. 20% of the proposed 23 no. new cost rental residential units)
<b>Floor Area</b>	Overall GFA: 23,944 sq.m Hotel (Block A): c. 6,053 sq.m Student Accommodation (Block B): c. 14,480 sq.m Residential (Block C): c. 1,615 sq.m
<b>Building Heights</b>	Block A: up to 9 storeys Block B: 5–9 storeys Block C: 4 storeys
<b>Car Parking</b>	Removal of existing surface level car parking spaces and the reconfiguration of the existing first floor podium car park, to 49 no. spaces at first floor level for retail and hotel uses. 2 no. spaces at surface level
<b>Cycle Parking</b>	Long-Term Parking (446 spaces total) <ul style="list-style-type: none"> <li>• Student Accommodation (Block B): 411 spaces</li> <li>• Apartments (Block C): 26 spaces</li> <li>• Retail: 5 spaces (Block A 4 and Block C 1 space)</li> <li>• Hotel: 4 spaces</li> </ul> Short-Term / Visitor Parking (112 spaces total) <ul style="list-style-type: none"> <li>• Student Accommodation: 81 spaces</li> <li>• Apartments: 12 spaces</li> <li>• Retail (Block A 12 spaces and Block C 7 spaces)</li> <li>• Hotel: N/A (covered within general visitor provision)</li> </ul>
<b>Public Open Space</b>	c. 4,900 sq.m of public realm, including a new civic plaza, streets and pedestrian routes, representing approximately 43% of the site area

Green Roof	76% green/blue roof coverage (2,755 sq.m of 3,624 sq.m roof area), exceeding the Dublin City Development Plan minimum requirement of 70%.
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**Figure 5.1: Proposed Site Layout Plan**



### 5.3 Concept, Design and Layout

The proposed development has been designed by MCORM Architects as a coherent, design-led regeneration of the Phibsborough Shopping Centre lands, responding to the site's strategic location within a Key Urban Village and its immediate relationship with Phibsborough Road, North Circular Road and Dalymount Park.

Figure 5.2: 3D showing the proposed urban design rationale, integrating use, massing and movement/public realm

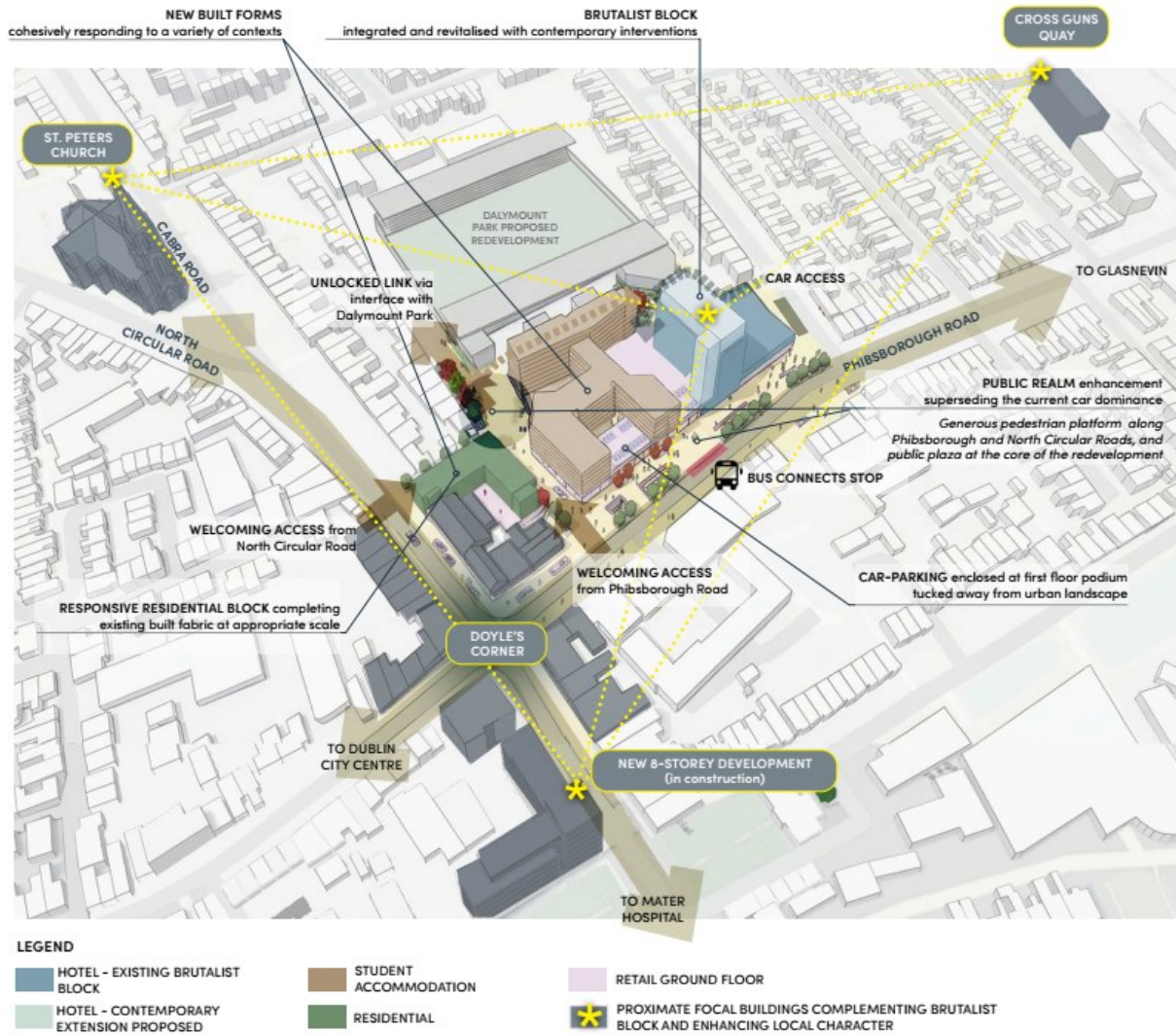


Figure 5.3: Aerial View of Proposed Mixed-Use Development at Phibsborough SC



Source: MCORM

As outlined in MCORM Architectural and Urban Design Statement, the overarching design concept is to deliver a high-quality, permeable and mixed-use urban quarter, structured around a series of interconnected buildings and public spaces. The scheme seeks to:

- Reinforce the urban village character of Phibsborough;
- Establish a strong street presence along key frontages;
- Create a legible and accessible layout with improved permeability; and
- Provide a vibrant mix of uses supported by active ground floor frontages.

A central element of the concept is the transformation of the existing inward-facing shopping centre into a more outward-looking, street-based environment, with active uses addressing surrounding streets and public spaces.

The layout is organised around three principal building blocks:

- Block A (Phibsborough Tower / Hotel): The existing tower is retained, refurbished and extended, forming a landmark element within the scheme. Its reuse reinforces the identity of the site and contributes to a sustainable development approach. The tower anchors the western side of the site and provides a strong visual marker within the urban context.
- Block B (Student Accommodation): This element is positioned to define the eastern and southern edges of the site, fronting both Phibsborough Road and Dalymount Park. Its massing steps in height to respond to the surrounding context, creating a coherent urban edge while framing internal spaces and the civic plaza.
- Block C (Mixed-Use Residential): Located along North Circular Road, this block provides an appropriate transition in scale to the surrounding residential context. It incorporates active ground floor uses with residential accommodation above, contributing to street vitality and passive surveillance.

#### **5.4 Public Realm and Connectivity**

As outlined in MCORM Architectural and Urban Design Statement, a key objective of the scheme is the delivery of a high-quality, legible public realm network that enhances connectivity and placemaking. The layout provides:

- A new centrally located civic plaza, forming a focal point and primary gathering space;
- Improved permeability through new east–west and north–south pedestrian links connecting Phibsborough Road, North Circular Road and Connaught Street;
- Stronger connections to Dalymount Park, supporting both everyday use and event-day movement; and
- A clear hierarchy of public, semi-public and private spaces, defined through layout and design.

The public realm is designed to accommodate both day-to-day activity and peak event conditions associated with Dalymount Park.

Movement within the site is pedestrian-led, with vehicular access carefully managed to minimise conflict. A new service yard is located to the rear, accessed from Connaught Street, while internal routes prioritise safe and intuitive pedestrian and cycle movement.

The scheme also integrates with the BusConnects Core Bus Corridor, incorporating enhanced streetscape and transport infrastructure along Phibsborough Road.

Overall, the approach supports a car-light development strategy, reflecting the site's high level of accessibility and reinforcing its role as a connected urban destination.

Figure 5.4: Proposed CGI of Public Realm Improvements and Civic Square



Source: GNET and MCORM

#### 5.4 BusConnects and Works on DCC Lands

The proposed development includes elements of works extending onto adjoining public lands, primarily to facilitate enhanced pedestrian, cycle and public transport connectivity, and

to integrate with the wider transport network, including the BusConnects Core Bus Corridor (CBC) along Phibsborough Road.

As identified in the accompanying Traffic and Transportation Assessment prepared by DBFL, the subject site is directly impacted by the permitted Ballymun/Finglas to City Centre CBC scheme, which runs along the full eastern frontage of the site on Phibsborough Road. This scheme was permitted by ACP on 12<sup>th</sup> March 2024, subject to 20 no. conditions (under ACP Ref.: 314610-22) and provides for enhanced bus priority, upgraded cycle infrastructure and improved pedestrian facilities, forming a key component of the sustainable transport strategy for the area.

The proposed development has been designed having full regard to the permitted CBC scheme, and is illustrated through two complementary site layout approaches prepared by both MCORM and DBFL:

- Proposed Site Plan A (with BusConnects and Dalymount integration) demonstrates the fully integrated scenario, where the development aligns with the final BusConnects kerb lines, public realm upgrades and the permitted Dalymount Park redevelopment, delivering a cohesive and legible streetscape.
- Proposed Site Plan B (without BusConnects) illustrates an interim arrangement, safeguarding the spatial requirements of the future CBC scheme, including provision for the future kerb line and temporary interface treatments to ensure no conflict with its delivery.

Across both layouts, the design safeguards the BusConnects corridor, ensures compatibility with both interim and ultimate road configurations, and facilitates enhanced pedestrian, cycle and public realm connections, including integration of the civic plaza and pedestrian route.

The proposed works to adjoining public lands comprise localised footpath and carriageway adjustments, tie-ins to cycle infrastructure and associated public realm improvements, subject to agreement with Dublin City Council.

Accordingly, the proposal both accommodates and supports the delivery of the BusConnects scheme, providing a flexible and deliverable design solution which reinforces the role of the site as a highly accessible and sustainable transport node.

## **5.5 Building Height**

As outlined in MCORM Architectural and Urban Design Statement, the proposed building heights form part of a considered urban design response, reflecting the site's strategic location within a Key Urban Village and its capacity to accommodate increased density. The development adopts a varied height strategy, ranging from lower-scale elements addressing North Circular Road to taller elements positioned towards the centre of the site and along the Dalymount Park interface. This approach creates a balanced composition that responds to the differing urban conditions surrounding the site.

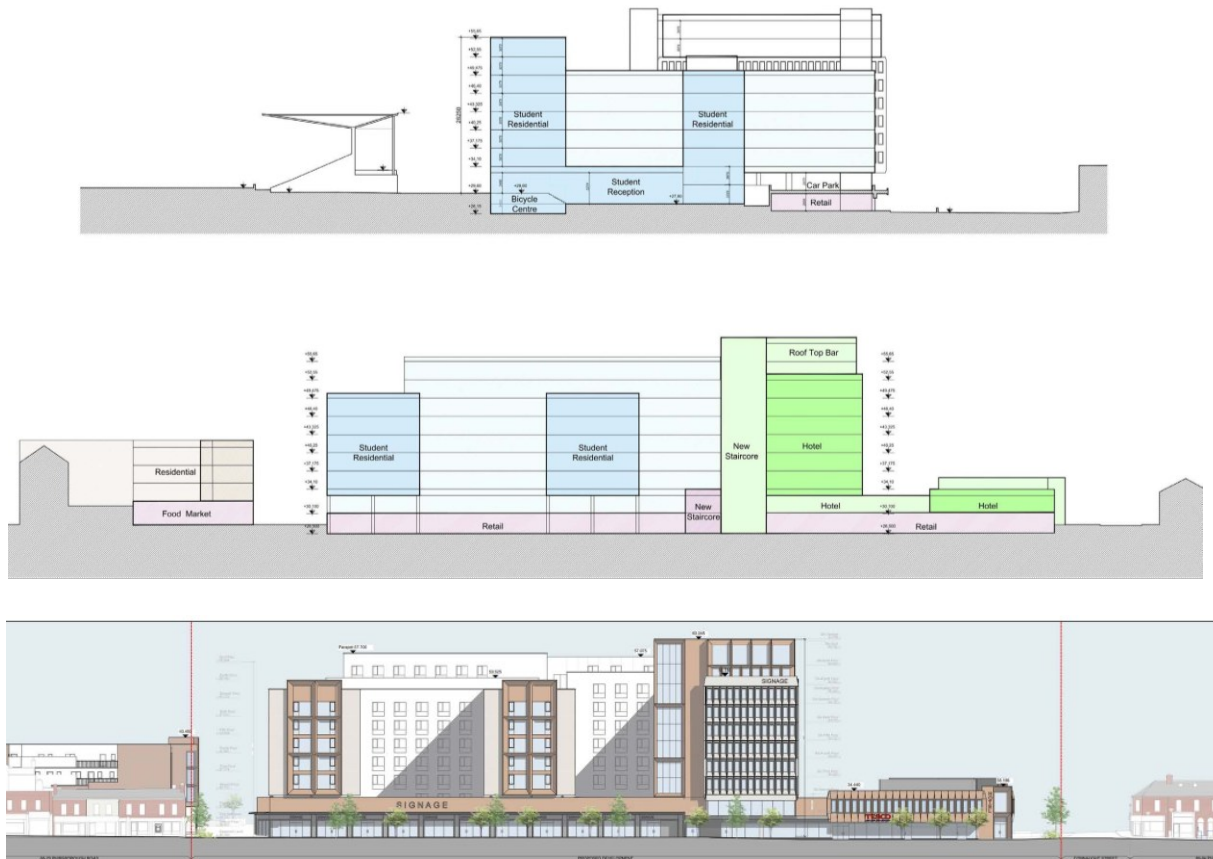
The retained and extended Phibsborough Tower (9 no. storeys over ground floor retail) provides a landmark vertical element, reinforcing its established presence within the local skyline and contributing to legibility at a wider urban scale. New build elements, including the student accommodation block, step up in height from 5 storeys along Phibsborough Road, above the existing Shopping Centre and parking at first floor level, to 9 storeys fronting Dalymount Park, where the scale of development is more accommodating, while stepping down towards the finer grain of the surrounding residential streets, particularly along North Circular Road. This graduated massing ensures an appropriate transition in scale and protects residential amenity.

As illustrated in the submitted elevations and sections prepared by MCOM, the development has been carefully modelled to manage visual impact, daylight and sunlight access, and to avoid undue overbearing effects. The arrangement of blocks, separation distances and internal courtyards further mitigate potential impacts while enabling a compact and efficient use of this brownfield site.

The proposed heights also respond to the evolving urban context, including the approved redevelopment of Dalymount Park and the wider intensification of the area. In this regard, the scheme aligns with Development Plan objectives to support compact growth, consolidation of Key Urban Villages, and the efficient use of serviced, accessible lands.

Overall, the proposed scale, height and massing are appropriate to the site's context and zoning, achieving a coherent urban form that balances density with sensitivity to surrounding development. A detailed assessment of the proposed heights and density, including compliance with Appendix 3, Table 3 criteria of the Development Plan, is set out in Appendix 2 of this report.

**Figure 5.5: Proposed Elevations and Sections**



Source: MCORM

A Townscape and Visual Impact Assessment (TVIA) has been prepared by Macro Works Ltd in support of the application. The TVIA identifies the site as being located within an evolving urban environment with a low sensitivity to change, characterised by a mix of building types, varying scales and an existing underutilised shopping centre. The proposed development represents a significant enhancement of this condition, replacing dated and visually detracting structures with a high-quality, contemporary mixed-use scheme.

In townscape terms, the assessment concludes that the development will result in a Moderate and Positive effect at the local level. The proposal is considered to significantly

improve the quality, coherence and vitality of the Phibsborough urban village core, reinforcing its role as a key commercial and social hub.

In visual terms, effects are generally assessed as Moderate to Slight, with the majority of impacts characterised as Positive or Neutral. The development will be most perceptible in close proximity to the site, where it contributes positively to streetscape enclosure, legibility and placemaking. From more distant viewpoints, the scheme integrates into the wider cityscape without giving rise to adverse effects.

Importantly, the TVIA confirms that no significant adverse townscape or visual impacts arise. Instead, the proposed development is found to enhance the character and appearance of the area, delivering a coherent and legible urban form supported by high-quality architecture and public realm.

Overall, the findings of the TVIA demonstrate that the proposed building heights and massing are appropriate to the site’s context and make a positive contribution to the evolving townscape of Phibsborough.

**Figure 5.6: Proposed View from Phibsborough Road**



Source: MCORM

## **5.6 Daylight And Sunlight**

A comprehensive Sunlight, Daylight and Shadow Assessment has been prepared by Chris Shackleton Consulting and accompanies the application. The analysis has been undertaken in accordance with the BRE Guidelines (BR209, 2022) and relevant European and UK standards, including BS/EN 17037 (Daylight in Buildings).

### **5.6.1 Impact On Neighbouring Properties**

The assessment demonstrates that the proposed development has been carefully designed to minimise adverse impacts on surrounding residential properties. The site is located within an established urban area and is bounded by a variety of existing building typologies, including terraced housing, mixed-use buildings and back land residential environments.

The surrounding properties assessed are located on all sides of the site. To the east, the site fronts onto Phibsborough Road, which is characterised by a mix of commercial and

residential uses, with upper floor residential accommodation. To the south, properties along North Circular Road comprise predominantly two to four-storey terraced buildings with a finer grain urban form and associated rear gardens that back onto the application site. To the south-west and north-west, the site interfaces with a mix of residential properties and backland conditions, including buildings with rear-facing windows and private amenity spaces oriented towards the site. To the north, the surrounding context includes additional residential and mixed-use properties extending towards Connaught Street and the wider Phibsborough area.

These neighbouring properties represent the primary sensitive receptors in terms of residential amenity and have been fully considered in the evolution of the proposed design. The layout, scale and massing strategy of the development has been informed by this context, ensuring an appropriate relationship with adjoining buildings and a balanced response to the varied urban grain surrounding the site.

Daylight (Vertical Sky Component – VSC):

- 96% (98% including marginal cases) of assessed windows meet BRE guidelines
- Average VSC ratio: 0.86
- Overall conclusion: compliant, with only a very small number of marginal or isolated deviations

Sunlight (APSH & WPSH):

- 95% (97% including marginals) comply with Annual Probable Sunlight Hours (APSH)
- 99% compliance with Winter Probable Sunlight Hours (WPSH)
- Average ratios: APSH 0.87, WPSH 0.82
- Overall conclusion: no significant loss of sunlight to neighbouring properties

Sunlight on Amenity Areas (Shadow/SOG):

- 100% of neighbouring amenity spaces meet the BRE requirement of receiving at least 2 hours of sunlight on 21 March
- Average sunlight ratio: 0.90
- Overall conclusion: no material adverse shadowing impacts

The report confirms that, while minor reductions occur in some locations (as expected in an urban context), these are limited, localised and within accepted BRE tolerances, and do not result in significant adverse effects.

### **5.6.2 Internal Daylight Performance (Proposed Development)**

The proposed development has been assessed for daylight and sunlight performance using the Target Illuminance (ET) metric in accordance with BS EN 17037 (Annex NA), together with BRE sunlight guidance.

The assessment considers all habitable rooms across the scheme, including residential apartments (Block C), purpose-built student accommodation (PBSA) (Block B), and the hotel (Block A).

#### *1) Residential Apartments (Block C)*

The residential apartments demonstrate good levels of daylight provision overall, consistent with expectations for a high-density urban scheme:

- The majority of rooms achieve the recommended target illuminance levels
- Bedrooms perform particularly well, with high levels of compliance across floor areas
- Living/Kitchen/Dining spaces generally meet or exceed the required daylight thresholds

Sunlight performance is also strong:

- 92% of living rooms achieve at least 1.5 hours of sunlight on 21 March, exceeding the BRE target of 80%
- A limited number of units experience reduced sunlight due to orientation (including some north-facing units), which is typical in an urban context

Overall, the apartments provide a good standard of internal amenity, with any underperformance minor, localised, and within accepted BRE tolerances.

## 2) *Purpose-Built Student Accommodation (PBSA) – Block B*

The PBSA accommodation achieves a high standard of daylight performance across the majority of rooms:

- The vast majority of bedrooms meet BS EN 17037 daylight targets
- Most living/kitchen/dining spaces also comply, with good levels of daylight distribution
- A small number of rooms record marginal or failing results, but these are isolated within the overall scheme

These outcomes reflect the constraints of the site and urban context, including building orientation and proximity to surrounding development.

Notwithstanding these limited instances, the PBSA element delivers strong overall daylight provision, consistent with best practice for student accommodation in dense urban locations.

## 3) *Hotel (Block A)*

The hotel accommodation demonstrates excellent daylight performance with 100% of assessed rooms achieve the BS EN 17037 target illuminance criteria. This indicates a very high standard of daylight provision across all hotel rooms.

## 4) *Sunlight to Communal Amenity Areas*

- 100% of communal amenity spaces within Block B and C meet BRE sunlight standards (minimum 2 hours of sunlight on 21 March)
- These areas benefit from good solar access and make a positive contribution to overall residential amenity

The Daylight and Sunlight Assessment concludes by confirming that:

- The scheme achieves a high level of compliance with BS EN 17037 daylight standards across all uses
- Residential apartments and PBSA units provide good levels of internal amenity, with strong daylight performance across the majority of rooms
- The hotel achieves full compliance, indicating excellent daylight conditions
- Any instances of reduced performance are limited, justified by site constraints, and consistent with accepted urban design practice

Accordingly, the proposed development accords with BRE (BR209), BS EN 17037, and relevant national planning guidance, delivering an appropriate balance between optimising site potential and ensuring high-quality internal amenity.

## 5.7 Microclimate

The Microclimate Assessment prepared by ORS confirms that the proposed development will not give rise to significant adverse effects in terms of wind, daylight, sunlight or noise. Pedestrian areas across the site are generally comfortable and suitable for their intended use, with no unsafe wind conditions identified.

Overall, the development will provide a high-quality and comfortable environment for occupants and users, consistent with best practice guidance.

## 5.8 Landscape and Site Lighting

A comprehensive landscape strategy has been developed by Áit Urbanism + Landscape Ltd, delivering significant public realm and urban greening enhancements across the site. The scheme provides a high-quality, pedestrian-focused environment, including a new civic plaza, landscaped streets and improved connections to Dalymount Park. Approximately 43% of the site is dedicated to public realm, incorporating natural stone paving, seating, street trees and pollinator-friendly planting. The landscape design also integrates SuDS features, including rain gardens, permeable surfaces and green/blue roofs, contributing to biodiversity and sustainable drainage.

The planting strategy introduces a diverse range of native and pollinator-friendly species, alongside new street tree planting, significantly improving the ecological value of the site compared to the existing condition. Communal amenity spaces, including courtyards and roof terraces, are also provided to a high standard, supporting residential and student amenity.

**Figure 5.7: Proposed Landscape Strategy**



Source: Áit Urbanism + Landscape Ltd

**Figure 5.8: CGI of Civic Plaza**



The external lighting strategy, prepared by OCSC, ensures safe and efficient illumination across the development while minimising environmental impacts. The design complies with relevant standards (including BS 5489 and EN 13201) and adopts a low-impact approach, minimising light spill, glare and upward lighting. A warm colour temperature (max. 3000K), directional fittings and lighting controls are used to reduce impacts on biodiversity, including bats. Lighting is designed to support pedestrian safety and activity, particularly within the public realm and shared surface areas, while maintaining appropriate levels of uniformity and visual comfort. Overall, the integrated landscape and lighting strategy delivers a high-quality, sustainable and well-designed external environment.

## **5.9 Delivery, Servicing and Access**

A robust delivery and servicing strategy has been developed for the scheme, as detailed in the accompanying Delivery and Servicing Management Plan prepared by DBFL, ensuring efficient operation while minimising impacts on the surrounding road network and public realm.

Servicing is centred on a new dedicated service yard to the rear of the site, accessed from Connaught Street, which accommodates the hotel (Block A) and student accommodation (Block B) on a 24-hour basis. Retail uses are supported by this facility and the retained shopping centre service yard, maintaining established servicing arrangements, including overnight deliveries for the anchor tenant.

A clear hierarchy of access points and internal service routes is provided, with most delivery activity restricted to off-peak morning hours (generally 06:00–11:00). This approach reduces conflict with peak pedestrian and traffic movements and supports the operation of the proposed public realm and civic spaces.

Internal circulation is carefully managed, with defined routes, controlled access points and adequate space for servicing vehicles, including refuse trucks and HGVs, as demonstrated by swept path analysis.

The scheme adopts a car-light approach, prioritising pedestrian movement. Servicing within shared surface areas is time-controlled and managed through bollards to maintain a pedestrian-focused environment outside designated hours.

All servicing, including deliveries, maintenance and waste collection, is accommodated within the site, ensuring a coordinated, efficient and sustainable operation that supports the overall quality and functionality of the development.

### **5.10 Site Services and Flood Risk**

The proposed development is supported by a comprehensive site services strategy, as set out in the DBFL Infrastructure Design Report and associated drawings.

A new surface water drainage network is proposed, replacing the existing combined system and incorporating a SuDS-based approach. This includes green/blue roofs, permeable paving, rain gardens and on-site attenuation. Surface water will be attenuated and discharged at a controlled greenfield runoff rate of 4.05 l/s, in accordance with GSDS and Dublin City Council requirements. An attenuation tank (approx. 480m<sup>3</sup>) is provided to accommodate the 1 in 100-year storm event plus climate change allowance, as illustrated on the DBFL SuDS Layout.

A separate foul drainage network is proposed, connecting to the existing public combined sewer infrastructure, subject to agreement with Uisce Éireann. The design includes the diversion and upgrading of existing on-site drainage infrastructure to support the development.

Water supply will be provided via connections to the existing public watermain network, with capacity and feasibility confirmed through engagement with Uisce Éireann.

A Confirmation of Feasibility (CoF) has been received from Uisce Éireann, confirming that there is sufficient capacity in the existing water and wastewater networks to serve the proposed development, subject to standard connection agreements and detailed design.

A Site-Specific Flood Risk Assessment (SSFRA) prepared by DBFL confirms that the site is not subject to significant fluvial or tidal flood risk. Potential pluvial flood risk is appropriately managed through the proposed drainage strategy, including attenuation, controlled discharge and exceedance routing.

Overall, the proposed site services and drainage strategy is robust, sustainable and compliant with relevant policy, ensuring that the development will not be at risk of flooding or give rise to increased flood risk elsewhere.

### **5.11 Waste Management**

A Resource & Waste Management Plan (RWMP) and Operational Waste Management Plan (OWMP) have been prepared by ORS to guide waste management during both construction and operational phases. During construction, the RWMP sets out measures to minimise waste generation, maximise reuse and recycling, and ensure compliance with the principles of the circular economy. During operation, the OWMP provides for segregated waste storage, efficient collection and recycling, ensuring compliance with relevant legislation and Dublin City Council requirements.

## 5.12 Environmental and Ecology

An EIA Screening Report prepared by ORS confirms that the proposed development is not likely to give rise to significant environmental effects and therefore does not require a full Environmental Impact Assessment. The proposed development does not meet the relevant thresholds for mandatory EIA as set out under Schedule 5 of the Planning and Development Regulations 2001 (as amended), and, having regard to the criteria for sub-threshold development, it is concluded that there is no real likelihood of significant effects on the environment arising from the proposal.

Notwithstanding this, the scheme has been subject to a comprehensive environmental review, and standard best practice environmental management measures are incorporated to address potential construction-related effects such as noise, dust, traffic, and surface water runoff. These measures are set out within the Construction Environmental Management Plan and associated technical documentation and will ensure that any impacts are appropriately mitigated and controlled.

The Ecological Impact Assessment (EclA) prepared by ORS identifies the site as being of low ecological value, comprising predominantly built surfaces within an urban context. No significant ecological constraints were identified. With the implementation of standard mitigation measures, no significant adverse effects on biodiversity are predicted. The proposed landscape strategy will deliver biodiversity enhancement through planting, green roofs and SuDS features.

The AA Screening Report prepared by ORS concludes that the proposed development, either alone or in combination with other projects, will not have likely significant effects on any European sites. In this regard, it is stated that *“it can be excluded, on the basis of objective information, that the proposed development will have a significant effect on any European site”*, and accordingly, Stage 2 Appropriate Assessment is not required.

An Acoustic Design Statement prepared by Wave Dynamics confirms that, with appropriate mitigation measures, the development will achieve acceptable internal and external noise levels in line with relevant standards. Construction and operational noise impacts are predicted to be within acceptable limits and will not result in significant adverse effects on surrounding receptors

## 5.13 Sustainability and Utilities

The proposed development incorporates a comprehensive sustainability and utilities strategy, as set out in the OCSC Utilities Report and Climate Action Report.

The scheme follows an energy hierarchy approach, reducing demand, improving efficiency and integrating renewable technologies. A minimum A3 BER is targeted across all uses, with compliance with Part L 2022. Measures include high-performance building fabric, passive design, heat pumps, solar PV, SuDS, and support for active travel and EV infrastructure.

A coordinated utilities strategy has been developed in consultation with service providers. This includes new ESB substations for each block, retention and diversion of existing gas infrastructure where feasible, and provision of new water, drainage and power connections. Modern telecommunications infrastructure (including Eir and Virgin Media) will be provided across the site, with services routed through dedicated utility corridors and distributed to each building via internal comms rooms.

Existing telecoms infrastructure on the site, including rooftop masts, is being rationalised. Termination notices have been issued to operators, with the majority of equipment to be

removed prior to or during redevelopment, and any remaining installations to be decommissioned in line with existing licence agreements.

The development delivers a robust, low-carbon and future-proofed utilities strategy, integrating sustainable design, renewable energy and upgraded infrastructure, while rationalising existing telecoms installations to support the comprehensive regeneration of the site.

#### **5.14 Archaeology**

An Archaeological Impact Assessment (AIA) has been prepared by ACSU for the site. The assessment confirms that the site contains no recorded archaeological monuments and lies outside the archaeological notification zone. No Protected Structures are located within the site, although part lies within the Phibsborough Centre ACA and includes remnants of the former Cabra Tramway Depot. While the site is largely disturbed, there is limited potential for subsurface remains. Accordingly, archaeological monitoring of groundworks is recommended, along with the retention or recording of tramway depot remains. Overall, subject to these standard measures, the development will not result in significant adverse impacts on archaeological or cultural heritage.

## 6.0 CONSISTENCY WITH NATIONAL AND REGIONAL POLICY

Appendix 3 sets out and assesses the proposed development in relation to key national and regional policy, and primarily focuses on the following and demonstrates consistency with same:

- National Planning Framework – First Revision (2025)
- Delivering Homes, Building Communities 2025–2030: An Action Plan on Housing Supply and Targeting Homelessness (supersedes Housing for All – A New Housing Plan for Ireland (2021))
- Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019–2031
- National Student Accommodation Strategy (2017)
- National Student Accommodation Strategy 2026–2035
- Guidelines on Residential Development for Third Level Students (Section 50 Finance Act 1999)
- Planning Design Standards for Apartments, Guidelines for Planning Authorities (2025) (updates and replaces 2023 version)
- Sustainable and Compact Settlements Guidelines for Planning Authorities (2024)
- Urban Development and Building Heights Guidelines for Planning Authorities (2018)
- The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009)
- Childcare Facilities Guidelines for Planning Authorities (2001)
- Climate Action Plan 2025

Other relevant national and regional policies, objectives and guidance of relevance to the proposed development are addressed in other consultant's reports having regard to their specific areas of expertise.

## 7.0 CONSISTENCY WITH LOCAL PLANNING POLICY

The subject site is located within the administrative boundary of Dublin City Council and is therefore subject to the policies and objectives of the Dublin City Development Plan 2022-2028 ('Development Plan'). The Development Plan was adopted by the Council on the 12<sup>th</sup> November 2022 and came into effect on the 14<sup>th</sup> December 2022. The assessment also has regard to any subsequent variations to the Development Plan, as adopted by Dublin City Council, which form part of the statutory planning framework for the area.

This section sets out an assessment of the proposed development in the context of the relevant policies, objectives and development standards of the Development Plan. It demonstrates that the proposal is consistent with the strategic planning framework for the city, having particular regard to the following key components of the Plan:

- Core Strategy (Chapter 2);
- Shape and Structure of the City, including Compact Growth, Key Urban Villages and Building Height (Chapter 4 and Appendix 3);
- Land Use Zoning (Chapter 14) and the provisions of Chapter 5: Quality Housing and Sustainable Neighbourhoods;
- Key Urban Villages (Chapters 2, 4 and 7), having regard to the designation of Phibsborough as a Key Urban Village;
- Purpose Built Student Accommodation (Chapter 5: Quality Housing and Sustainable Neighbourhoods);
- Hotels, Tourism and Cultural Uses (Chapter 12: Culture and Chapter 6: City Economy and Enterprise, where relevant);
- Regeneration, Placemaking and Public Realm (Chapter 4 and Chapter 10: Green Infrastructure and Recreation);
- Sustainable Movement and Transport (Chapter 8), including alignment with BusConnects and active travel infrastructure;
- Building Height and Density (Chapter 4 and Appendix 3);
- Residential Amenity, including daylight/sunlight, privacy and overlooking considerations (Chapter 15: Development Management Standards);
- Development Management Standards (Chapter 15), including Section 15.9 relating to Apartment Standards;
- Climate Action and Energy (Chapter 9)

The assessment below demonstrates that the proposed development is consistent with the Development Plan's overarching objectives of compact growth, sustainable mobility, urban regeneration and placemaking, and represents an appropriate and policy-compliant form of development at this strategically important location.

Other relevant policies and objectives of the Development Plan are addressed, where appropriate, within the accompanying technical reports prepared by the project team, having regard to their respective areas of expertise.

### 7.1 CORE STRATEGY

The Development Plan has been prepared in the context of the National Planning Framework (NPF) and the EMRA RSES, both of which promote consolidation, brownfield development and compact growth within existing urban areas.

The Plan states that it must accommodate between 20,120 – 31,520 additional persons, with a requirement for approximately 40,000 housing units between 2022 and 2028. It is noted that Proposed Variation No. 11, which seeks to incorporate the updated housing growth requirements arising from the First Revision to the National Planning Framework, increases this requirement to approximately 44,658 residential units over the development plan period,

together with a higher annual delivery target and provision for additional housing capacity. To achieve this, the Core Strategy prioritises development on underutilised lands in accessible locations, particularly those well served by public transport.

Phibsborough is identified as a Key Urban Village, representing a primary location for mixed-use development, regeneration and residential intensification. These areas are intended to function as vibrant, well-connected centres supported by high-quality public transport and aligned with the principles of the 15-minute city.

Objective CS07 seeks to promote residential development and compact growth through the coordinated development of appropriately zoned and underutilised lands, particularly those aligned with public transport infrastructure.

The proposed development accords with the Core Strategy by delivering a high-density, mixed-use scheme on underutilised lands within a Key Urban Village, in a highly accessible location. The proposal provides residential and student accommodation alongside hotel and commercial uses, supported by enhanced public realm and permeability.

Accordingly, the proposed redevelopment is consistent with the Core Strategy and represents an appropriate and policy-compliant form of development at this location.

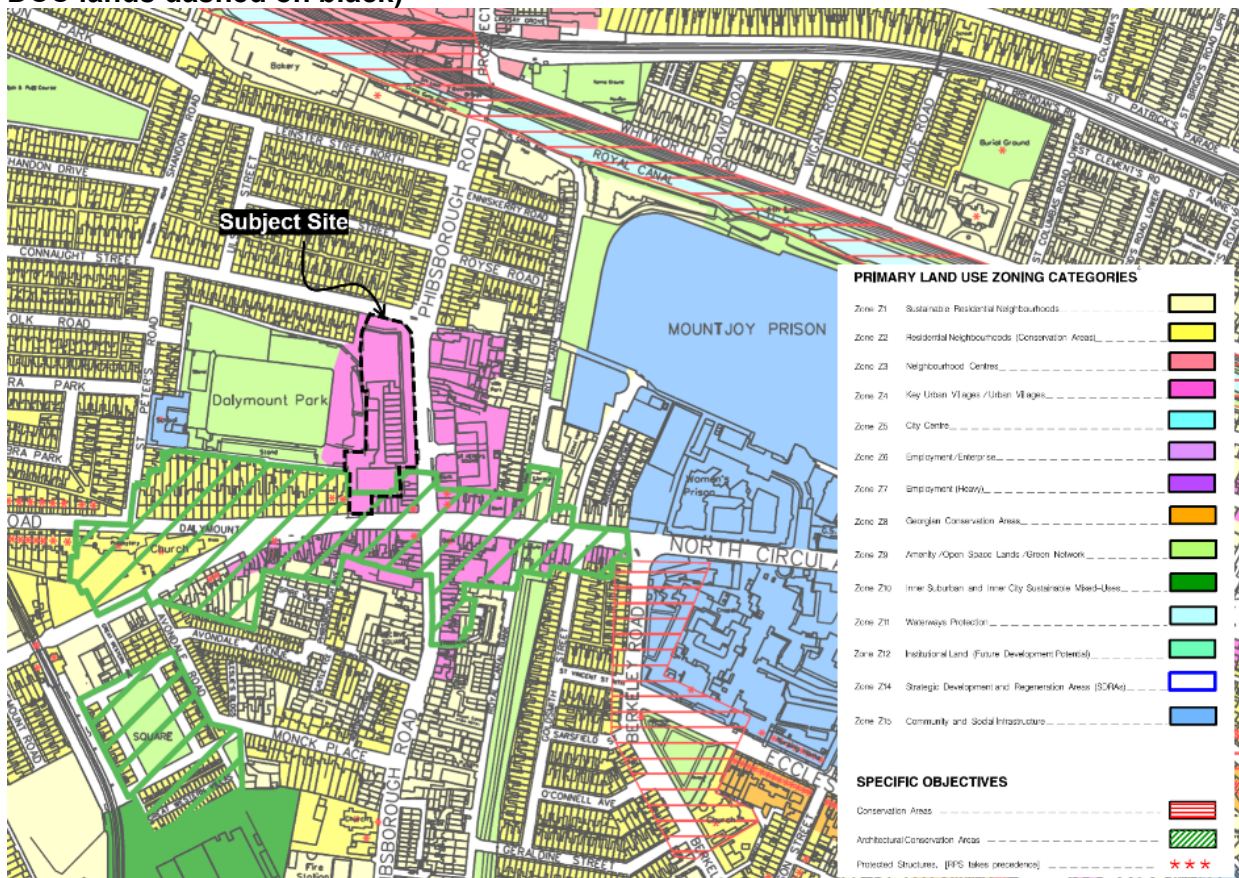
## 7.2 LAND USE ZONING

The subject site is designated as “**Z4 – Key Urban Village/Urban Village**” with an objective “*To provide for and improve mixed-services facilities*”.

As outlined in Section 14.7.4 of the Development Plan, “*Key Urban Villages and Urban Villages (formerly District Centres) function to serve the needs of the surrounding catchment **providing a range of retail, commercial, cultural, social and community functions that are easily accessible** by foot, bicycle or public transport; **in line with the concept of the 15-minute city**”.* [Emphasis added]

Under the subject zoning, ‘Hotel’, ‘Residential’, ‘Shop (local)’, and ‘Shop (neighbourhood)’ are listed as “Permissible Uses”, while ‘Student Accommodation’ is listed under “Open for Consideration” use, subject to meeting relevant criteria where the planning authority is satisfied that the proposed development would be compatible with the overall policies and objectives for the zone, would not have undesirable effects on the permitted uses, and would otherwise be consistent with the proper planning and sustainable development of the area.

**Table 7.1: Land Use Zoning Map Extract (approximate boundaries of the site excluding DCC lands dashed on black)**



Source: Dublin CDP, 2022–2028, Mapset E

Having regard to the above, the proposed scheme, comprising 411 no. student accommodation bedspaces, 23 no. residential units, and the refurbishment, extension and change of use of Phibsborough Tower to provide a 150 no. bedroom hotel, together with ancillary commercial uses, significant public realm improvements and associated works, is fully consistent with the objectives of the Z4 District Centre land-use zoning and supports the strategic role of KUV 8 Phibsborough as a designated Key Urban Village within the Dublin City Development Plan.

As discussed further below, the Planning Authority supports the provision of high-quality, professionally managed, purpose built third level student accommodation in accessible locations, such as the subject site, which would be adjacent to quality public transport corridors and cycle routes, in a manner which respect the residential amenities of the locality. The proposals for student accommodation also accord with Policy QHSN45 and the student accommodation will make a positive contribution to the built environment, in terms of design quality, scale, height and the relationship to adjacent buildings.

The proposed development also has regard to the established and previously permitted mix of uses on the site, ensuring continuity with earlier planning permissions while delivering a more integrated, sustainable and comprehensive regeneration of the lands. Therefore, the proposed buildings and uses accord with the zoning objective and are considered appropriate for this Key Urban Villages site.

### 7.3 PHIBSBOROUGH ACA

A portion of the application site falls within the Phibsborough Centre Architectural Conservation Area (ACA), specifically along the North Circular Road frontage, where Block C

(4-storey mixed-use building) is proposed. The remainder of the development lies outside the ACA.

The ACA designation seeks to ensure that development “*protects and enhances the special character of the area*”, with particular regard to “*scale, building line, plot width, and the established streetscape rhythm*”. It further notes that new development should respond to the existing urban grain and reinforce the continuity of the street frontage, while allowing for high-quality contemporary design.

In this context, we refer to the xxx for the site. In summary, Block C has been designed to align with the established street edge along North Circular Road, reinforcing the continuous frontage and improving the definition of the public realm. At four storeys, the building sits comfortably within the prevailing low- to mid-rise character of the ACA and does not appear overly dominant or out of scale. The proposed height and massing are consistent with the ACA objective of maintaining a coherent and legible streetscape.

The architectural approach adopts a contemporary expression, while responding to the ACA’s emphasis on rhythm and proportion. The façade composition reflects the vertical and horizontal ordering characteristic of the surrounding terraces, ensuring that the building integrates with, rather than disrupts, the established pattern. This approach accords with ACA guidance, which recognises that new development should not replicate historic styles but should be “*of its time while respecting the character of the area.*”

Importantly, the proposal replaces an existing underutilised and visually weak frontage associated with the shopping centre. In doing so, it enhances the streetscape and contributes positively to the character of the ACA. There is no loss of protected structures or significant historic fabric, and the development improves enclosure, activity, and visual quality along this section of the North Circular Road.

Overall, the proposed Block C development is consistent with the objectives of the Phibsborough Centre ACA. It respects the established character in terms of scale, form, and alignment, while delivering a high-quality contemporary intervention that protects and enhances the special character of the area, in accordance with Dublin City Council policy.

## **7.4 PURPOSE BUILT STUDENT ACCOMMODATION (PBSA)**

Chapter 5 of the Development Plan recognises PBSA as an important housing typology which supports the city’s student population while reducing pressure on the private rental sector and contributing to urban regeneration.

The proposed development fully accords with Policy QHSN45, which supports the provision of high-quality, professionally managed PBSA in appropriate locations, having regard to residential amenity and accessibility. In this regard:

- The subject site is located in Phibsborough, a highly accessible urban location, proximate to a number of third-level institutions including TU Dublin (Grangegorman), Trinity College Dublin, DCU and RCSI, and is well served by high-frequency public transport and cycle infrastructure, including the Luas Cross City and BusConnects corridor.
- The development provides purpose-built, professionally managed student accommodation, supported by a comprehensive Operational Management Plan ensuring high standards of management, security and maintenance.
- The scheme has been designed to respect the residential amenity and character of the surrounding area, with appropriate scale, layout, and mitigation measures, as demonstrated throughout this Planning Statement and accompanying technical reports.
- The proposal complies with the Development Plan ‘Guidelines for Student Accommodation’ as set out in Chapter 15 (Development Standards).

- The accommodation is designed and intended for student use only during the academic term, consistent with the policy presumption against change of use.

The development is also consistent with the objectives of the National Student Accommodation Strategy (2017) and the National Student Accommodation Strategy (2026), which seek to increase the supply of high-quality, professionally managed student accommodation in sustainable urban locations, thereby supporting the higher education sector and reducing demand on the private rental market.

Section 15.13.1 supports high-quality, professionally managed PBSA in accessible locations adjacent to public transport and cycle routes, subject to the protection of residential amenity. The subject site is located within a highly accessible inner urban location, immediately served by high-frequency bus routes, LUAS and the emerging BusConnects Core Bus Corridor, and within close proximity to a number of major third-level institutions, most notably TU Dublin Grangegorman (c. 1 km), together with Trinity College Dublin and DCU campuses.

The proposed development includes 411 no. PBSA bedspaces including 357 no. single rooms and 27 no. twin rooms, in 57 no. clusters comprising 5 no. 4 bed, 11 no. 5 bed, 1 no. 6 bed, 20 no. 7 bed, 6 no. 8 bed, 13 no. 10 bed and 1 no. 12 bed clusters. All clusters are served by shared kitchen/living/dining spaces, in accordance with Development Plan standards.

The scheme has been designed to comply with the relevant Development Plan requirements in respect of cluster sizes and layout, minimum bedroom sizes, provision of internal and external communal amenity space, and high-quality design and management. The proposed development is also fully consistent with Specific Planning Policy Requirement (SPPR) 8 of the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2025). In this regard:

- All student bedrooms are provided with en-suite facilities, which is explicitly supported under SPPR 8(A)(i);
- Bedroom sizes meet or exceed the minimum requirements of 11.5 sq.m for en-suite rooms as set out under SPPR 8(A)(ii);
- Communal kitchen/living/dining areas are designed in accordance with SPPR 8(A)(iii), ensuring appropriate space provision per occupant; and
- No additional or conflicting standards have been applied beyond those set out in SPPR 8, in accordance with SPPR 8(B).

Accordingly, the proposed PBSA development is fully compliant with national policy requirements, which take precedence over Development Plan standards where applicable.

As outlined in MCORM Schedule of Accommodation, the proposed PBSA scheme has been designed in full compliance with the quantitative standards set out in the Development Plan. All bedrooms meet or exceed the minimum floor area requirements, including en-suite provision, for single, twin and accessible units. The accommodation is arranged in cluster format, with cluster sizes falling within the prescribed range and each cluster served by appropriately sized shared kitchen/living/dining spaces.

In addition, the scheme provides c. 5.1 sq.m of internal and external communal amenity space per bedspace in accordance with the required standards, comprising a combination of social, study and recreational facilities. Communal facilities, including multipurpose space at ground floor level, study rooms and gym at first floor level, and communal open space at ground, second and seventh floor level, are provided in accordance with Development Plan standards to ensure a high level of amenity for future residents.

We refer the Planning Authority to the Student Accommodation Demand, Concentration and Justification Report prepared by JSA Planning, which accompanies the application, which

demonstrates a strong and growing demand for PBSA at a national and city level, the suitability of the site having regard to accessibility and proximity to third-level institutions and that the proposal will not result in an overconcentration of student accommodation within the surrounding area. The proposed PBSA forms part of a wider mixed-use regeneration scheme and is not a standalone or mono-functional development. This is an important consideration in respect of Policy QHSN44, as the development contributes to a balanced and integrated urban environment. Accordingly, the proposed PBSA is consistent with the relevant policies and standards of the Development Plan and represents an appropriate, sustainable and policy-compliant form of development at this location.

## **7.5 HOTEL**

The proposed development includes the refurbishment, extension and change of use of the existing Phibsborough Tower to provide a 150 no. bedroom hotel (Block A) with associated ancillary facilities, including reception, bar/restaurant, co-working space and back-of-house areas.

The Development Plan supports the provision of visitor accommodation in appropriate locations, subject to consideration of the existing mix of uses, accessibility, and avoidance of overconcentration. In this regard, Policy CEE28 (Visitor Accommodation) requires that proposals for hotel development be assessed having regard to the character of the area, the range of existing uses, and the need to maintain a balanced and vibrant urban environment.

The subject site is located within Phibsborough, a designated Key Urban Village (Z4 zoning), and occupies a highly accessible location with excellent public transport connectivity, including LUAS, high-frequency bus routes and the emerging BusConnects network. The site is also proximate to a range of tourist, cultural and recreational attractions, including Dalymount Park, TU Dublin Grangegorman and Dublin City Centre, making it a suitable and sustainable location for hotel development.

A Tourist Accommodation Demand, Concentration and Justification Report prepared by JSA Planning accompanies the application and demonstrates that there is a relatively low level of existing hotel provision within the 1km catchment (c. 718 rooms), with no significant clustering of hotel uses in the immediate area. The proposed development, providing an additional 150 bedrooms, represents a modest and appropriate increase (c. 20.8%) and will not result in an overconcentration of visitor accommodation.

Furthermore, the proposal forms part of a wider mixed-use regeneration scheme and contributes to a diverse range of uses within the area, including residential, student accommodation, retail and public realm. This integrated approach is consistent with Development Plan objectives to promote vibrant, mixed-use urban centres and to avoid mono-functional development.

The proposed hotel also represents the adaptive reuse and enhancement of a prominent existing structure, contributing to urban regeneration, improved streetscape and increased activity within the Key Urban Village.

Accordingly, the proposed hotel development is consistent with the relevant policies and objectives of the Dublin City Development Plan, including Policy CEE28, and represents an appropriate, sustainable and policy-compliant form of development at this location.

## **7.6 COST-RENTAL RESIDENTIAL USES AND RETAIL/RESTAURANT**

The Development Plan supports the delivery of new housing within the existing built-up area, particularly on underutilised lands in accessible locations, in accordance with the principles of compact growth and sustainable development. The provision of proposed cost-rental housing

aligns with national and local policy objectives to deliver affordable housing options and to support mixed and balanced communities.

The subject site is located within Phibsborough, a designated Key Urban Village (Z4 zoning), where residential development, including higher density schemes, is encouraged in order to support population growth, vitality and the consolidation of urban centres. The proposed residential units contribute to the delivery of housing supply in a highly accessible, serviced location, well supported by public transport, services and amenities.

The ground floor retail and café/restaurant uses are consistent with the Z4 zoning objective, which seeks to provide for a mix of commercial, retail and service uses that serve the local community and enhance the vitality and viability of urban villages. These uses will activate street frontages, contribute to passive surveillance, and support a vibrant public realm, particularly in the context of the proposed civic plaza and enhanced pedestrian connections. The integration of residential and active commercial uses within Block C forms part of a wider mixed-use scheme, contributing to the creation of a sustainable, compact and well-functioning urban neighbourhood.

The proposed units are designed to accommodate mechanical extract and ventilation systems, with ductwork routed to discharge at high level above the residential accommodation. While the final extract and odour control strategy will be dependent on the specific end user, industry-standard mitigation measures, including high-level discharge, filtration and odour control systems, will be incorporated at detailed design stage, ensuring that fumes, odours and emissions do not adversely impact residential amenity. Further detail can be agreed with the Planning Authority by way of a prior to commencement condition, if required.

The proposed retail/café/restaurant uses have been assessed having regard to Section 15.14.7.2 (Restaurants/Cafés) of the Development Plan, which recognises the positive contribution of such uses to urban vitality while requiring consideration of impacts such as noise, disturbance, traffic, waste management and hours of operation. The design and management of the proposed uses ensure that these factors are appropriately addressed and will not give rise to adverse impacts on residential amenity.

Any potential outdoor dining provision will be contained within the site boundary and designed to avoid obstruction of pedestrian movement or undue streetscape clutter. Temporary or permanent elements will be subject to detailed design and, where necessary, agreement with the Planning Authority.

Accordingly, the proposed cost-rental residential and retail/café/restaurant uses are considered to be appropriate, compatible and fully compliant with the policies and objectives of the Development Plan, representing a suitable form of development within this Key Urban Village location.

The proposed cost rental apartments (Block C) have been designed in full compliance with the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2025), as demonstrated in the accompanying Housing Quality Assessment (HQA). The HQA confirms that the apartments meet all relevant standards, including minimum floor areas, room sizes, storage provision, private amenity space (winter gardens), and communal open space. All units are 100% dual aspect, and a proportion of units exceed the minimum floor area requirements, ensuring a high standard of residential amenity. The development also incorporates Universal Design principles and full Part M accessibility, with lift access to all upper floors. Accordingly, the cost rental units provide high-quality, policy-compliant residential accommodation, fully aligned with national Apartment Guidelines and Development Plan standards.

## 7.7 BUILDING HEIGHT

The proposed development comprises a range of building heights across the site, from 4 to 9 storeys, reflecting its Key Urban Village (Z4) location and highly accessible inner-urban context.

The scheme includes the refurbishment, change of use and extension of the existing Phibsborough Tower (Block A) to provide a 9-storey hotel over ground floor retail, reinforcing its role as a prominent landmark. Block B (PBSA) ranges from 5 to 9 storeys, stepping in response to surrounding streets and the adjoining Dalymount Park, while Block C (Residential) at 4 storeys provides a sensitive transition to the North Circular Road context. The proposed height strategy accords with Appendix 3 of the Dublin City Development Plan 2022–2028, which supports increased height and density in accessible urban locations subject to a performance-based assessment. In this regard, a full assessment of the scheme against the performance criteria set out in Table 3 of Appendix 3 is provided in Appendix 2 of this report, demonstrating compliance in terms of urban design, daylight and sunlight, residential amenity, transport capacity, and placemaking.

In addition to the above, the visual impact of the proposed development has been carefully considered. A detailed Townscape and Visual Impact Assessment (TVIA) accompanies this application and assesses the scheme from a range of key viewpoints within the surrounding urban area. The TVIA demonstrates that the proposed building heights will integrate appropriately into the existing townscape, with the tallest elements (notably Block A) reinforcing an established landmark condition, while the stepping of heights across the site ensures a coherent and legible urban form. The assessment confirms that there will be no significant adverse visual impacts on the character of the surrounding area, including key approaches and sensitive receptors, and that the development will contribute positively to the evolving urban skyline of Phibsborough.

The proposed heights are also consistent with previously permitted development on the site, which established the acceptability of increased scale and intensity in this location. Accordingly, the development is considered appropriate in scale, compliant with Development Plan policy, and reflective of its strategic urban context.

## 7.8 DENSITY

Under Appendix 3 of the Development, a net density range of 60-150 uph is provided for Key Urban Village. The proposed development provides for a net residential density of approximately 106 dwellings per hectare, based on a net site area of 1.19 ha, which is comfortably within this density range. This is calculated in accordance with Section 3.2.1 of the Sustainable and Compact Settlements Guidelines for Planning Authorities (2024), which requires the conversion of student accommodation to dwelling equivalents.

In this regard, the scheme comprises 411 no. student bedspaces (equating to 103 dwelling equivalents) together with 23 no. residential units, resulting in a total of 126 units for density purposes.

For context, the table below outlines the density of previously permitted schemes on the site relative to the current proposal:

<b>Permitted Scheme under ACP Ref.: 300241-17 (Reg. Ref.: 2628/17)</b>	<b>Permitted Scheme under ACP Ref.: 308875-20 (Reg. Ref.: SHD0028/20)</b>	<b>Proposed Scheme</b>
341 No. Bedspaces on a net site area of 0.969 ha	321 No. BTR shared accommodation nits on a net site area of 0.969 ha	411 bedspaces + 23 units on 1.19 ha

The proposed scheme therefore represents a moderate and policy-aligned intensification of an established brownfield regeneration site, building on a clear planning precedent for high-density development. Notably, the Planning Authority’s report for the 2020 SHD confirmed that *“The Planning Authority does not have any in-principle objection to a high density development on this site, given its close proximity to the city centre and various high frequency public transport corridors.”* This provides strong support for the appropriateness of increased density at this location.

Furthermore, in accordance with Table 3.1 of the 2024 Compact Settlements Guidelines, Phibsborough is identified within the “City – Urban Neighbourhoods” category, which supports a density range of 50–250 dwellings per hectare (net). The proposed density of 106 dph sits comfortably within this range and reflects the site’s high level of accessibility, including proximity to LUAS Cross City, high-frequency bus services and the BusConnects Core Bus Corridor.

The proposal also aligns with the objectives for Key Urban Villages under the Dublin City Development Plan 2022–2028, which promote the intensification of underutilised lands, including surface car parks, and support higher density development capable of sustaining public transport and local services. Appendix 3 of the Dublin City Development Plan set out indicative density ranges for various locations. Table 1 of Appendix 3 identifies a net density range of 60-150 for a Key Urban Village. The density range of 103 units per hectare is in keeping with this range.

Accordingly, the proposed density represents an appropriate, sustainable and policy-compliant form of development, optimising the use of serviced urban land while remaining consistent with both national guidance and established planning precedent.

## 7.9 PLOT RATIO AND SITE COVERAGE

The Development Plan requires that planning applications include calculations of plot ratio and site coverage, with Appendix 3, Table 2 providing indicative standards for different areas of the city (typically 2.5–3.0 plot ratio and 60–90% site coverage for Central Area, i.e. within the Canal).

The subject site has a gross site area of 1.29 ha and a net site area of 1.27 ha. The proposed development provides for a plot ratio of 1.50 and a site coverage of 50%, which are below the indicative ranges set out in Appendix 3.

Appendix 3 makes clear that these standards are indicative only and that a flexible, performance-based approach should be applied, having regard to site-specific circumstances, design quality, and wider planning objectives. In particular, higher or lower plot ratios and site coverage may be appropriate depending on urban design considerations, amenity provision, and the need to achieve balanced and sustainable development outcomes.

In this regard, while the site is highly accessible, located within a Key Urban Village, adjoining a high-frequency public transport corridor (BusConnects CBC) and within close proximity to LUAS Cross City and the city centre, the proposed development adopts a moderate plot ratio and reduced site coverage as part of a considered design response to the site and its context.

The scheme represents a comprehensive redevelopment of a strategic brownfield site, delivering a high-quality mixed-use development including residential apartments, student accommodation, a hotel, and active ground floor uses. The design prioritises:

- Provision of a new civic plaza and meaningful public realm,
- Generous communal and private amenity spaces,
- Appropriate building separation distances and daylight/sunlight performance, and
- Sensitive interface with surrounding residential properties and ACA along North Circular Road.

The relatively lower site coverage (50%) facilitates significant open space and permeability improvements, transforming a currently underutilised and inward-looking shopping centre site into an active, legible and well-connected urban quarter. Similarly, the proposed plot ratio reflects a balanced approach to density, ensuring that development intensity does not compromise residential amenity, daylight access, or urban design quality.

Furthermore, the Development Plan emphasises the importance of qualitative outcomes over strict numerical compliance, particularly on regeneration sites where achieving good urban design, placemaking, and amenity standards is paramount.

Accordingly, the proposed plot ratio and site coverage are considered appropriate and justified, representing an optimal balance between efficient use of a highly accessible urban site and the delivery of a high-quality, sustainable and contextually responsive development, consistent with the intent and flexibility of Appendix 3.

## 7.10 CAR PARKING

Section 5.13.1.4 of the Development Plan relates to car parking, and Appendix 5 of the Development Plan sets out specific requirements in respect of car parking, with Table 2 of Appendix 5 setting out the maximum car parking standards for various land uses.

The subject site is located within Car Parking Zone 2, which generally comprises lands adjoining high-capacity public transport corridors, including the BusConnects Core Bus Corridor along Phibsborough Road. The applicable maximum car parking standards are as follows:

**Table 7.1: Table of Car Parking Standards Proposed Uses**

USE	Maximum Standards
Student accommodation	1 no. car parking space per 20 bed spaces
Residential	1 no. car parking space per dwelling
Hotel	1 space per 4 bedrooms (Zone 2 max standard)

The proposed development provides 49 no. spaces at first floor podium level and 2 no. accessible spaces at surface level (serving retail and hotel uses). The total provision of 51 spaces is below the maximum standard. It is noted that the development will result in the removal of existing surface-level car parking spaces currently serving the site. However, this reduction is considered appropriate and consistent with national and local policy objectives, which seek to curtail the dominance of surface parking in highly accessible urban locations and promote more efficient land use.

As confirmed in the DBFL Traffic and Transportation Assessment and Mobility Management Plan, this reduced provision is considered appropriate having regard to the site's exceptional accessibility, including:

- Immediate adjacency to high-frequency bus services and BusConnects CBC;
- Proximity to LUAS Cross City;
- Extensive walking and cycling infrastructure; and
- Proximity to major trip generators including third-level institutions and the city centre.

The Development Plan explicitly supports a reduction in car parking provision in Zones 1 and 2, particularly in locations with strong public transport accessibility, in order to promote modal shift and sustainable travel patterns.

In addition, the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) (SPPR 3 – Car Parking) require that, in city centre and highly accessible urban locations, car parking provision for residential development should be minimised, substantially reduced or wholly eliminated, with a maximum of 1 space per dwelling only where justified. Having regard to the subject site’s location within an accessible inner-urban area, the limited level of car parking provision for residential units (including the potential for no dedicated spaces for certain units) is fully aligned with this national policy objective, which prioritises sustainable mobility and compact growth.

Furthermore, the proposed development is supported by a comprehensive Mobility Management Plan, which sets out measures to encourage walking, cycling and public transport use, alongside significant cycle parking provision (over 550 spaces) and high-quality active travel infrastructure.

Accordingly, the proposed level of car parking provision is considered appropriate, justified and fully compliant with Development Plan policy and national guidance, representing a sustainable response to the site’s highly accessible urban context.

## 7.11 CYCLE PARKING

Section 5.13.1.4 of the Development Plan relates to cycle parking, and Appendix 5, Section 3.0 of the Development Plan sets out specific requirements in respect of cycle parking, with Table 1 of Appendix 5 setting out the minimum cycle parking standards for various land uses. Section 2.5 of Appendix 5 relates to the management of cycle parking.

The subject site is located within Cycle Parking Zone 2, which generally comprises lands adjoining key public transport corridors, including the BusConnects Core Bus Corridor along Phibsborough Road. The applicable cycle parking standards are as follows:

**Table 7.2: Table of Cycle Parking Standards for Proposed Uses**

Use	Standard
<b>Student accommodation</b>	1 no. long term cycle parking space per bedroom, plus 1 no. short stay visitor space per 5 bedrooms.
<b>Residential apartments</b>	1 no. long term per bedroom, plus 1 no. short stay visitor space per 2 apartments. To include provision for e-bikes/cargo bikes/bike trailers/adapted bikes.
<b>Hotel</b>	1 no. long-term space per 10 bedrooms, plus short-stay visitor provision

The proposed development provides a total of 446 no. long-stay cycle parking spaces and 112 no. short-stay visitor spaces serving the student accommodation, residential, hotel and retail uses.

As demonstrated in the DBFL Cycle Strategy Report and Traffic and Transportation Assessment, the proposed cycle parking provision meets and exceeds the minimum requirements of the Development Plan. The cycle facilities are designed in accordance with best practice, providing:

- Secure, covered and conveniently located long-stay cycle parking for residents and staff;

- Well-distributed short-stay visitor parking at ground level;
- High levels of accessibility and passive surveillance; and
- Appropriate provision for non-standard bicycles, including cargo and adapted bikes.

In addition, the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) (SPPR 4 – Cycle Parking and Storage) require that all new residential development provide safe, secure and convenient cycle parking and storage facilities to meet the needs of residents and visitors. The proposed development accords with these requirements, providing a high standard of cycle parking in terms of both quantity and design, including dedicated, secure facilities within the building footprint and provision for a range of bicycle types.

The cycle parking strategy forms part of a broader sustainable transport approach, supported by the Mobility Management Plan, which promotes active travel and reduced reliance on private car use.

Accordingly, the proposed development is considered to provide a high-quality, policy-compliant cycle parking provision, consistent with Development Plan standards, national guidance, and the site's highly accessible urban location.

## **7.12 GREEN BLUE ROOFS**

Section 9.5.4 of the Development Plan requires that all new developments with roof areas in excess of 100 sq.m provide green/blue roofs in accordance with the Dublin City Council Green & Blue Roof Guide (2021) (Appendix 11). Policy SI23 states *“To require all new developments with roof areas in excess of 100 sq. metres to provide for a green blue roof.”*

The proposed development incorporates a comprehensive green/blue roof strategy, designed in accordance with Development Plan requirements and Sustainable Drainage Systems (SuDS) principles. As detailed in the DBFL Infrastructure Design Report, the scheme provides:

- c. 3,542 sq.m of new roof area assessed for green/blue roof suitability;
- c. 2,755 sq.m of green/blue roof provision, equating to approximately 77% coverage of new roof areas;
- additional extensive green roof provision (c. 309 sq.m) over the existing Tesco building.

This exceeds the Development Plan requirement for 70% coverage of extensive green roofs.

The green/blue roofs form part of a wider integrated SuDS strategy, which also includes permeable paving, tree pits, bioretention areas and underground attenuation, ensuring compliance with the Greater Dublin Strategic Drainage Study (GDSDS) and Development Plan objectives.

Accordingly, the proposed development fully complies with Policy SI23, exceeding minimum requirements and delivering a high-quality, nature-based drainage solution integrated into the overall design of the scheme.

## **7.13 COMMUNAL AND PUBLIC OPEN SPACE**

Section 15.8.6 of the Development Plan requires that a minimum of 10% of the overall site area be provided as public open space for residential development. The proposed development significantly exceeds this requirement, providing approximately c. 4,900 sq.m of public open space, equating to c. 43% of the site area. This represents a substantial over-provision relative to Development Plan standards and reflects the site's role as a strategic regeneration opportunity within a Key Urban Village.

The public open space is not residual in nature, but instead forms a high-quality civic plaza and interconnected public realm network, which provides a new pedestrian route, enhances connectivity to Dalymount Park and surrounding streets, contributes to the city's green infrastructure network and supports active use, passive surveillance and urban vitality. This approach is fully consistent with Development Plan guidance that public open space should be accessible, safe, well-designed and contribute positively to the public domain.

The development also provides high-quality communal open space for both student and residential uses:

- Student Accommodation (Block B):
  - c. 2,098 sq.m of communal amenity space (including 545 sq.m of external);
  - equating to approximately 5.1 sq.m per bedspace, which is consistent with accepted standards for PBSA;
  - provision includes courtyards, terraces and internal amenity spaces distributed throughout the building.
- Residential (Block C):
  - provision of a first-floor communal courtyard with 215 sq.m of amenity space;
  - all apartments benefit from private winter gardens, contributing to private amenity provision.

These spaces are designed to be usable, well-overlooked and accessible, ensuring compliance with Development Plan requirements relating to residential quality, amenity and passive surveillance.

The open space strategy is fully integrated with public realm improvements and placemaking objectives, SuDS and green infrastructure measures and a mixed-use urban environment, ensuring continuous activity and natural surveillance.

The Development Plan emphasises that public open space should provide for recreation, biodiversity and visual amenity, while contributing to the overall urban structure, all of which are achieved by the proposed scheme.

The proposed development delivers a significant quantum of high-quality public and communal open space, greatly exceeding minimum standards and providing a meaningful contribution to the public realm and green infrastructure network.

Accordingly, the scheme is considered to be fully compliant with Chapter 15 Development Standards, representing a best-practice approach to open space provision within a compact, mixed-use urban regeneration scheme.

## **7.14 PUBLIC ART**

Objective CUO58 states that large-scale regeneration schemes exceeding 25,000 sq.m gross floor area are required to incorporate an element of public art.

The proposed development has a total gross floor area of c. 23,944 sq.m and therefore falls below the threshold at which public art is a mandatory requirement.

Notwithstanding this, the proposed scheme adopts a proactive placemaking approach, with the MCORM layout identifying a potential location for public art / mural to the rear of Block A (Hotel). This provides an opportunity to enhance visual interest and contribute positively to the character of the public realm.

Details of any public art provision can be developed at detailed design stage and, where appropriate, agreed with the Planning Authority, including by way of a prior to commencement condition.

Accordingly, while not required under CUO58, the proposal demonstrates a positive and policy-aligned approach to public art, supporting the Development Plan's broader objectives for place-making and urban quality.

### **7.15 IMPACT ON NEIGHBOURS**

Section 15.9.18 of the Dublin City Development Plan requires that development avoids undue overbearance and overlooking, particularly in established residential areas, through appropriate design measures.

The proposed development has been carefully designed to mitigate potential impacts on adjoining residential properties, particularly along the North Circular Road. In terms of overbearance, building heights are stepped down to 4 storeys at Block C, providing a sensitive transition to the surrounding context. Upper-level setbacks and appropriate separation distances further reduce perceived bulk and ensure that outlook from neighbouring habitable rooms and private open spaces is not unduly impacted. The taller elements are oriented towards Phibsborough Road and Dalymount Park, directing mass away from the most sensitive residential interfaces.

Overlooking is addressed through careful window placement and orientation, articulated building forms, and the use of setbacks and recessed balconies/winter gardens, which limit direct views into adjoining properties. Landscaping and boundary treatments provide additional screening at lower levels, while internal layouts balance privacy with passive surveillance of public and communal spaces.

Overall, the proposal avoids undue overbearance and overlooking and is consistent with the requirements of Section 15.9.18 of the Development Plan.

### **7.16 CLIMATE ACTION AND SUSTAINABILITY**

Chapter 3 of the Dublin City Development Plan 2022–2028 sets out the City Council's policies and objectives in relation to climate action, with a focus on improving energy efficiency, reducing greenhouse gas emissions, and enhancing climate resilience across the built environment.

The proposed development has been designed in accordance with these policies, as demonstrated in the accompanying OCSC Climate Action Report. The scheme incorporates a comprehensive energy strategy, including high-performance building fabric, compliance with Part L 2022 NZEB standards, and the integration of low-carbon and renewable technologies such as heat pumps and photovoltaic panels, thereby contributing to reduced operational energy demand and emissions.

The development also supports climate action objectives through its location within a highly accessible urban area, promoting sustainable transport patterns and reduced reliance on private car use. This is complemented by extensive cycle parking provision, a Mobility Management Plan, and integration with high-capacity public transport infrastructure. In addition, the proposal incorporates climate adaptation and resilience measures, including Sustainable Drainage Systems (SuDS), green and blue roof infrastructure, and enhanced public realm and landscaping, which contribute to urban greening, biodiversity and surface water management.

The proposed development also aligns with Climate Action and sustainability objectives through the reuse and adaptation of the existing Phibsborough Tower, which is to be refurbished and repurposed as a hotel. This approach reduces embodied carbon by retaining and upgrading existing structures, consistent with circular economy principles and best practice in sustainable development. Furthermore, the scheme represents the efficient use of an underutilised brownfield site within a Key Urban Village, delivering development above and around the existing shopping centre. This intensification of a centrally located, well-served site supports compact growth, optimises land use, and reduces the need for greenfield development, in line with Development Plan and national climate policy objectives.

Accordingly, the proposed development is consistent with the climate action and sustainability objectives of the Dublin City Development Plan, representing a robust and integrated response to both climate mitigation and adaptation requirements.

## 8.0 SUMMARY AND CONCLUSIONS

This Planning Report demonstrates that the proposed development represents a high-quality, plan-led regeneration scheme that is fully consistent with the national, regional and local planning policy framework.

The proposal delivers a comprehensive mixed-use development on a strategically located brownfield site within Phibsborough Key Urban Village, comprising:

- Refurbishment, reuse and extension of the existing Phibsborough Tower as a hotel (Block A);
- Purpose-Built Student Accommodation;
- Cost-rental housing; and
- Active ground floor commercial uses.

The adaptive reuse of the existing tower is a key component of the proposal, representing a sustainable and efficient use of an established landmark structure, while enhancing its architectural quality and long-term viability. The introduction of hotel use will support the visitor economy, animate the area and reinforce the site's role as a gateway location within the city.

The development is supported in principle by national policy, including the National Planning Framework – First Revision 2025, the National Student Accommodation Strategy 2026–2035, and Delivering Homes, Building Communities 2025–2030, all of which promote compact growth, regeneration and the optimisation of well-located urban land.

At a local level, the proposal is fully aligned with the Dublin City Development Plan 2022–2028, particularly in respect of:

- the regeneration of Key Urban Villages;
- the reuse and intensification of underutilised sites;
- the delivery of student accommodation and housing in accessible locations; and
- the provision of mixed-use development that enhances vitality and urban quality.

The scheme has been carefully designed to respond to its context, providing an appropriate height, scale and density, supported by a robust performance-based assessment. The development delivers significant public and communal open space, high-quality architecture, and enhanced permeability, including a new civic plaza and east–west pedestrian connections.

In infrastructure terms, the site is exceptionally well served by public transport, including the BusConnects Core Bus Corridor, LUAS Cross City and high-frequency bus services. The

development adopts a sustainable mobility approach, with reduced car parking provision, significant cycle parking, and strong support for active travel.

The proposal also demonstrates that there is no overconcentration of tourist or student accommodation within the 1 km catchment, the development will introduce only a modest increase in PBSA population, without adversely affecting the demographic balance and there remains a clear and well-documented demand for purpose-built student and tourist accommodation in the area.

The scheme is fully compliant with the Development Standards set out in Chapter 15, including residential amenity, open space, transport, servicing and environmental performance. Utilities infrastructure can be readily accommodated, and no constraints arise in terms of service provision.

Overall, the proposed development represents a sustainable, policy-compliant and deliverable scheme that will secure the long-term reuse of the Phibsborough Tower as a high-quality hotel, optimise the use of a key urban regeneration site, contribute to housing and student accommodation supply and enhance the public realm and urban environment. The mixed use development will support the continued regeneration and vitality of Phibsborough.

Accordingly, it is respectfully submitted that the proposed development constitutes proper planning and sustainable development.

## APPENDIX A: OTHER RELEVANT PLANNING HISTORY

Using the online planning search tools provided by Dublin City Council (DCC) and An Coimisiún Pleanála (ACP), the following provides an overview of recent planning applications relating to the subject lands.

As outlined in Section 3, permission was granted by An Bord Pleanála under ABP Ref. 300241-17 / DCC Reg. Ref. 2628/17 on 20<sup>th</sup> of August 2018 for a major mixed-use redevelopment of the shopping centre and adjoining lands. This permission provided for 341 student bedspaces, new retail/restaurant and office units, and a new civic plaza linking Phibsborough Road and North Circular Road, together with substantial façade, public realm and servicing upgrades. The 2018 Inspector's Report highlighted the appropriateness of delivering a mixed-use, higher-density scheme at this strategically located site, noting its role within a designated Key District Centre and the suitability of student accommodation, commercial uses, and enhanced pedestrian connectivity in this context.

An Bord Pleanála subsequently issued an Order on 12<sup>th</sup> April 2021, subject to 25 no. conditions, permitting SHD to provide 321 no. Build-to-Rent shared accommodation bedspaces in place of the previously approved student accommodation, together with associated site works.

While not intended as an exhaustive account of all applications in the area, further details can be accessed through the aforementioned planning portals.

### **ACP Ref.: 300241-17 (DCC Reg. Ref.: 2628/17) – ACP Grant (Planning Permission for 341 student bedspaces, retail/restaurant and office with a new civic plaza and public realm upgrade works)**

An Bord Pleanála issued an Order to grant permission, subject to 25 no. conditions on the 20<sup>th</sup> of August 2018, for a major mixed-use redevelopment of Phibsborough Shopping Centre and adjoining lands. The scheme includes 341 no. student bedspaces, new retail/restaurant and office units, a new civic plaza linking Phibsborough Road and North Circular Road, and significant upgrades to the Shopping Centre façade, public realm, and servicing arrangements.

The development was described as follows in the public notices:

*“Planning permission and retention for development at a site of 0.969 ha. at Phibsborough Shopping Centre and 345-349 North Circular Road, Dublin 7. The site is bounded by North Circular Road to the South, Connaught St to the North, Dalymount Park to the West and Phibsborough Road to the East. The development consists of the part demolition of existing structures on the site and the construction of an extension to the existing Phibsborough Shopping Centre onto Phibsborough Road and North Circular Road ranging in height from 3 to 7 storeys to contain new retail/restaurant and office units, student accommodation, a new civic plaza and an upgrade of the existing Shopping Centre and commercial office tower facade with a total new build gross floor area of 15,775m<sup>2</sup> (including basement). The proposed application does not include Units 7 and 13-15 & 17 of the existing Shopping Centre.*

*The detailed description of the development is set out below:*

*1. Demolition of the existing Tramway End/East Terrace of Dalymount Stadium, the existing warehouses in Kelly's Yard off the North Circular Road and part of Unit 1 of Phibsborough Shopping Centre and other ancillary site clearance.*

2. Construction of an extension to the existing Phibsborough Shopping Centre to contain a new Student Accommodation scheme, retail/restaurant units, commercial office and new civic plaza.

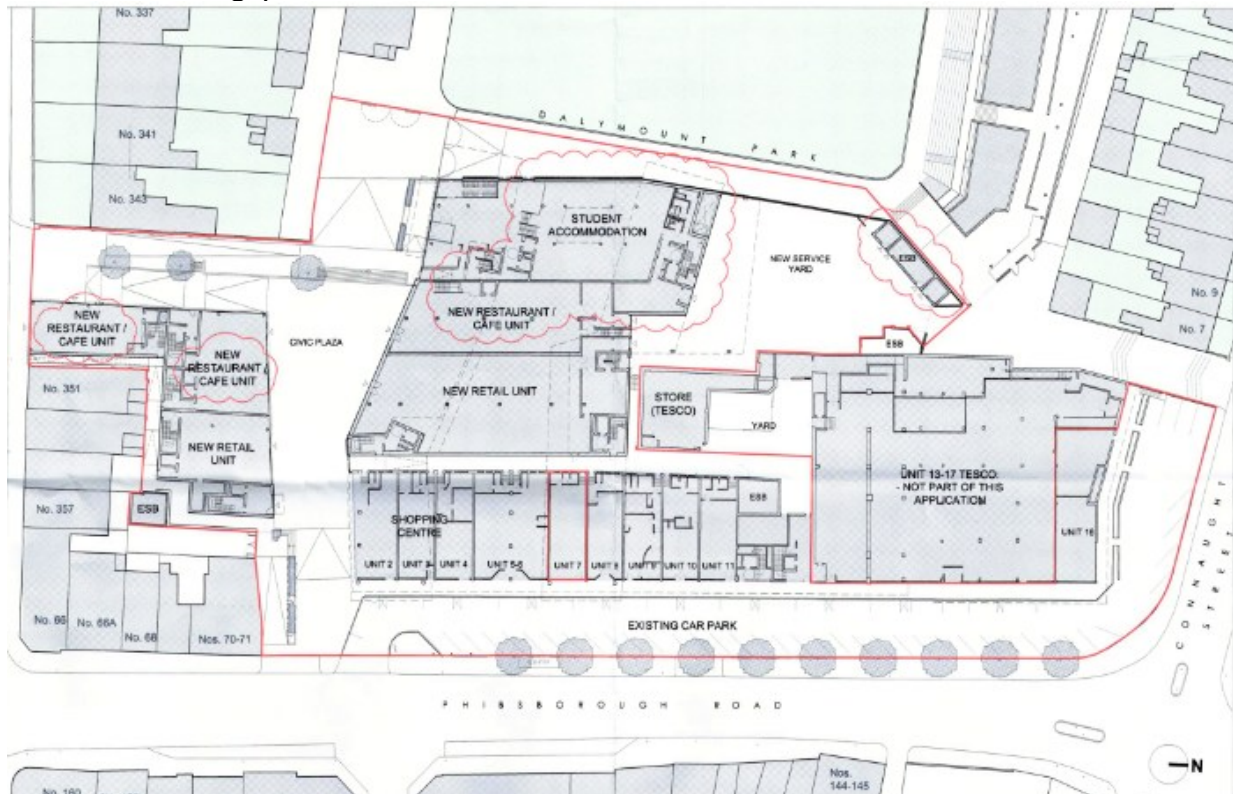
- The student accommodation is set out in two blocks around two landscaped courtyards and range in height from 4 to 6 storeys over split level ground floor, with part overhanging of the existing Shopping Centre onto Phibsborough Rd. The scheme has a total gross floor area of 10959 m<sup>2</sup> (including basement) and accommodates a total of 341 beds paces. The split level ground floor accommodates management offices and reception, student amenity space, storage, ancillary circulation areas and a split level basement containing 172 no. bicycle parking spaces, cinema room, bin storage, laundry and plant.
- 2 no. retail/cafe/restaurant units with a gross floor area of 1037m<sup>2</sup> and 658m<sup>2</sup>, at ground floor level facing onto the northern side of the new civic space.
- A new 3-4 storey incl. setback block which extends from the new civic space to North Circular Road containing 3 no. ground and first floor retail/cafe/restaurant units of 502m<sup>2</sup>, 430m<sup>2</sup> and 366m<sup>2</sup> gross internal area and second and third floor office accommodation of 1367m<sup>2</sup>.
- The construction of a new Civic Space linking Phibsborough Rd and North Circular Rd. The Civic Space facilitates access to Dalymount Park Site.

3. Alterations to the existing Phibsborough Shopping Centre consisting of:

- New facade in the form of expanded metal mesh to cover existing Phibsborough Rd and Connaught St frontage of the Shopping Centre, and west and east sides of the existing Tower Building.
- Continuation of the proposed facade treatment over the roof of the Tower Building to provide screening in addition to re-organisation of all existing antennae.
- Upgraded shopfronts and signage for all existing units.
- Upgraded surface treatment, landscaping and boundary treatment to the existing car parking and walkways within the site.
- Part demolition of existing Unit 1 and remainder to be amalgamated into existing Unit 2 and change of use to retail/restaurant.
- Retention of the gym use in Unit 19 at first floor level.
- Provision of a new Service Yard to serve the redeveloped Shopping Centre to the rear of the site, accessed from Connaught St.

Permission is also sought for hard and soft landscaping, boundary treatments, signage and all ancillary site and development works.”

**Figure A.1: Permitted Site Layout ABP Ref.: 300241-17 / DCC Reg. Ref.: 2628/17 (as revised at FI stage)**



The following provides a summary of the key aspects of the Inspector’s Report assessment of the proposed development:

- **Principle of development**

The application proposed a mixed-use redevelopment of the Phibsborough Shopping Centre site, with the following key elements:

- Retail and Restaurants/Cafés – ground and first floor, to strengthen the centre’s commercial base and animate the streetscape.
- Offices – 2nd and 3rd floors, contributing employment space and daytime activity.
- Student Accommodation – 2nd to 7th floors, providing 341 bedspaces in interlinked clusters.
- Gym – retained within the shopping centre.
- Civic Plaza – new landscaped public realm space to improve permeability and provide a focal point for the centre.

The Inspector noted that this blend of uses aligned with the role of a Key District Centre (KDC 8) under the Dublin City Development Plan 2016–2022, which seeks to deliver intensified, mixed-use urban villages with strong residential and employment bases.

The site is zoned Z4 – District Centre “to provide for and improve mixed-services facilities”. Student accommodation, retail, office, and leisure uses are all permissible in principle under this zoning. The Inspector considered that the proposed scheme positively complied with the Z4 guiding principle, particularly through the introduction of the civic plaza and new connections across the site.

Student accommodation was considered appropriate in this KDC context, as it supports regeneration and is compatible with the retail, office, and leisure functions. Inspector noted the site's excellent accessibility to:

- Grangegorman Campus (DIT/TU Dublin).
- City centre and multiple public transport routes.

It would therefore help meet identified demand for purpose-built student accommodation (PBSA) in Dublin. The Inspector acknowledged existing provision of SA within 1km but concluded that:

- The site is part of a designated growth area.
- The Development Plan explicitly supports higher densities and mixed-use regeneration here.
- The scale of student housing proposed (341 units) would not, in itself, constitute overconcentration.
- The scheme would contribute positively to the housing mix without undermining community balance.

- **Design and Visual Impact**

The proposed redevelopment introduced new buildings ranging from 3 to 7 storeys across the site. The existing 8-storey office tower at Phibsborough Shopping Centre was to be retained and reclad, improving its external appearance. The scheme also involved partial demolition of the outdated shopping centre fabric, replacing it with slimmer blocks with improved articulation. Inspector noted that while the scheme introduced greater height and bulk than much of the surrounding 2-storey Victorian residential context, this was considered appropriate within a Key District Centre where intensification is supported.

The southern edge of the site adjoins the North Circular Road/Phibsborough Road ACA, characterised by late 19th-century terraces and protected structures. Key consideration was whether the scale, height, and architectural expression of the new development respected the historic streetscape and setting of protected structures. Inspector observed that the scheme stepped down in height towards the ACA edge, use of active ground-floor frontages and high-quality materials reduced the sense of dominance and the civic plaza provided a transitional space between the new blocks and the older fabric. Overall, the integrated design approach meant the development would not undermine the character of the ACA.

The Inspector concluded that the design measures created a much stronger urban edge and improved integration with the local village setting. The Inspector considered Civic Plaza and Public Realm Contribution a major positive gain, enhancing the identity and function of Phibsborough as a Key District Centre.

- **Accessibility, Movement and Transport**

Traffic impacts are minimal and acceptable. Zero car parking provision for students was reasonable in this context. Adequate cycle parking and policy compliant. Significant improvement of pedestrian permeability and strong positive feature. Overall, the scheme aligned with sustainable transport policies and would encourage walking, cycling, and public transport use.

The following figures illustrates submitted visuals of the scheme under ABP Ref.: 300241-17 / DCC Reg. Ref.: 2628/17 (as revised at FI stage).

**Figure A.2: View looking south on Phibsborough Road**



**ACP Ref.: 308875-20 (DCC Reg. Ref.: SHD0028/20) – ACP Grant (Planning Permission for alterations to permission under ACP Ref.: 300241-17 (Reg. Ref.: 2628/17) to provide for 321 no. BTR shared accommodation bed spaces)**

An Bord Pleanála issued an Order to grant permission, subject to 25 no. conditions, on 12<sup>th</sup> April 2021, for alterations to the development permitted under Reg. Ref.: 2628/17 / ABP-300241-18 to now provide 321 no. Build to Rent shared accommodation bed spaces and associated site works.

The development was described in the public notices as follows:

*“We, Phibsborough Shopping Centre Ltd. intend to apply to An Bord Pleanála for permission for a Build to Rent Strategic Housing Development at a site of 0.969 ha. at Phibsborough Shopping Centre and 345-349 North Circular Road, Dublin 7. The site is bounded by North Circular Road to the South, Connaught St to the North, Dalymount Park to the West and Phibsborough Road to the East.*

*The proposed development consists of alterations to the permitted development, as permitted under DCC Reg. Ref.: 2628/17, ABP Reg. Ref.: ABP-300241-17, which included student accommodation, to now consist of the development of Build To Rent Shared Accommodation and other minor alterations to the permitted development. The proposed alterations include:*

*(1) Alteration to the permitted 341 bed student accommodation scheme, in permitted Blocks A and B, to accommodate a 321 bed shared accommodation scheme. This alteration includes a reconfiguration of the two number student accommodation blocks as follows:*

- Omission of the permitted basement of the permitted student accommodation development.*
- Alteration of the permitted Ground, First and Second Floor spaces to contain 518 sq.m Communal Amenity Space, Reception, Waste Storage, Bikes Store, Plant, Laundry Facilities, Storage, and Office Space associated with the Shared Accommodation.*

- Alteration of the permitted third to seventh floors from 341 student bedspaces, set out in clusters, to 321 shared accommodation bedspaces, set out in 303 single occupancy units and 4 cluster units containing a total of 18 bedspaces.
  - Introduction of c. 1,130 sq.m of shared amenity spaces to include kitchen and living areas, dispersed across the third to seventh floors.
  - Introduction of external roof terraces in both blocks on the sixth floor fronting on to Phibsborough Road with a combined total of c. 156sq.m, introduction of roof terraces centrally located at seventh floor in both blocks to provide a total of c.256 sq.m communal amenity space, and redesign of permitted external central amenity spaces located at second floor.
  - Increase in height of the permitted building by c. 2m to allow for raised ground level. There are no additional floors proposed. The width of the accommodation blocks have also increased by c. 2m to allow for larger bedrooms.
  - Overall increase in floorspace of c.1,079 sq.m from c.11,156 sq.m permitted to c.12,235sq. m.
- (2) Minor alterations to the permitted civic plaza as a result of proposed raised ground level- this includes removal of permitted steps as conditioned by An Bord Pleanala under Condition 4 of ABP-300241-17.
  - (3) Alterations to permitted Units A1 and A2, onto the civic plaza, as a result of the alterations to the accommodation blocks. These alterations result in an increase in retail area of Unit A1 from c.662 sq.m to c.747 sq.m, and a reduction in restaurant/café area of Unit A2 from c.511 sq.m to c.370 sq.m. Overall reduction in retail/restaurant/café space of c.110 sq.m in Blocks A and B.
  - (4) Alterations to Block C, to the south of the plaza, and a subsequent reduction in Restaurant/Cafe Unit A4 of c.16 sq.m and permitted Office Floorspace of c.61 sq.m as a result of minor setback of the building at ground and first floor levels.
  - (5) Alterations to the permitted amendments to the existing Shopping Centre to include:
  - (6) It is proposed to retain part of Unit 1 (previously permitted to be demolished) to facilitate the retention of the rooftop parking. This unit, when amalgamated with Unit 2 results in a minor increase of c.63sq.m.
  - (7) Removal of the permitted new staircase from ground level to first floor level serving both the existing car park and the existing office tower. It is proposed to retain this space, Retail Unit 12, as it currently is with a floorspace of c.80sq. m.
  - (8) The inclusion of a new sub-station in the permitted Block C (no resulting change in the building footprint or elevations).
  - (9) The proposed development of PV panels at roof level of Block A with a total area of c.175 sq.m.
  - (10) The proposed alterations also include for resulting alterations to permitted hard and soft landscaping, boundary treatments, signage, façade and all ancillary site and development works.
  - (11) Overall increase in floorspace of 998 sq.m from c.22,574 sq.m permitted to c.23,572sq.m.”

The following provides a high-level summary of key aspects from the Inspector’s Report assessment of the proposed development:

- Principle of Development – The development provides 321 single-occupancy bedrooms in Blocks A and B, replacing the 341 student units previously permitted. Changing the permitted student accommodation (ABP-300241-17) to co-living/shared accommodation was acceptable in policy terms.
- Quantum of Development – While the absolute number of bedspaces decreased, the design change to co-living increased the overall bulk and floorspace (from c. 22,574 sq.m to 23,572 sq.m) due to the wider blocks and inclusion of communal facilities. The Inspector noted that the increase in building width (+2m) and height (+2m) raised

concerns about bulk and visual dominance, but found it consistent with the established precedent of mid-rise development on the site.

- **Building Heights** - The development included 4–6 storey shared accommodation blocks fronting Phibsborough Road and North Circular Road, in proximity to 2-storey Victorian terraces. Phibsborough is traditionally low-rise (2-storey Victorian terraces), but the site already accommodates the 8-storey office tower at the shopping centre. The Inspector accepted that a larger quantum of development could be absorbed here because the shopping centre is a long-recognised redevelopment site and a designated growth node. However, community submissions argued that the density was excessive, transient in nature, and would fail to support a balanced, long-term residential community
- **Quality of Shared Accommodation (Co-living)** – adequacy of shared kitchen/dining/living facilities, bedroom sizes, amenity provision, daylight/sunlight, and overall liveability.
- **Impact on Amenities of Neighbouring Properties** – The applicant made design adjustments to reduce overlooking, including façade alterations at “narrower points” where blocks faced each other. Inspector accepted that with fenestration adjustments (and potentially conditions requiring more sensitive window treatment), overlooking impacts could be mitigated. Inspector concluded overshadowing impacts were limited and within BRE guidance. Inspector accepted that, subject to conditions (e.g. construction management plan, operational noise limits, hours of use restrictions), noise impacts would be manageable. Physical amenity impacts (overlooking, overshadowing, noise, wind) were either acceptable or could be mitigated by conditions.
- **Biodiversity and Landscaping** – The Inspector noted that while landscaping was incorporated, it tended to be amenity-focused rather than biodiversity-focused, and stronger commitments could have been made to sustainable planting and long-term maintenance. The Inspector concluded that the scheme posed no significant direct threat to designated sites, but emphasised that urban biodiversity enhancement opportunities (such as green roofs, tree planting, wildlife-friendly landscaping) were underutilised. The Inspector acknowledged Invasive Species – Japanese Knotweed as a serious issue, noting the requirement for a robust invasive species management plan as part of site clearance and construction works.
- **Material Contravention** – Accepted that the contravention was limited in scope (only height). Noted that the rear of the site (towards Dalymount Park) was where height exceeded limits; the scheme stepped down closer to Phibsborough Road, mitigating visual impact. Found the justification reasonable, given:
  - The site’s designation as a Key District Centre.
  - Its proximity to high-frequency public transport (bus and Luas).
  - Strong national policy support for taller, higher-density development in such locations.

Inspector concluded that the Board could invoke Section 37(2)(b) to permit the scheme, provided other issues (esp. residential quality) were resolved.

- **Traffic, Transportation and Access** – Zero-parking model was acceptable in principle given the accessibility of the location. Inspector found the bicycle parking provision adequate and appropriate, noting increased demand for cycling post-Covid. Inspector welcomed a new civic plaza linking the North Circular Road and Phibsborough Road, improved east–west connections across the site and potential for future linkages to a redeveloped Dalymount Park stadium, stating permeability was critical for integrating the site into Phibsborough village.

- Infrastructural Services including Flooding – Inspector’s noted while capacity constraints at Ringsend are a wider systemic issue, this individual scheme would not materially compromise the network, subject to Irish Water approval. Inspector accepted that the proposals were sufficient to manage surface water on-site and reduce flood risk downstream. Inspector accepted the FRA conclusions, noting the site was appropriate for residential development. The Inspector concluded that infrastructural services and flood risk did not present barriers to the proposed development.
- Other Matters – Construction management (noise, dust, traffic) issues were significant but temporary. Inspector assessed potential impacts (population, material assets, cultural heritage, traffic, noise, waste, biodiversity). Concluded that significant environmental effects were unlikely, so a full EIAR was not required. Inspector concluded there would be no likely significant effects on Natura 2000 sites, either alone or in combination. Therefore, Stage 2 AA not required. Strong local opposition to the co-living model but distinguished between issues that were planning-material (amenity, design, policy conflict) versus those that were perception-based or political.

### **Part 8 Ref.: 4599/23 - Dalymount Park, Phibsborough, Dublin 7**

The Dalymount Park Part 8 application (Ref. 4599/23) was submitted to Dublin City Council in July 2023 and approved by Council members on 9<sup>th</sup> January 2024 for the full redevelopment of Dalymount Park, including demolition of the existing stadium and construction of a new c.8,034 capacity stadium with modern match-day facilities, club offices, community facilities (585 sq.m), a stadium bar/function room, public plaza and new east–west pedestrian link between North Circular Road and Connaught Street. The scheme delivers a modern sporting and community hub while improving permeability and civic placemaking, directly adjoining and integrating with the Phibsborough Shopping Centre lands.

The description of the Part 8 at Dalymount Park is as follows:

- I. The demolition of the existing stadium and structures located on the site;
- II. The development of a new c.8,034 capacity stadium with provision for c. 6,240 seats and c.1,794 standing and new modern floodlighting and associated facilities;
- III. Reorientation of the pitch to a North/South Axis (105m x 68m) and installation of a new sand-based grass pitch;
- IV. A basement area (622 sq.m) to facilitate competition area changing rooms and facilities;
- V. The provision of modern match-day facilities for teams and officials;
- VI. Club offices & a merchandise shop for the anchor tenants Bohemian FC;
- VII. The provision of a stadium bar/function room and concession areas within the stadium;
- VIII. The provision of 12 car parking spaces and 50 bicycle spaces within the site;
- IX. A community facility with an area of 585sq.m over two floors to include a multifunctional community room and a community gym;
- X. The provision of a public thoroughfare along the eastern boundary connecting North Circular Road and Connaught Street to include various eateries and a new public plaza; and
- XI. All associated plant, substation, waste storage, landscaping, boundary treatment, lighting and all ancillary site works to facilitate the proposed development.

The Chief Executive reports concludes by stating that:

*“The Planning Authority considers the proposed development to be consistent with the provisions of the Dublin City Development Plan 2022-2028 and in accordance with the proper planning and sustainable development of the area, and considers it should proceed.*”

*It is recommended that the Elected Members approve the proposed development and the proposing Department should have regard to the following recommendations...*

As Dublin City Council did not own the entire site, landowner consent agreements were included with the Part 8 submission. A letter of consent was provided by *Phibsborough Shopping Centre Limited* (13 July 2023) covering access points and service yard lands, and by the *Vincentian Community* (15 June 2023) in respect of lands at the south-west corner adjoining St. Peter's School and Dalymount Lane.

**Figure A.3: Proposed Layout Plan of Permitted Stadium**



**Figure A.4: CGI of Permitted Part 8 scheme**



**ACP Ref.: 314610 - BusConnects Ballymun/Finglas to City Centre Core Bus Corridor Scheme**

ACP issued Order to grant on 12<sup>th</sup> March 2024, subject to 20 no. conditions, for BusConnects Ballymun/Finglas to City Centre Core Bus Corridor Scheme.



As set out in the accompanying DBFL Traffic and Transportation Assessment (TTA), the design has been informed by the most up-to-date BusConnects proposals, with the scheme layout incorporating and safeguarding the required road widening, bus priority measures, and associated pedestrian and cycle infrastructure along the Phibsborough Road frontage. The TTA confirms that the development aligns with the planned future transport network and supports its delivery.

This integration is clearly illustrated on the submitted DBFL drawings, including the “Road Layout & Levels Including BusConnects” drawing, which demonstrates how the proposed site layout accommodates the CBC infrastructure, including bus lanes, upgraded footpaths, and cycle facilities, as well as areas safeguarded for delivery by the NTA.

The development also reflects the impacts of the CBC scheme, including the reconfiguration of access arrangements and the rationalisation of existing surface car parking, ensuring consistency with the approved corridor design. The proposals therefore not only avoid conflict with the permitted BusConnects scheme but actively facilitate its implementation. Accordingly, the proposed development is fully coordinated with ACP Ref. 314610 and is considered to support and enhance the delivery of the BusConnects Core Bus Corridor in accordance with national and regional transport policy.

## APPENDIX B: COMPLIANCE WITH DUBLIN CITY DEVELOPMENT PLAN 2022-2028 APPENDIX 3, TABLE 3

**Table A.1: Compliance with the performance criteria for assessing proposals for enhanced height, density and scale (Appendix 3, Table 3 of the Development Plan)**

The following table sets out a detailed assessment of the proposed development against the performance criteria for increased height, density and scale as contained in Appendix 3, Table 3 of the Dublin City Development Plan 2022–2028. This assessment demonstrates how the scheme responds to each of the relevant criteria, including urban design, architectural quality, impact on surrounding context, residential amenity, environmental considerations, and transport capacity.

This appendix should be read in conjunction with the main Planning Report, the Architectural Design Statement, the Townscape and Visual Impact Assessment (TVIA), the Daylight and Sunlight Assessment, the DBFL Traffic and Transportation Assessment (TTA) and Mobility Management Plan, and other supporting technical documentation submitted as part of this application.

Together, these documents demonstrate that the proposed development satisfies the performance-based approach to height and density set out in the Development Plan and represents an appropriate, high-quality and sustainable response to this accessible urban location.

SECTION	OBJECTIVE	RESPONSE
1	<b>To promote development with a sense of place and character</b>	
	<p><i>Enhanced density and scale should:</i></p> <ul style="list-style-type: none"> <li><i>respect and/or complement existing and established surrounding urban structure, character and local context, scale and built and natural heritage and have regard to any development constraints,</i></li> </ul>	<p>We refer to the following documentation accompanying this application, which demonstrates that the site is capable of accommodating increased height and density while promoting a strong sense of place and character:</p> <ul style="list-style-type: none"> <li>Architectural and Urban Design Statement prepared by MCORM;</li> <li>Townscape and Visual Impact Assessment (TVIA) prepared by Macro Works;</li> <li>Verified Photomontages and CGIs prepared by GNET.</li> </ul> <p>As set out in the Architectural Design Statement, the proposed development responds to the complex urban context of the Phibsborough Shopping Centre site, which is defined by:</p> <ul style="list-style-type: none"> <li>Prominent location along Phibsborough Road, a key urban corridor;</li> <li>Proximity to Dalymount Park, a significant civic and recreational destination; and</li> <li>Finer grain residential character of the North Circular Road and surrounding streets.</li> </ul>

	<p>The site has historically developed as a mixed-use urban node, characterised by a varied townscape including retail, residential, commercial and community uses. The existing Shopping Centre and tower represent a distinctive mid-20th century intervention, forming an established landmark within the area.</p> <p>The proposed development responds to this context through a coherent urban design strategy, which:</p> <ul style="list-style-type: none"> <li>• Retains, refurbishes and extends the existing Phibsborough Tower, reinforcing its role as a landmark and maintaining continuity with the built heritage of the area;</li> <li>• Replaces the existing fragmented, car-dominated layout with a legible block structure, strong street edges and a connected network of streets and public spaces; and</li> <li>• Introduces a graduated height strategy, ensuring appropriate transitions between differing urban conditions.</li> </ul> <p>In this regard:</p> <ul style="list-style-type: none"> <li>• Block A (Hotel) consolidates the established height and presence of the existing tower, reinforcing its landmark role at a key junction;</li> <li>• Block B (PBSA) ranges in height and is positioned to frame new streets and public spaces, responding to the scale of surrounding infrastructure and the emerging Dalymount Park context;</li> <li>• Block C (Residential) at 4 storeys provides a sensitive transition to the adjoining residential streetscape along North Circular Road.</li> </ul> <p>The scheme has also been designed to respond to key development constraints, including:</p> <ul style="list-style-type: none"> <li>• Protecting the amenity of adjoining residential properties through appropriate massing, separation distances and stepping of building heights;</li> <li>• Integrating with the BusConnects Core Bus Corridor along Phibsborough Road; and</li> <li>• Addressing the site's prominent location within a Key Urban Village and its relationship to surrounding public realm and movement networks.</li> </ul>
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		<p>The TVIA confirms that the proposed development represents an appropriate and positive evolution of the townscape, replacing underutilised structures with a high-quality, integrated urban form, while respecting the existing character and enhancing visual amenity.</p> <p>Overall, the proposal demonstrates that the increased height and density are appropriately designed, contextually responsive and respectful of the existing urban structure and character, while facilitating the regeneration of this strategically important site.</p>
	<ul style="list-style-type: none"> <li>• <i>have a positive impact on the local community and environment and contribute to 'healthy placemaking',</i></li> </ul>	<p>The proposed development will deliver a significant positive transformation of the site, replacing a fragmented and car-dominated retail environment with a vibrant, permeable and people-focused urban quarter.</p> <p>The scheme introduces a substantial quantum of high-quality public realm, including a new civic plaza and pedestrian connections linking Phibsborough Road, North Circular Road and Connaught Street, and improving access to Dalymount Park. This will enhance walkability, connectivity and social interaction, supporting the creation of a more inclusive and legible urban environment.</p> <p>Active ground floor uses, including retail, café/restaurant and hotel functions, will provide animation and passive surveillance, contributing to a safe and lively streetscape throughout the day and evening. The integration of residential, student accommodation and hotel uses promotes a balanced, mixed-use community, supporting activity and vitality.</p> <p>The development also incorporates communal amenity spaces, landscaping and green infrastructure, including green/blue roofs and SuDS measures, which contribute to urban greening, biodiversity and climate resilience.</p> <p>In addition, the adaptive reuse of the existing Phibsborough Tower as a hotel represents a sustainable approach to development, reducing demolition and supporting the long-term viability of a landmark structure.</p> <p>Overall, the proposal will deliver a high-quality living and urban environment, aligned with Development Plan objectives for healthy placemaking, by promoting active travel, social interaction, environmental quality and a strong sense of place within Phibsborough Key Urban Village.</p>

	<ul style="list-style-type: none"> <li>• <i>create a distinctive design and add to and enhance the quality design of the area,</i></li> </ul>	<p>The proposed development delivers a high-quality and distinctive architectural response that enhances the character and visual quality of the area. The design is anchored by the retention, refurbishment and extension of the existing Phibsborough Tower, reinforcing its role as a recognisable landmark while upgrading its architectural expression and long-term viability.</p> <p>The overall scheme introduces a coherent and legible urban composition, replacing the existing fragmented and car-dominated layout with a well-defined block structure, strong street frontages and a high-quality public realm framework centred on a new civic plaza. The architectural approach incorporates articulated building forms, variation in height, and a carefully considered material palette, ensuring that the development avoids monolithic massing and responds to the differing urban conditions across the site. The design of Block C provides a finer grain response to North Circular Road, while the larger elements are appropriately expressed along key urban frontages.</p> <p>As confirmed in the accompanying Architectural Design Statement and TVIA, the proposal will significantly enhance the townscape, introducing contemporary architecture of a high standard that complements both the existing built form and the evolving character of Phibsborough.</p> <p>Overall, the development will elevate the quality of the built environment, creating a distinctive, attractive and well-designed urban place consistent with Development Plan objectives.</p>
	<ul style="list-style-type: none"> <li>• <i>be appropriately located in highly accessible places of greater activity and land use intensity,</i></li> </ul>	<p>The application site is located within Phibsborough Key Urban Village, a highly accessible inner-city location characterised by intense activity, mixed uses and strong public transport connectivity.</p> <p>The site benefits from immediate adjacency to the BusConnects Core Bus Corridor on Phibsborough Road, high-frequency bus services, and is within convenient walking distance of LUAS Cross City. The area is also well served by walking and cycling infrastructure, providing direct connections to the city centre and surrounding neighbourhoods. These attributes are further detailed and assessed in the accompanying DBFL Traffic and Transportation Assessment (TTA), which confirms the site's exceptional level of accessibility by sustainable modes.</p>

		<p>The site is situated within close proximity to major trip generators and institutions, including TU Dublin Grangegorman, DCU St. Patrick's Campus and Trinity College Dublin, as well as a wide range of retail, commercial, cultural and recreational amenities, including Dalymount Park.</p> <p>The Development Plan identifies Key Urban Villages as appropriate locations for increased density, height and mixed-use development, given their accessibility and role in supporting compact growth and sustainable movement patterns.</p> <p>In this context, and as demonstrated in the TTA, the proposed scale, density and mix of uses are entirely appropriate and policy-aligned, representing an efficient and sustainable use of a centrally located, well-served urban site.</p>
	<ul style="list-style-type: none"> <li>• <i>have sufficient variety in scale and form and have an appropriate transition in scale to the boundaries of a site/adjacent development in an established area,</i></li> </ul>	<p>The proposed development incorporates a varied and articulated building form, ensuring appropriate integration with the surrounding urban context and sensitive transitions to adjoining development.</p> <p>The scheme adopts a graduated height strategy, responding to the differing conditions at each site boundary:</p> <ul style="list-style-type: none"> <li>• Block A (Hotel) consolidates the established height and presence of the existing Phibsborough Tower, reinforcing its role as a landmark element;</li> <li>• Block B (PBSA) ranges in height across the site, stepping to respond to surrounding streets, the emerging Dalymount Park interface and internal public spaces;</li> <li>• Block C (Residential) at 4 storeys provides a sensitive transition to the finer-grain residential context along North Circular Road.</li> </ul> <p>The massing is further refined through stepping of upper floors, variation in building heights and articulation of façades, ensuring that the development avoids abrupt changes in scale and integrates appropriately with neighbouring properties.</p> <p>This approach ensures that the scheme respects adjoining residential amenity, maintains appropriate relationships with surrounding buildings, and provides a balanced transition between larger-scale urban elements and established residential streets.</p>

		<p>Overall, the proposal demonstrates a well-considered response in scale and form, consistent with Development Plan requirements for development in established urban areas.</p>
	<ul style="list-style-type: none"> <li>• <i>not be monolithic and should have a well-considered design response that avoids long slab blocks,</i></li> </ul>	<p>The proposed development avoids monolithic form through a carefully articulated and site-responsive design strategy. The scheme is composed of distinct building blocks (Blocks A, B and C), each with its own identity and scale, arranged to create a legible urban structure rather than a single continuous mass. In particular:</p> <ul style="list-style-type: none"> <li>• Block B (PBSA) is broken into a series of articulated volumes with variation in height and depth, stepping across the site to respond to surrounding streets and public spaces;</li> <li>• Block A (Hotel) retains the established tower form, expressed as a slender vertical landmark element rather than a horizontal mass;</li> <li>• Block C (Residential) provides a smaller-scale, finely grained frontage, reflecting the character of the adjoining residential context.</li> </ul> <p>Further articulation is achieved through variations in façade treatment and materiality and the introduction of gaps, courtyards and permeability routes within the scheme.</p> <p>This approach ensures that the development is perceived as a series of well-proportioned elements, reducing visual bulk and creating a more human-scaled environment. Accordingly, the proposal demonstrates a high-quality design response that avoids excessive massing and long slab forms, in compliance with Development Plan guidance.</p>
	<ul style="list-style-type: none"> <li>• <i>ensure that set back floors are appropriately scaled and designed.</i></li> </ul>	<p>The proposed development incorporates the stepping and recessing of upper floor levels as part of a coherent massing strategy, as detailed in the Architectural Design Statement and supported by the Townscape and Visual Impact Assessment.</p> <p>Upper floors are carefully modulated to:</p> <ul style="list-style-type: none"> <li>• Reduce perceived height and visual impact at roof level;</li> <li>• Provide appropriate transitions in scale to adjoining streets and neighbouring properties; and</li> <li>• Contribute to a more articulated and legible building form.</li> </ul>

		<p>Across the scheme, upper levels are expressed through setbacks, stepped profiles and lighter architectural treatment, ensuring that additional height is visually recessive and does not appear overbearing in key views. This approach aligns with the TVIA findings, which note that articulated massing and high-quality design reduce perceived bulk and integrate the development into the surrounding townscape.</p> <p>Accordingly, the upper floors are appropriately scaled, visually subordinate and well-integrated, ensuring compliance with Development Plan requirements and contributing positively to the overall townscape composition.</p>
<p><b>2</b></p>	<p><b>To provide appropriate legibility</b></p>	<p>The proposed development makes a strong and positive contribution to legibility, transforming a currently fragmented and inward-looking site into a clear, coherent and easily navigable urban environment.</p> <p>The scheme introduces a legible block structure and hierarchy of spaces, centred on a new civic plaza and a network of streets and pedestrian routes that connect Phibsborough Road, North Circular Road and Connaught Street, while also strengthening links to Dalymount Park. This significantly improves wayfinding and spatial clarity.</p> <p>Key elements contributing to legibility include:</p> <ul style="list-style-type: none"> <li>• Retention and enhancement of the Phibsborough Tower as a landmark feature, providing a clear visual marker within the area;</li> <li>• Strong building lines and active frontages along key routes, reinforcing the urban structure;</li> <li>• Clear distinction between public, communal and private spaces; and</li> <li>• Creation of direct, intuitive pedestrian routes through the site.</li> </ul> <p>The arrangement of buildings and open spaces ensures that movement routes are logical, well-defined and overlooked, enhancing both usability and safety.</p> <p>Overall, the development establishes a cohesive and legible urban framework, improving orientation, connectivity and the overall user experience, in accordance with Development Plan objectives.</p>

	<ul style="list-style-type: none"> <li>• <i>reflect and reinforce the role and function of streets and places and enhance permeability.</i></li> </ul>	<p>The proposed development has been designed to reinforce the role and function of surrounding streets while significantly enhancing permeability through the site. The scheme establishes a clear urban structure with active frontages along Phibsborough Road, North Circular Road and internal routes, ensuring that each street edge contributes positively to the public realm and reflects its function within the wider movement network. In particular:</p> <ul style="list-style-type: none"> <li>• Phibsborough Road is reinforced as a primary urban corridor, with active uses and strong frontage addressing the street and integrating with the BusConnects Core Bus Corridor;</li> <li>• North Circular Road is addressed with a more domestic scale (Block C), reflecting its established residential character;</li> <li>• New internal routes and spaces, including the central civic plaza, create a hierarchy of streets and places that support movement and activity.</li> </ul> <p>The development delivers a significant improvement in permeability, introducing:</p> <ul style="list-style-type: none"> <li>• New pedestrian link connecting Phibsborough Road to North Circular Road and Connaught Street;</li> <li>• Improved access and visual connections to Dalymount Park; and</li> <li>• Network of well-defined, overlooked and accessible routes through the site.</li> </ul> <p>This replaces the existing inward-looking and impermeable shopping centre layout with a connected, walkable and legible urban environment, prioritising pedestrian and cyclist movement.</p> <p>Accordingly, the proposal strengthens the function of streets, enhances connectivity and delivers a permeable urban structure, consistent with Development Plan objectives for compact growth and high-quality urban design.</p>
<p><b>3</b></p>	<p><b>To provide appropriate continuity and enclosure of streets and spaces</b></p>	
	<ul style="list-style-type: none"> <li>• <i>enhance the urban design context for public spaces and key thoroughfares,</i></li> </ul>	<p>The proposed development enhances the urban design context of surrounding streets and public spaces through the provision of a coherent block structure, strong building lines and well-defined edges, replacing the existing fragmented and set-back retail environment. The scheme establishes continuous and active frontages along Phibsborough Road and North</p>

		<p>Circular Road, reinforcing their role as key thoroughfares and improving the sense of enclosure and spatial definition. The new buildings are positioned to:</p> <ul style="list-style-type: none"> <li>• Define and frame the central civic plaza, creating a high-quality, sheltered public space;</li> <li>• Reinforce the street edge along Phibsborough Road, contributing to a more urban and legible corridor; and</li> <li>• Provide a sensitive and consistent building line along North Circular Road, reflecting the established residential character.</li> </ul> <p>The arrangement of buildings ensures that public spaces are overlooked, enclosed and well-proportioned, enhancing usability, safety and comfort. The integration of active ground floor uses further supports animation and vitality, contributing to a strong relationship between buildings and the public realm.</p> <p>Overall, the development delivers a clear improvement in the definition, continuity and enclosure of streets and spaces, creating a more cohesive and attractive urban environment in accordance with Development Plan objectives.</p>
	<ul style="list-style-type: none"> <li>• <i>provide appropriate level of enclosure to streets and spaces,</i></li> </ul>	<p>The proposed development provides an appropriate and well-balanced level of enclosure to surrounding streets and internal public spaces, enhancing urban definition while maintaining amenity and openness.</p> <p>The scheme establishes strong and consistent building lines along Phibsborough Road and North Circular Road, reinforcing the street edge and creating a clear sense of enclosure appropriate to their urban character. The scale and height of buildings are carefully modulated to ensure that streets are well-defined without being overbearing.</p> <p>Internally, the arrangement of buildings around the central civic plaza and pedestrian routes creates a series of well-proportioned, enclosed spaces, designed to be comfortable, legible and overlooked. The relationship between building height and street width has been carefully considered to ensure appropriate human scale and spatial quality.</p> <p>Variations in height, including stepping of upper levels, further reduce the perception of bulk and ensure that enclosure is achieved in a subtle and contextually responsive manner.</p>

		<p>Overall, the proposal delivers a high-quality urban environment, where streets and spaces are clearly defined, appropriately enclosed and contribute positively to the character and functionality of the area, in accordance with Development Plan objectives.</p>
	<ul style="list-style-type: none"> <li>• <i>not produce canyons of excessive scale and overbearing of streets and spaces,</i></li> </ul>	<p>The proposed development has been carefully designed to avoid the creation of canyon effects or overbearing streets and spaces, ensuring a balanced and comfortable urban environment. The scheme incorporates a graduated height strategy and articulated massing, with variations in building height, stepping of upper levels and separation between blocks. This approach reduces the perception of bulk and prevents continuous, uniform façades that could give rise to excessive enclosure.</p> <p>Along key frontages such as Phibsborough Road and North Circular Road, building heights are proportionate to street width, ensuring an appropriate sense of enclosure without creating an oppressive environment. The inclusion of setbacks/recessed upper floors further reduces the visual impact at higher levels.</p> <p>Internally, the central civic plaza and pedestrian routes are designed with generous proportions, ensuring that spaces remain open, well-lit and visually permeable, rather than enclosed or confined.</p> <p>The accompanying Townscape and Visual Impact Assessment confirms that the articulated design and high-quality architectural treatment mitigate potential impacts of scale, ensuring the development integrates appropriately within the surrounding townscape. Accordingly, the proposal avoids the creation of excessive canyon effects and delivers a well-proportioned and human-scaled urban environment, consistent with Development Plan requirements.</p>
	<ul style="list-style-type: none"> <li>• <i>generally be within a human scale and provide an appropriate street width to building height ratio of 1:1.5 –1:3,</i></li> </ul>	<p>The proposed development has a context-led approach to enclosure and proportion, whereby building heights are carefully modulated in response to street widths and adjoining contexts. Lower-scale elements address more sensitive or narrower frontages, including North Circular Road and taller elements are positioned along wider streets and internal spaces, where greater enclosure can be accommodated. The stepping and recessing of upper levels reduces perceived height at street level.</p>

		<p>The Architectural Design Statement confirms that the scheme has been developed to create comfortable, legible and well-defined streets and spaces, avoiding excessive enclosure while maintaining strong urban definition.</p> <p>Accordingly, the proposed development achieves an appropriate balance between height and width, ensuring a human-scaled environment consistent with the intent of Development Plan standards.</p>
	<ul style="list-style-type: none"> <li><i>provide adequate passive surveillance and sufficient doors, entrances and active uses to generate street-level activity, animation and visual interest.</i></li> </ul>	<p>The proposed development has been designed to ensure a high level of passive surveillance and active street frontage, contributing to a safe, vibrant and attractive public realm. The scheme provides frequent entrances and active uses at ground floor level along Phibsborough Road, North Circular Road and internal routes, including retail, café/restaurant, hotel reception and ancillary uses. These uses generate consistent street-level activity, enhancing vitality throughout the day and evening.</p> <p>The layout ensures that all public spaces, including the central civic plaza and pedestrian routes, are directly overlooked by residential units, student accommodation, hotel uses and communal spaces. This provides natural surveillance and contributes to a strong sense of safety and security. In addition:</p> <ul style="list-style-type: none"> <li>Active frontages and transparent glazing enhance visual connectivity between internal uses and the public realm;</li> <li>Building entrances are clearly defined and well distributed, supporting permeability and legibility; and</li> <li>The mix of uses ensures a diversity of activity patterns, avoiding inactive or dead frontages.</li> </ul> <p>Overall, the proposal delivers a well-animated and overlooked streetscape, ensuring that public spaces are safe, engaging and visually interesting, in accordance with Development Plan objectives.</p>
<p><b>4</b></p>	<p><b>To provide well connected, high quality and active public and communal spaces</b></p>	
	<ul style="list-style-type: none"> <li><i>integrate into and enhance the public realm and</i></li> </ul>	<p>The proposed development is designed to fully integrate with and enhance the existing public realm, transforming the site into a permeable, pedestrian-focused and well-connected urban environment.</p>

	<p><i>prioritises pedestrians, cyclists and public transport,</i></p>	<p>The scheme replaces the existing inward-looking, car-dominated layout with a high-quality network of streets, routes and spaces, including a central civic plaza and new east–west pedestrian connections linking Phibsborough Road, North Circular Road and Connaught Street, while strengthening access to Dalymount Park.</p> <p>The development has been carefully aligned with the BusConnects Core Bus Corridor along Phibsborough Road, ensuring that building lines, access arrangements and public realm interfaces support enhanced public transport infrastructure. The scheme also provides high-quality pedestrian and cycle connectivity, integrating with existing and proposed active travel routes.</p> <p>Pedestrians and cyclists are prioritised through:</p> <ul style="list-style-type: none"> <li>• Clear, direct and overlooked pedestrian routes throughout the site;</li> <li>• Reduced car parking provision and a low-car design approach;</li> <li>• Significant cycle parking provision and supporting facilities; and</li> <li>• Creation of a safe, accessible and legible public realm.</li> </ul> <p>The inclusion of active ground floor uses ensures that public spaces are vibrant, well-used and animated, contributing to a high-quality urban experience.</p> <p>Overall, the development delivers a well-connected and sustainable movement framework, prioritising active travel and public transport, and making a positive contribution to the public realm in accordance with Development Plan objectives.</p>
	<ul style="list-style-type: none"> <li>• <i>be appropriately scaled and distanced to provide appropriate enclosure/exposure to public and communal spaces, particularly to residential courtyards,</i></li> </ul>	<p>The proposed development has been carefully designed to ensure that buildings are appropriately scaled and positioned to provide a balanced relationship between enclosure and openness within public and communal spaces.</p> <p>The scheme incorporates a clear spatial hierarchy, including a central civic plaza, internal pedestrian routes and residential/communal courtyard spaces. These are defined by well-considered building lines and separation distances, ensuring that spaces are sufficiently enclosed to provide definition and shelter, while maintaining appropriate levels of daylight, sunlight and visual amenity.</p>

		<p>In particular, the residential and student communal spaces are arranged to be well-proportioned and overlooked, with building heights and setbacks responding to the scale of each space. The stepping and articulation of upper levels further reduces perceived enclosure and ensures that courtyard and communal areas do not feel overly confined. The design has also been informed by the accompanying daylight and sunlight assessment, which demonstrates that these spaces achieve appropriate levels of light and amenity, consistent with Development Plan standards.</p> <p>Overall, the proposal provides well-balanced and high-quality public and communal spaces, where enclosure and exposure are carefully managed to support usability, comfort and residential amenity.</p>
	<ul style="list-style-type: none"> <li>• <i>ensure adequate sunlight and daylight penetration to public spaces and communal areas is received throughout the year to ensure that they are useable and can support outdoor recreation, amenity and other activities – see Appendix 16,</i></li> </ul>	<p>A comprehensive Sunlight, Daylight and Shadow Assessment prepared by Chris Shackleton Consulting confirms that the proposed development provides high levels of sunlight and daylight to public and communal spaces, ensuring they are functional, attractive and usable throughout the year. The assessment demonstrates that 100% of the proposed communal amenity spaces comply with BRE guidelines for sunlight on the ground, with all areas achieving the recommended minimum of two hours of sunlight on 21st March, thereby supporting year-round usability and outdoor amenity.</p> <p>In addition, the scheme has been designed to optimise solar access through careful building orientation and spacing, stepped building heights and articulated massing, and the provision of open courtyards, terraces and a central civic plaza.</p> <p>These design measures ensure that communal and public spaces receive adequate daylight and sunlight penetration, supporting passive recreation, social interaction and overall residential amenity.</p>
	<ul style="list-style-type: none"> <li>• <i>ensure the use of the perimeter block is not compromised and that it utilised as an important typology that can include</i></li> </ul>	<p>The proposed development adopts a perimeter block layout, defining strong street edges while enclosing high-quality internal courtyards within Block B (PBSA) and Block C (residential).</p>

	<p><i>courtyards for residential development,</i></p>	<p>These courtyards provide secure, well-overlooked communal amenity spaces, benefiting from good daylight and sunlight. The block structure is articulated and permeable, with breaks and routes through the site, ensuring it is not overly rigid or monolithic.</p> <p>Accordingly, the proposal appropriately utilises the perimeter block typology, delivering both urban enclosure and high-quality residential amenity in line with Development Plan guidance.</p>
	<ul style="list-style-type: none"> <li>• <i>ensure that potential negative microclimatic effects (particularly wind impacts) are avoided and or mitigated,</i></li> </ul>	<p>A detailed Microclimate Assessment, including wind modelling, has been carried out by ORS to evaluate the potential effects of the proposed development on pedestrian comfort and safety. The assessment utilised Computational Fluid Dynamics (CFD) modelling and applied the Lawson Comfort Criteria to analyse wind conditions at pedestrian level across the site and surrounding streets.</p> <p>The results confirm that the proposed development will provide acceptable wind conditions for intended uses, including walking, standing and sitting areas, with no areas identified as unsafe or experiencing distress conditions.</p> <p>Where necessary, the design has incorporated embedded mitigation measures, including appropriate building massing, setbacks, articulation, and the integration of landscaping and boundary treatments, which assist in moderating wind flow and preventing acceleration effects at ground level.</p> <p>Accordingly, the proposed development ensures that potential negative microclimatic effects, including wind impacts, are appropriately assessed, avoided and mitigated, in accordance with best practice and Development Plan requirements.</p>
	<ul style="list-style-type: none"> <li>• <i>provide for people friendly streets and spaces and prioritise street accessibility for persons with a disability.</i></li> </ul>	<p>The proposed development has been designed to deliver a high-quality, inclusive and people-focused public realm, in accordance with best practice urban design principles and Part M of the Building Regulations (Access and Use). The MCORM Architectural Design Statement confirms that universal access principles have been embedded throughout the layout and detailed design of the scheme.</p> <p>The proposed public realm, including the new civic plaza and pedestrian routes, is designed to be fully accessible, with level or gently graded surfaces, step-free access, and clear, legible routes that facilitate ease of movement for all users, including persons with reduced</p>

		<p>mobility. Pedestrian priority is emphasised through high-quality surface treatments, minimised vehicular conflict, and strong connectivity between Phibsborough Road, North Circular Road, Connaught Street and adjoining lands, including Dalymount Park. Entrances to all buildings are designed to be universally accessible, with appropriate thresholds, widths and circulation space, while internal layouts comply with Part M requirements in terms of access, adaptability and usability. The scheme also incorporates accessible parking, cycle parking (including provision for adapted bikes), and clear wayfinding.</p> <p>Accordingly, the development provides for inclusive, people-friendly streets and spaces that prioritise accessibility and universal design, ensuring a safe, comfortable and equitable environment for all users.</p>
<b>5</b>	<b>To provide high quality, attractive and useable private spaces</b>	
	<ul style="list-style-type: none"> <li><i>not compromise the provision of high quality private outdoor space,</i></li> </ul>	<p>All apartments are provided with private winter gardens, designed as usable, sheltered outdoor spaces with good access to light and amenity.</p> <p>The overall layout, including building orientation and stepping of upper levels, ensures these spaces are not adversely affected by overshadowing or overlooking.</p> <p>Accordingly, the proposal delivers high-quality private outdoor space in compliance with Development Plan and Apartment Guidelines requirements.</p>
	<ul style="list-style-type: none"> <li><i>ensure that private space is usable, safe, accessible and inviting,</i></li> </ul>	<p>All apartments are provided with private winter gardens that are directly accessible from main living areas and designed to be usable, sheltered and comfortable year-round. These spaces benefit from good natural light, appropriate proportions and passive surveillance, ensuring they are safe and visually connected to the home environment. Access is step-free and compliant with Part M, ensuring full accessibility. Accordingly, the proposal delivers high-quality private spaces that are usable, safe, accessible and inviting, in line with Development Plan and Apartment Guidelines requirements.</p>
	<ul style="list-style-type: none"> <li><i>ensure windows of residential units receive reasonable levels of natural</i></li> </ul>	<p>Please refer to accompanying Daylight and Sunlight Assessment by Chris Shackleton which demonstrates that the scheme is well designed for daylight and sunlight and residents will enjoy a good level of amenity.</p>

	<p><i>light, particularly to the windows of residential units within courtyards – see Appendix 16,</i></p>	
	<ul style="list-style-type: none"> <li>• <i>assess the microclimatic effects to mitigate and avoid negative impacts,</i></li> </ul>	<p>A detailed Microclimate Assessment, including wind modelling, has been undertaken by ORS to evaluate the potential impacts of the proposed development.</p> <p>The assessment confirms that pedestrian-level wind conditions are suitable for the intended uses across the site, with no areas identified as unsafe. The scheme design incorporates appropriate mitigation measures, including building articulation, setbacks and landscaping, to reduce potential wind effects.</p> <p>Accordingly, the proposal ensures that microclimatic impacts are appropriately assessed, mitigated and do not give rise to adverse conditions, in line with Development Plan requirements.</p>
	<ul style="list-style-type: none"> <li>• <i>retain reasonable levels of overlooking and privacy in residential and mixed use development.</i></li> </ul>	<p>The proposed development has been designed to achieve an appropriate balance between passive surveillance and residential privacy, as demonstrated in the Architectural Design Statement and accompanying assessments.</p> <p>The layout, building orientation and separation distances have been carefully considered in relation to both internal amenity and adjoining properties. In particular, the scheme has regard to neighbouring residential properties along the North Circular Road and surrounding streets, as well as the interface with Dalymount Park and adjoining commercial uses. The assessment confirms that potential overlooking has been minimised through appropriate spatial planning and design responses.</p> <p>Specifically, the development incorporates a range of mitigation measures, including:</p> <ul style="list-style-type: none"> <li>• Appropriate separation distances between opposing residential elevations, ensuring compliance with Development Plan standards;</li> <li>• Stepping and modulation of building heights, particularly at Block C, to provide a sensitive transition to the lower-scale residential context along North Circular Road;</li> <li>• Careful positioning and orientation of windows and balconies to avoid direct line-of-sight overlooking of neighbouring properties;</li> </ul>

		<ul style="list-style-type: none"> <li>• Use of set-backs at upper levels to reduce perceived overlooking and visual impact;</li> <li>• Incorporation of landscaping and boundary treatments to further enhance privacy at ground and lower levels; and</li> <li>• Design of internal courtyard spaces with controlled overlooking, ensuring good levels of passive surveillance without undue mutual overlooking between units.</li> </ul> <p>At the same time, public and communal spaces, including streets, entrances and shared amenity areas, are well overlooked by active frontages, contributing to natural surveillance, safety and usability in accordance with best practice urban design principles.</p> <p>Accordingly, the proposal maintains appropriate levels of privacy and overlooking, avoids undue impact on neighbouring amenity, and is consistent with Development Plan requirements and established urban design principles.</p>
<b>6</b>	<b>To promote mix of use and diversity of activities</b>	
	<ul style="list-style-type: none"> <li>• <i>promote the delivery of mixed use development including housing, commercial and employment development as well as social and community infrastructure</i></li> </ul>	<p>The proposed development delivers a comprehensive mixed-use scheme, incorporating purpose-built student accommodation, cost-rental residential units, a hotel, and ground floor retail/café/restaurant uses.</p> <p>This mix of uses supports a diverse and active urban environment, providing housing, short-term accommodation, employment opportunities and local services within a highly accessible location. The inclusion of active ground floor uses and communal/student amenity spaces further contributes to the social and community function of the scheme.</p> <p>The development will generate activity throughout the day and evening, enhancing vitality, supporting local businesses and contributing to the regeneration of Phibsborough as a Key Urban Village.</p> <p>Accordingly, the proposal strongly promotes mixed-use development and a diversity of activities, in line</p>
	<ul style="list-style-type: none"> <li>• <i>contribute positively to the formation of a 'sustainable urban neighbourhood',</i></li> </ul>	<p>The proposed development makes a strong contribution to the creation of a sustainable urban neighbourhood, delivering a compact, mixed-use scheme on a brownfield site in a highly accessible location.</p>

		<p>The development integrates student accommodation, cost-rental housing, a hotel and active ground floor uses, supporting a diverse population and range of activities. It is well-served by public transport, walking and cycling infrastructure, reducing reliance on the private car and promoting sustainable travel patterns.</p> <p>The scheme also provides high-quality public realm, communal spaces and strong permeability, enhancing connectivity, social interaction and overall liveability.</p> <p>Accordingly, the proposal supports the Development Plan objective of creating a vibrant, inclusive and sustainable urban neighbourhood.</p>
	<ul style="list-style-type: none"> <li>• <i>include a mix of building and dwelling typologies in the neighbourhood,</i></li> </ul>	<p>The proposed development incorporates a diverse range of building and accommodation typologies, including purpose-built student accommodation, cost-rental apartments and a hotel, arranged across distinct building forms (Blocks A, B and C).</p> <p>This mix provides for different household types and occupancy needs, contributing to a more balanced and inclusive urban environment. The variation in building scale and use also supports a legible and adaptable neighbourhood structure.</p> <p>Accordingly, the proposal delivers an appropriate mix of typologies, contributing positively to the formation of a diverse and sustainable urban neighbourhood, in line with Development Plan objectives.</p>
	<ul style="list-style-type: none"> <li>• <i>provide for residential development, with a range of housing typologies suited to different stages of the life cycle.</i></li> </ul>	<p>The proposed development provides a range of residential accommodation types, including purpose-built student accommodation and cost-rental apartments (1- and 2-bed units), catering to different stages of the housing lifecycle. This mix supports students, single-person and smaller households, as well as couples, within a highly accessible urban location. The inclusion of cost-rental housing further contributes to long-term, secure and affordable living options. Accordingly, the proposal delivers a diverse and flexible residential offering, supporting a balanced and sustainable community in line with Development Plan objectives.</p>
<p><b>7</b></p>	<p><b>To ensure high quality and environmentally sustainable buildings</b></p>	
	<ul style="list-style-type: none"> <li>• <i>be carefully modulated and orientated so as to maximise</i></li> </ul>	<p>The proposed development has been carefully designed in terms of layout, orientation and massing to optimise environmental performance and residential amenity.</p>

	<p><i>access to natural daylight, ventilation, privacy, noise and views to minimise overshadowing and loss of light – see Appendix 16,</i></p>	<p>The scheme incorporates articulated building forms, appropriate separation distances and considered orientation, ensuring that residential units benefit from good levels of natural daylight, outlook and ventilation, while minimising overlooking and noise impacts. The stepping of upper levels and positioning of taller elements further assist in reducing overshadowing and loss of light. The accompanying Sunlight and Daylight Assessment confirms that the development achieves appropriate levels of daylight and sunlight, including for courtyard-facing units and communal spaces, in accordance with Appendix 16 of the Development Plan.</p> <p>Accordingly, the proposal delivers high-quality, environmentally responsive buildings, consistent with Development Plan requirements.</p>
	<ul style="list-style-type: none"> <li><i>not compromise the ability of existing or proposed buildings and nearby buildings to achieve passive solar gain,</i></li> </ul>	<p>Please refer to the Sunlight, Daylight &amp; Shadow Assessment has been prepared by Chris Shackleton Consulting, which has studied the effect that the proposed development would have on the level of daylight and sunlight received by the neighbouring residential properties that are in close proximity to the proposed development and demonstrates no significant adverse impacts.</p>
	<ul style="list-style-type: none"> <li><i>ensure a degree of physical building adaptability as well as internal flexibility in design and layout,</i></li> </ul>	<p>Please refer to the MCORM Architectural Design Statement which outlines that the proposed development has been designed to provide a robust and adaptable building form, incorporating principles of Universal Design in accordance with Part M of the Building Regulations.</p> <p>The buildings utilise efficient structural grids and flexible floorplate layouts, allowing for adaptability over time. Residential units are designed to be accessible and adaptable, capable of accommodating changing occupant needs across different life stages.</p> <p>At ground floor level, flexible commercial units are provided, capable of accommodating a range of uses, supporting long-term adaptability and viability.</p> <p>Accordingly, the proposal ensures an appropriate level of physical adaptability, internal flexibility and inclusive design, consistent with Development Plan objectives.</p>
	<ul style="list-style-type: none"> <li><i>ensure that the scale of plant at roof level is minimised and</i></li> </ul>	<p>The proposed development has been designed to ensure that roof level plant is minimised and discreetly integrated into the overall building form.</p>

	<p><i>have suitable finish or screening so that it is discreet and unobtrusive,</i></p>	<p>Plant areas are consolidated and located away from principal elevations where possible, and are enclosed within screening elements or integrated architectural enclosures that form part of the building design. This ensures that plant does not appear visually prominent in key views.</p> <p>Materials, finishes and screening are selected to ensure that roof plant is subordinate to the main building form and does not detract from the overall architectural quality or townscape.</p> <p>Accordingly, the proposal ensures that roof level plant is appropriately screened, visually recessive and unobtrusive, in compliance with Development Plan requirements.</p>
	<ul style="list-style-type: none"> <li><i>maximise the number of homes enjoying dual aspect, to optimise passive solar gain, achieve cross ventilation and for reasons of good street frontage,</i></li> </ul>	<p>The proposed development maximises dual aspect provision, with 100% of the residential units designed as dual aspect apartments, as confirmed in MCORM Housing Quality Assessment.</p> <p>This is achieved through the perimeter block layout and building orientation, ensuring that all units benefit from good levels of natural light, cross ventilation and outlook, while also contributing to active and well-defined street frontages.</p> <p>Accordingly, the proposal fully complies with Development Plan and Apartment Guidelines objectives in relation to dual aspect provision and high-quality residential design.</p>
	<ul style="list-style-type: none"> <li><i>be constructed of the highest quality materials and robust construction methodologies,</i></li> </ul>	<p>Please refer to MCORM Architectural Design Statement which sets out a high-quality and durable material palette and robust construction approach.</p> <p>The scheme utilises predominantly brick and high-quality complementary materials, selected to ensure longevity, durability and low maintenance, while making a positive contribution to the character of the area. The architectural approach emphasises solid, well-detailed façades and a coherent material strategy, ensuring a consistent and high-quality finish across all blocks.</p> <p>The buildings are designed with a robust structural and construction methodology, ensuring long-term performance and adaptability.</p>

		<p>Accordingly, the proposal delivers a high standard of architectural quality and construction, consistent with Development Plan requirements.</p>
	<ul style="list-style-type: none"> <li><i>incorporate appropriate sustainable technologies, be energy efficient and climate resilient,</i></li> </ul>	<p>The proposed development incorporates a comprehensive range of sustainable technologies and energy-efficient design measures, as set out in the accompanying OCSC Climate Action Report. All buildings are designed to achieve a minimum A3 BER and comply with Part L 2022, ensuring high levels of operational energy performance. In addition, the development incorporates climate resilience measures, including green/blue roofs, SuDS, water efficiency measures and climate-adaptive design responses.</p> <p>Accordingly, the proposal delivers a low-carbon, energy-efficient and climate-resilient development, fully aligned with Development Plan and national climate policy objectives.</p>
	<ul style="list-style-type: none"> <li><i>apply appropriate quantitative approaches to assessing daylighting and sun lighting proposals. In exceptional circumstances compensatory design solutions may be allowed for where the meeting of sun lighting and daylighting requirements is not possible in the context of a particular site (See Appendix 16),</i></li> </ul>	<p>A detailed Sunlight, Daylight &amp; Shadow Assessment has been prepared by Chris Shackleton Consulting, which has studied the effect that the proposed development would have on the level of daylight and sunlight received by the neighbouring residential properties that are in close proximity to the proposed development and demonstrates no significant adverse impacts.</p>
	<ul style="list-style-type: none"> <li><i>incorporate an Integrated Surface Water Management Strategy to ensure necessary public surface water infrastructure and nature based SUDS solutions are in place – see Appendix 13,</i></li> </ul>	<p>The proposed development incorporates an Integrated Surface Water Management Strategy, as set out in the DBFL Engineering Services Report, which has been prepared in accordance with Appendix 13 of the Development Plan.</p> <p>The strategy includes the use of nature-based Sustainable Drainage Systems (SuDS), such as permeable paving, green/blue roofs and attenuation measures, to manage surface water runoff at source and reduce pressure on the public drainage network. The design ensures that runoff rates are controlled and attenuated, while also improving water quality and supporting biodiversity.</p>

		<p>The proposed drainage infrastructure has been carefully coordinated with the public network and is designed to ensure no adverse impact on existing surface water systems, while enhancing climate resilience.</p> <p>Accordingly, the development provides a comprehensive and policy-compliant surface water management strategy, incorporating SuDS and nature-based solutions in line with Development Plan requirements.</p>
	<ul style="list-style-type: none"> <li>• <i>include a flood risk assessment – see SFRA Volume 7.</i></li> </ul>	<p>A Site-Specific Flood Risk Assessment (SSFRA) has been prepared by DBFL Consulting Engineers and accompanies this application, in accordance with the requirements of the Planning System and Flood Risk Management Guidelines (2009) and the Strategic Flood Risk Assessment (SFRA) contained within the Dublin City Development Plan.</p> <p>The SSFRA assesses potential sources of flood risk, including fluvial, pluvial and groundwater, and confirms that the site is not subject to significant flood risk that would preclude development. Appropriate mitigation measures and design responses are incorporated where required.</p> <p>Accordingly, the proposed development is considered to be appropriate in flood risk terms, and complies with the relevant national guidelines and Development Plan requirements.</p>

	<ul style="list-style-type: none"> <li>include an assessment of embodied energy impacts – see Section 15.7.1.</li> </ul>	<p>An assessment of embodied carbon (energy) impacts has been undertaken and is set out in the accompanying MCORM Demolition Works Justification Report, prepared in accordance with Section 15.7.1 of the Dublin City Development Plan.</p> <p>The report confirms that the design approach has prioritised the retention and adaptive reuse of existing structures where feasible, including the main Phibsborough Tower and significant elements of the Shopping Centre. Where demolition is proposed, it is limited and justified, having regard to structural, functional and performance constraints.</p> <p>The assessment acknowledges the embodied carbon implications of demolition, and sets out a clear strategy to minimise, recover and recycle materials, including pre-demolition audits, material reuse, and take-back schemes, thereby supporting a circular economy approach.</p> <p>Accordingly, the proposal includes a robust and policy-compliant assessment of embodied energy impacts, demonstrating that demolition has been carefully considered and mitigated in line with Development Plan requirements.</p>
8	<p><b>To secure sustainable density, intensity at locations of high accessibility</b></p>	
	<ul style="list-style-type: none"> <li>be at locations of higher accessibility well served by public transport with high capacity frequent service with good links to other modes of public transport,</li> </ul>	<p>The subject site is located in a <b>highly accessible urban location</b> within Phibsborough, directly adjacent to a BusConnects Core Bus Corridor on Phibsborough Road, providing high-frequency bus services with direct connections to the city centre and wider metropolitan area.</p> <p>The site is also within walking distance of the Luas Cross City line at Phibsborough, and is well connected to an extensive network of walking and cycling infrastructure, including enhanced facilities proposed under the BusConnects scheme.</p> <p>This level of accessibility supports sustainable travel patterns and reduced reliance on the private car, making the site highly suitable for increased density and mixed-use development.</p> <p>Accordingly, the proposal is appropriately located in a high accessibility area with strong public transport connectivity, fully consistent with Development Plan and national policy objectives.</p>

	<ul style="list-style-type: none"> <li>• <i>look to optimise their development footprint; accommodating access, servicing and parking in the most efficient ways possible integrated into the design.</i></li> </ul>	<p>A detailed Delivery and Servicing Management Plan prepared by DBFL Consulting Engineers accompanies this application and demonstrates that servicing and delivery activities are carefully managed, time-controlled and accommodated within the site.</p> <p>Servicing is facilitated via a network of dedicated internal service routes and a new on-site service yard, accessed primarily from Connaught Street, ensuring that deliveries, refuse collection and maintenance activities occur within the site boundary and without adverse impact on the surrounding road network. Time-restricted access arrangements (generally between 06:00–11:00 for most servicing routes) further reduce potential conflicts with peak pedestrian and traffic movements.</p> <p>Car parking is consolidated at podium level, minimising visual impact and allowing the ground plane to prioritise public realm, pedestrian movement and active uses. The scheme also promotes sustainable transport modes, including significant cycle parking provision.</p> <p>Accordingly, the proposal demonstrates an efficient, integrated and well-managed approach to access, servicing and parking, optimising the development footprint in line with Development Plan objectives.</p>
<p><b>9</b></p>	<p><b>To protect historic environments from insensitive development</b></p>	
	<ul style="list-style-type: none"> <li>• <i>not have an adverse impact on the character and setting of existing historic environments including Architectural Conservation Areas, Protected Structures and their curtilage and National Monuments – see section 6 below.</i></li> </ul>	<p>The proposed development will not adversely impact on the character or setting of any designated historic environment.</p> <p>The accompanying Archaeological Impact Assessment confirms that the site does not contain any Protected Structures, Recorded Monuments, or National Monuments. While there are Protected Structures in the wider vicinity, these are located outside the site and will not be adversely affected by the proposed development.</p> <p>A limited portion of the southern boundary of the site falls within the Phibsborough Centre Architectural Conservation Area (ACA); however, this area is currently occupied by a modern car park associated with the former tram depot, and does not contain intact historic fabric of architectural significance. The proposed development has been designed to respect the character and setting of the ACA, including appropriate scale, materials and</p>

		<p>urban design responses, and will preserve and enhance the visual and functional quality of this part of the site.</p> <p>Furthermore, the proposal includes appropriate mitigation measures, including archaeological monitoring and the recording/preservation of any industrial heritage elements where required, ensuring that no adverse impacts arise and that the historic environment is appropriately safeguarded.</p> <p>Accordingly, the development is consistent with Development Plan policy in relation to the protection of historic environments.</p>
	<ul style="list-style-type: none"> <li><i>be accompanied by a detailed assessment to establish the sensitivities of the existing environment and its capacity to absorb the extent of development proposed,</i></li> </ul>	<p>The proposed development is supported by a comprehensive suite of assessments, which evaluate the sensitivities of the site and its receiving environment, and demonstrate its capacity to accommodate the proposed scale of development.</p> <p>These include the Townscape and Visual Impact Assessment (TVIA) and verified views prepared by Macroworks, the Architectural Design Statement prepared by MCORM, and the Archaeological and Architectural Heritage assessments, all of which examine the site's context, character and constraints.</p> <p>Collectively, these reports confirm that the site, an underutilised brownfield location within a Key Urban Village, has the capacity to accommodate increased height, density and a mix of uses, without giving rise to adverse impacts, and that the proposed development represents a positive and appropriate response to its urban context.</p> <p>Accordingly, the proposal is supported by robust, evidence-based analysis, demonstrating compliance with Development Plan requirements.</p>
	<ul style="list-style-type: none"> <li><i>assess potential impacts on key views and vistas related to the historic environment.</i></li> </ul>	<p>The proposed development has been assessed in terms of its impact on key views and townscape, including those relating to the historic environment, as set out in the Townscape and Visual Impact Assessment (TVIA) prepared by Macroworks, supported by verified photomontages. The assessment considers local and wider views, including those along Phibsborough Road and surrounding streets, and evaluates the relationship of the proposed buildings with the existing urban form and historic context.</p>

		<p>The TVIA concludes that the proposed development will have a generally neutral to positive impact on the receiving townscape, with any visual effects being localised and acceptable in the context of a regenerating urban area. The development is found to respect and reinforce the evolving character of the area, while enhancing visual quality through a coherent built form and high-quality architectural design.</p> <p>Accordingly, the proposal will not adversely affect key views, vistas or the setting of the historic environment, and is consistent with Development Plan requirements.</p>
<p><b>10</b></p>	<p><b>To ensure appropriate management and maintenance</b></p>	<p>The proposed development is supported by comprehensive Operational Management Plans for both the hotel (Block A) and purpose-built student accommodation (Block B), which set out detailed procedures for the ongoing management of the development.</p> <p>The Hotel Operational Management Plan provides for 24/7 on-site management, robust security measures (including staffed reception and CCTV), controlled servicing and delivery arrangements, and a comprehensive approach to waste management, maintenance and community engagement. The plan also includes clear procedures for guest management, complaints handling and anti-social behaviour, ensuring the protection of residential amenity.</p> <p>Similarly, the PBSA Operational Management Plan provides for a dedicated on-site management team with 24/7 presence, comprehensive security and access control systems, and structured management of communal areas, waste, servicing and student behaviour. The plan includes a robust code of conduct, complaints procedure and engagement strategy with local residents, ensuring the development operates in a responsible and well-managed manner.</p> <p>Together, these plans demonstrate a high standard of professional management, ensuring that all aspects of the development, including security, maintenance, servicing, waste management and community relations, are effectively controlled.</p> <p>Accordingly, the proposal fully complies with Development Plan requirements in respect of management and maintenance of the development.</p>

## APPENDIX C: RELEVANT NATIONAL AND REGIONAL PLANNING POLICY

The following section sets out and assesses the proposed development in relation to key national and regional policy, and primarily focuses on the following and demonstrates consistency with same:

- National Planning Framework – First Revision (2025)
- Delivering Homes, Building Communities 2025–2030: An Action Plan on Housing Supply and Targeting Homelessness (supersedes Housing for All – A New Housing Plan for Ireland (2021))
- Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019–2031
- National Student Accommodation Strategy 2026–2035
- Planning Design Standards for Apartments, Guidelines for Planning Authorities (2025)
- Sustainable and Compact Settlements Guidelines for Planning Authorities (2024)
- Urban Development and Building Heights Guidelines for Planning Authorities (2018)
- The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009)
- Childcare Facilities Guidelines for Planning Authorities (2001)
- Climate Action Plan 2025

Other relevant national and regional policies, objectives and guidance of relevance to the proposed development are addressed in other consultant's reports having regard to their specific areas of expertise.

### NATIONAL PLANNING FRAMEWORK - IRELAND 2040 OUR PLAN – FIRST REVISION 2025

The Revised National Planning Framework (NPF) 2025 sets out the Government's strategy to accommodate significant population and housing growth to 2040, including delivery of up to 50,000 homes per annum. The Framework places strong emphasis on compact growth, transit-oriented development, and the consolidation of development within existing urban areas. This strategic direction is further supported by the **NPF Implementation Guidelines**, which provide practical direction to planning authorities in applying NPF objectives, including the promotion of higher densities, reduced car dependency and a performance-based approach to development standards in well-served urban locations.

The subject site is a strategic brownfield regeneration site within the built-up footprint of Dublin City, located within a Key Urban Village (Phibsborough) and well served by high-frequency public transport (BusConnects corridors, LUAS Cross City, and proximity to the city centre). As such, the proposed mixed-use development aligns with the NPF's core objective of directing growth to accessible urban locations.

National Policy Objective 3 identifies significant population growth within the Eastern and Midland Region, reinforcing the need to accommodate increased housing and associated development within Dublin.

National Policy Objective 7 seeks to deliver at least 40% of new homes within the built-up footprint of existing urban settlements. The proposed development represents the intensification and regeneration of an underutilised inner-city site, contributing directly to this objective through the delivery of residential units and student accommodation in a highly sustainable location.

National Policy Objective 12 promotes the creation of attractive, liveable, high-quality urban places. The scheme delivers a comprehensive mixed-use redevelopment, including residential apartments, PBSA, a hotel, and active ground floor uses, alongside a new civic plaza and enhanced public realm, thereby contributing to placemaking, vitality and urban quality.

National Policy Objective 20 establishes a presumption in favour of development that increases residential density, employment and activity within existing urban areas, while National Policy Objective 22 supports a performance-based approach to development standards, including building height and density, to achieve high-quality design outcomes. The proposed development reflects this approach, delivering an appropriate level of density and height on a centrally located, accessible site without compromising amenity or design quality.

The NPF also recognises the growing demand for purpose-built student accommodation (PBSA) and its role in alleviating pressure on the private rental market. It supports the provision of PBSA on accessible brownfield sites that are well connected by walking, cycling and public transport, noting that *“Demand for student accommodation exacerbates the demand pressures on the available supply of rental accommodation in urban areas... The location of purpose-built student accommodation needs to be as proximate as possible to the centre of education, as well as being connected to accessible infrastructure such as walking, cycling and public transport... The adaptive reuse of existing buildings and brownfield sites for student accommodation can assist with the reduction of vacancy and dereliction, thereby promoting vitality and vibrancy in settlements.”*

The proposed development responds directly to this policy context by delivering PBSA alongside residential accommodation on a centrally located brownfield site, contributing to housing supply, reducing pressure on the private rental sector, and supporting the continued vitality of the Phibsborough area.

Overall, the proposed mixed-use development is fully aligned with the strategic objectives of the Revised NPF, delivering compact growth, sustainable density, and high-quality urban regeneration in a key accessible location within Dublin City.

### **DELIVERING HOMES, BUILDING COMMUNITIES 2025–2030: AN ACTION PLAN ON HOUSING SUPPLY AND TARGETING HOMELESSNESS (SUPERSEDES HOUSING FOR ALL – A NEW HOUSING PLAN FOR IRELAND (2021))**

Delivering Homes, Building Communities 2025–2030 is the Government’s current housing action plan, superseding Housing for All. It seeks to accelerate housing delivery and address homelessness, with a national target of 300,000 new homes by 2030, including 72,000 social homes and 90,000 affordable housing supports.

The Plan is structured around increasing supply, activating land, delivering infrastructure, supporting affordability, and creating sustainable communities. It places particular emphasis on the redevelopment of serviced and well-located urban land, reducing vacancy and dereliction, and enabling both public and private sector housing delivery.

The proposed Phibsborough development is consistent with these objectives. It provides for the regeneration of a highly accessible brownfield site within the built-up area of Dublin City, delivering a mixed-use scheme comprising residential apartments, purpose-built student accommodation, hotel use, active ground floor uses and enhanced public realm. The delivery of new homes and student accommodation in this location will contribute to overall housing supply, support compact urban growth, and assist in reducing pressure on the private rental sector.



The proposal also supports the Plan's focus on building communities, not simply housing units, through the provision of active uses, improved permeability, a new civic plaza and enhanced public realm within Phibsborough Key Urban Village. The development therefore accords with the aims of Delivering Homes, Building Communities 2025–2030 by making efficient use of underutilised urban land and delivering a sustainable, mixed-use regeneration scheme in a highly accessible location.

## **REGIONAL SPATIAL & ECONOMIC STRATEGY FOR THE EASTERN & MIDLAND REGIONAL REGION (2019)**

The Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region, adopted in 2019, provides the regional framework to implement the National Planning Framework and guide sustainable growth to 2031 and beyond.

The site is located within the Dublin Metropolitan Area (DMA), where the RSES identifies the need to accommodate significant population growth and to deliver housing in a compact, transit-oriented manner. Key growth enablers include delivering at least 50% of new homes within the existing built-up area, promoting development on underutilised brownfield lands, and aligning growth with high-quality public transport corridors.

The proposed development directly responds to these objectives. It represents the comprehensive regeneration of a centrally located brownfield site within Phibsborough, a designated Key Urban Village, and is well served by high-frequency public transport, including BusConnects corridors and LUAS Cross City. The scheme delivers a mixed-use development comprising residential apartments, PBSA, hotel use and active ground floor uses, supporting compact growth and intensification in an accessible urban location.

The RSES incorporates the Metropolitan Area Strategic Plan (MASP) for Dublin, which promotes integrated land use and transport, accelerated housing delivery, and the regeneration of infill and brownfield sites. The proposal aligns with these principles by delivering development at an appropriate scale on a serviced urban site, while enhancing permeability, public realm and urban vitality.

The RSES also recognises the importance of providing a diverse range of housing typologies, including student accommodation, stating *“Changing household formation trends will require a range of housing typologies including student housing, smaller units, shared living schemes and flexible designs... to meet their housing needs today and into the future.”*

The inclusion of purpose-built student accommodation alongside residential units is consistent with this policy direction, contributing to overall housing supply while helping to alleviate pressure on the private rental market.

Overall, the proposed development accords with the strategic objectives of the RSES and MASP, delivering compact, sustainable growth, regeneration of brownfield lands, and a mix of housing typologies in a highly accessible urban location.

## **NATIONAL STUDENT ACCOMMODATION STRATEGY 2026–2035**

The National Student Accommodation Strategy 2026–2035 provides the Government's framework to address the continued and growing demand for student accommodation across Ireland. It builds on previous strategies and aligns with the objectives of the Revised National Planning Framework (2025) and Delivering Homes, Building Communities 2025–2030, with a focus on increasing the supply of purpose-built student accommodation (PBSA) in sustainable, well-located urban areas.

The Strategy recognises that insufficient student accommodation contributes to pressure on the private rental sector and identifies PBSA delivery as a key mechanism to free up existing

housing stock. It supports the development of student accommodation on accessible brownfield and infill sites, particularly in urban locations that are well served by public transport, walking and cycling infrastructure, and proximate to higher education institutions.

The Strategy emphasises the importance of:

- Delivering PBSA in sustainable, compact urban locations;
- Integrating student accommodation within mixed-use developments and existing communities;
- Ensuring high standards of design, amenity and management; and
- Supporting the vitality and economic function of urban areas.

The proposed development at Phibsborough is consistent with these objectives. The scheme delivers purpose-built student accommodation as part of a mixed-use development on a strategic brownfield site within the built-up area of Dublin City, in a highly accessible location served by high-frequency public transport (BusConnects and LUAS Cross City) and within easy reach of multiple third-level institutions in the city.

The inclusion of PBSA within the development will contribute to increasing the overall supply of student accommodation, thereby helping to reduce pressure on the private rental market and supporting the efficient use of existing housing stock. The integration of PBSA with residential, hotel and active ground floor uses also aligns with the Strategy's emphasis on creating sustainable, mixed and vibrant urban communities.

Overall, the proposed development accords with the objectives of the National Student Accommodation Strategy 2026–2035, delivering high-quality, well-located student accommodation as part of a broader regeneration scheme in a key urban location.

### **SUSTAINABLE URBAN HOUSING: DESIGN STANDARDS FOR NEW APARTMENTS-GUIDELINES FOR PLANNING AUTHORITIES, 2025**

The Planning Design Standards for Apartments – Guidelines for Planning Authorities (2025) set out a series of Specific Planning Policy Requirements (SPPRs) which planning authorities are required to apply in assessing apartment developments. These SPPRs cover key aspects including unit mix, internal space standards, dual aspect provision, floor-to-ceiling heights, storage, amenity provision, and build-to-rent / shared accommodation provisions. The proposed development has been designed in accordance with the relevant SPPRs, with compliance demonstrated as follows:

SPPR 1 – Unit Mix	Block C provides 23 apartments (21 no. 1-bed, 2 no. 2-bed), delivering a compact, urban mix suited to a central location . Block B delivers 411 PBSA bedspaces across a range of cluster sizes, providing a diverse accommodation offering.
SPPR 2 – Unit Area	All apartments meet/exceed minimum standards. Unit sizes range from 47.4 sq.m to 73.5 sq.m, compliant with Guidelines.
SPPR 3 – Dual Aspect	100% dual aspect provision (23/23 units) is achieved in Block C, significantly exceeding guideline requirements.
SPPR 4 – Floor to Ceiling Heights	All apartments provide a minimum 2.4m floor-to-ceiling height, in compliance with the Guidelines.
SPPR 5 – Units per Core	Block C comprises a small-scale apartment block (23 units over 3 floors) with efficient core arrangement and deck-access design, ensuring compliance with unit-per-core guidance and high residential quality.

SPPR 6 – No requirement for Communal, Community & Cultural Facilities N/A

SPPR 7 – Co-living The scheme does not include co-living/shared accommodation, and is therefore fully compliant with this requirement.

SPPR 8 – Student Accommodation Standards Block B PBSA complies with SPPR 8: 357 single rooms and 27 twin rooms (411 bedspaces) are provided. Cluster layouts provide appropriate shared kitchen/living areas, and the scheme includes accessible rooms (21 no.). The design aligns with minimum room size and communal space standards set out in SPPR 8.

## **SUSTAINABLE RESIDENTIAL DEVELOPMENT & COMPACT SETTLEMENTS GUIDELINES FOR PLANNING AUTHORITIES (2024)**

The subject site is located within Phibsborough Key Urban Village, within the built-up area of Dublin City, and is appropriately classified as a ‘City – Urban Neighbourhood’. It is a highly accessible location, served by BusConnects corridors, LUAS Cross City and proximity to the city centre, where the Guidelines support brownfield regeneration, higher densities and mixed-use development.

The proposed development comprises a mixed-use scheme including residential apartments (Block C) and PBSA (Block B) on a strategic brownfield site, consistent with the Guidelines’ key priorities of infill development and compact growth.

In terms of density, the Guidelines provide for a general range of 50–250 dph (net) in urban neighbourhoods. Applying the Guidelines’ methodology (4 PBSA bedspaces = 1 unit), the development provides:

- 23 apartments + 411 PBSA bedspaces (equivalent to c. 103 units)
- Total equivalent units: 126
- Net site area: c. 1.19 ha

This results in a density of c. 106 dph, which sits comfortably within the applicable range for an urban neighbourhood location.

The relevant SPPRs are addressed as follows:

- SPPR 1 (Separation Distances): Residential amenity and separation distances are appropriately managed through design, including compliance with standards relating to daylight/sunlight, privacy and internal space. Full details are set out in the Architectural Design Statement and supporting assessments, including daylight/sunlight analysis;
- SPPR 3 (Car Parking Provision): Car parking provision is reduced in accordance with the site’s high level of accessibility, consistent with national policy which supports minimised or eliminated parking in well-served urban locations. This approach is fully justified in the accompanying DBFL Traffic and Transportation Assessment (TTA) and Mobility Management Plan;
- SPPR 4 (Cycle Parking and Storage): Cycle parking provision is substantial (c. 558 spaces total), including long- and short-stay spaces across all uses. The provision exceeds minimum Development Plan standards and is designed in accordance with best practice, as detailed in the DBFL Cycle Strategy Report and TTA, supporting active travel;
- Apartment design, including internal space standards, private amenity, storage, and dual aspect provision, is fully addressed in accordance with the Apartment Guidelines (2025).

Detailed compliance is demonstrated in the Architectural Design Statement and accompanying Housing Quality Assessment.

The proposed development is consistent with the Compact Settlements Guidelines (2024), delivering appropriate density, strong sustainable transport provision, and brownfield regeneration in a highly accessible urban location.

### **URBAN DEVELOPMENT AND BUILDING HEIGHT GUIDELINES (2018) – COMPLIANCE WITH DEVELOPMENT MANAGEMENT CRITERIA**

The Urban Development and Building Height Guidelines (2018) establish a presumption in favour of increased building height in locations with good public transport accessibility, in line with the National Planning Framework and RSES. SPPRs within the Guidelines take precedence over Development Plan policies where conflict arises.

The subject site is located within Phibsborough Key Urban Village, a highly accessible inner urban location served by BusConnects corridors and LUAS Cross City, where increased height and density are supported in principle.

The proposed development ranges from 1 to 9 storeys, with lower scale (4 storeys) along North Circular Road (ACA interface – Block C), and increased height to the interior and along wider urban frontages (Blocks A & B).

This graduated height strategy ensures an appropriate response to context, providing:

- Transition to surrounding properties,
- Protection of residential amenity, and
- Enhanced urban enclosure and streetscape definition.

The Guidelines emphasise the role of brownfield regeneration and development along sustainable transport corridors, both of which are directly achieved by the proposed scheme. The development optimises a strategic underutilised site, delivering increased density and height in a manner that is design-led and contextually responsive.

The scheme has been assessed against the performance criteria set out in Section 3.2 of the Guidelines, including:

- Integration with surrounding context and streetscape,
- Positive contribution to placemaking and public realm,
- Appropriate modulation of massing and height, and
- Protection of daylight, sunlight and residential amenity (as demonstrated in the accompanying assessments).

The development is supported by a suite of technical reports, including Daylight & Sunlight Assessment, Townscape and Visual Impact Assessment, and Microclimate Assessment, all of which confirm that the proposed height and massing are acceptable.

The proposed development accords with the Urban Development and Building Height Guidelines (2018), delivering increased height at an appropriate, accessible urban location, while responding sensitively to its context and achieving a high-quality urban design outcome.

### **GUIDELINES FOR PLANNING AUTHORITIES ON ‘THE PLANNING SYSTEM AND FLOOD RISK MANAGEMENT (2009)**

The proposed development has been assessed in accordance with the Flood Risk Management Guidelines (2009) through a Site-Specific Flood Risk Assessment (SSFRA) .



The SSFRA confirms that the site is located within Flood Zone C, indicating a low probability of flooding from fluvial or tidal sources. As such, the proposed uses, including residential and PBSA (classified as highly vulnerable development), are appropriate for this flood zone, and a Justification Test is not required.

The assessment identifies pluvial (surface water) flooding as the primary potential risk. This is addressed through a robust drainage and design strategy, including:

- SuDS measures (green/blue roofs, permeable paving, bioretention features);
- attenuation storage and controlled discharge to greenfield runoff rates;
- design of drainage infrastructure to accommodate the 1% AEP event + climate change allowance (20%); and
- overland flow routing to direct exceedance flows away from buildings and critical infrastructure.

The SSFRA confirms that:

- there are no recorded historic flood events at the site,
- the development will not increase flood risk elsewhere, and
- residual risks are low and appropriately mitigated through design and maintenance measures.

Safe access and egress routes are provided within Flood Zone C, ensuring the site remains accessible during extreme weather events.

The proposed development complies with the Flood Risk Management Guidelines (2009). The site is suitable for the proposed uses, and the design incorporates appropriate mitigation measures to ensure the development is safe, resilient and will not increase flood risk elsewhere.

### **GUIDELINES FOR PLANNING AUTHORITIES ON CHILDCARE FACILITIES, (2001)**

The Childcare Guidelines (2001) recommend the provision of childcare facilities in larger residential developments, generally at a rate of 1 no. facility (c. 20 places) per 75 dwellings, subject to consideration of existing provision and local need.

The proposed development comprises 23 no. residential apartments, 411 no. PBSA bedspaces and a hotel use. The residential component is well below the 75-dwelling threshold set out in the Guidelines, and the scheme is primarily student and transient accommodation, which does not generate significant demand for childcare provision.

Having regard to the scale and nature of the residential element, together with the urban location of the site within Phibsborough, where a range of existing childcare facilities are available in the wider area, the provision of an on-site childcare facility is not required or justified.

### **TRANSPORT STRATEGY FOR THE GREATER DUBLIN AREA 2022-2042**

The Transport Strategy for the Greater Dublin Area 2022–2042, prepared by the National Transport Authority (NTA), sets out a long-term framework to deliver an integrated, sustainable and low-carbon transport system aligned with compact growth objectives. The overarching aim of the Strategy is to provide “*a sustainable, accessible and effective transport system... which meets climate requirements, supports economic growth and serves urban and rural communities.*”

Key policy principles include:

- Consolidation of development to reduce travel demand and urban sprawl

- Transit-oriented development (TOD) focused on high accessibility locations
- Mixed-use development to reduce trip distances
- Prioritisation of walking, cycling and public transport through permeability and design

The Strategy is supported by major infrastructure programmes including BusConnects, MetroLink, and DART+, which are intended to significantly enhance capacity and connectivity across the metropolitan area.

The proposed development aligns strongly with the Transport Strategy, as evidenced by the accompanying DBFL Traffic and Transportation Assessment, which demonstrates that:

- The site is located in a highly accessible urban area (c. 1.8 km from Dublin City Centre) with strong multimodal connectivity (TTA, p.22).
- It benefits from a high level of public transport accessibility (PTAL rating) and is directly served by multiple high-frequency bus routes (TTA, pp.25–26).
- The site is within walking distance of LUAS Green Line stops at Phibsborough (~400m) and Cabra (~600m), providing high-capacity rail connectivity (TTA, p.28).
- It is also accessible to heavy rail services (Drumcondra Station ~1.4 km) and wider national networks (TTA, p.29).
- The development is designed to integrate with BusConnects Core Bus Corridor infrastructure, which runs along the site frontage and will enhance bus priority and active travel provision (TTA, p.20).
- Significant cycle parking provision (c. 558 spaces) and reduced car parking support a shift toward sustainable travel modes (TTA, p.10).

Furthermore, the proposed scheme promotes:

- Compact brownfield redevelopment within an existing urban footprint
- Car parking reduction and mode shift, consistent with demand management objectives
- Enhanced permeability and public realm, including new pedestrian routes and a civic plaza

The proposed development is fully consistent with the Transport Strategy for the Greater Dublin Area 2022–2042, as it:

- Locates significant development at a highly accessible, transit-served site
- Supports modal shift to sustainable transport
- Integrates with existing and planned transport infrastructure (BusConnects, LUAS, rail)
- Contributes to compact growth and reduced car dependency

Accordingly, the development represents a clear implementation of national and regional transport policy.

## **CLIMATE ACTION PLAN 2025**

The Climate Action Plan 2025 (CAP 2025) is the fourth update to Ireland’s Climate Action Plan 2019 and the third prepared under the Climate Action and Low Carbon Development (Amendment) Act 2021. It builds upon and should be read in conjunction with Climate Action Plan 2024, refining and updating the measures and actions required to deliver the national carbon budgets and sectoral emissions ceilings.

CAP 2025 sets out a clear pathway for Ireland to:

- Achieve a 51% reduction in greenhouse gas emissions by 2030, and
- Reach net-zero emissions no later than 2050.

The Plan must be read in conjunction with CAP 2024 and provides an updated framework of actions across all sectors, including the built environment and transport.

Under Section 15 of the Climate Action and Low Carbon Development Act 2015 (as amended), Planning Authorities and An Bord Pleanála are required, insofar as practicable, to perform their functions in a manner consistent with the most recent Climate Action Plan.

The proposed development has been designed in line with CAP 2025 objectives, as demonstrated in the accompanying OCSC Climate Action Report.

The development incorporates a comprehensive energy strategy aligned with CAP 2025 targets, including:

- Targeting a minimum Building Energy Rating (BER) of A3 across all elements (p.5–6)
- Compliance with Part L 2022 Nearly Zero Energy Building (NZEB) standards for both residential and non-residential uses (pp.6, 12–13)
- Application of the Energy Hierarchy (“Be Mean, Be Lean, Be Green”), prioritising:
- Use of passive design measures, including:
- Integration of low-carbon and renewable technologies, such as:

These measures directly support CAP 2025 objectives to decarbonise the residential and commercial building sector, particularly in relation to heating and energy demand.

The development also supports CAP 2025 objectives for reducing emissions from the transport sector by:

- Locating development within a highly accessible urban area with strong public transport connectivity (p.29)
- Promoting walking and cycling,
- Reducing reliance on private car use through compact, mixed-use development and integration with public transport networks
- Facilitating the transition to low-emission vehicles through provision of electric vehicle (EV) charging infrastructure, including active charging points and ducting for future expansion (pp.31–32)

These measures align with CAP 2025’s focus on modal shift and electrification of transport.

The development also incorporates measures that support climate resilience and resource efficiency, including:

- Sustainable Drainage Systems (SuDS) and water efficiency measures
- Use of low-impact and recycled materials, supporting circular economy principles
- Enhanced green infrastructure and public realm improvements
- Improved indoor environmental quality, including ventilation and daylight

These strategies contribute to both climate mitigation and adaptation, consistent with CAP 2025.

The proposed development is fully aligned with the objectives of Climate Action Plan 2025, as it:

- Delivers low-carbon, energy-efficient buildings
- Supports modal shift away from private car use
- Facilitates renewable energy integration and electrification
- Promotes compact urban development and sustainable land use



Accordingly, the development represents a robust and policy-compliant response to Ireland's climate action framework, contributing to national targets for emissions reduction and climate resilience.



# The Future, Expertly Planned



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