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- (a) **Planning and Development Act 2000 (as amended) & Planning and Development Regulations 2001 (as amended) (Part 8)**
(b) **Local Government Act 2001 (as amended)**
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In compliance with the provisions of Section 179 of the Planning and Development Act 2000 (as amended) and Part 8 of the Planning and Development Regulations 2001 (as amended) and in compliance with the provisions of the Local Government Act 2001 and pursuant to the requirements of the above, notice is hereby given of Dublin City Council's intention to carry out the following works:

Application No: 3814/20

Proposal: LAW: Planning and Development Act 2000 (as amended)

Planning and Development Regulations 2001 (as amended) - Part VIII

Applicant: Housing & Community Services

Location: St Finbar's Court, St. Finbar's Road, Cabra, Dublin 7

Proposal: demolition of street facing boundary treatments of the formerly used senior citizen housing complex and the development of 46 apartment dwellings intended for use by older persons, in two blocks on either side of St Finbar's Road. The blocks will be partly three and partly four storeys high, containing 2 two-bedroom apartments, 44 one-bedroom apartments, a Community room and ancillary spaces at ground level, renewable energy design measures for each dwelling, rearrangement of existing public paving and provision of a total of 14 on-street parking spaces on both St Finbar's Road and Kilkieran Road, communal open space and landscaping works, bin storage facilities and cycle parking enclosures for 16 no. bicycles, an ESB substation and switch rooms at ground level, 2 no. attenuation tanks, public lighting, estate signage, site perimeter boundary treatment, plant and all associated ancillary site development works and services.

An Environment Impact Assessment Screening Report has been prepared and it has been determined that an Environmental Impact Assessment is not required.

Site Notice:

Site notices in order on the 05/01/2021

Planning Context:

Zoning & Policy – Dublin City Development Plan 2016 - 2022

The site is located in an area zoned objective 'Z1' within the Dublin City Development Plan 2016-2022 (CDP), with the accompanying land-use objective '*To protect, provide and improve residential amenities*'. Residential uses are permissible under the Z1 zoning.

The application site incorporates areas of public land, at the western and southern extents, which are not specifically identified as being zoned within the City Development Plan. They form part of the residential enclave that is Kilkieran Court (two-storey houses) to the west of the site. It is noted that both areas in question are not proposed to incorporate residential development, the area at the western extent will continue to provide open space/landscaping, whilst the area at the southern extent comprises the pedestrian pavement and this will continue albeit in a reconfigured form.

Relevant Plan Sections include the following:

Chapter 1: Strategic Context for the City Development Plan 2016 – 2022 Chapter 2 of the City Development Plan – Vision and Core Strategy: Section 4.5.3.1 'Urban Density', Section 4.5.9 'Urban Form and Architecture', Section 5.5.2 'Sustainable Residential Areas', Section 5.5.4 'Quality Housing for All' Section 5.5.6 'Apartment Living', Section 10.5.7 'Trees', 16.2.1 'Design Principles', Section 16.5 'Plot Ratio' and Section 16.6 'Site Coverage', together with Standard 16.10.1 'Residential Quality Standards – Apartments', Standard 16.10.3 'Residential Quality Standards – Apartments and Houses', Standard 16.38 'Car Parking Standards' and Standard 16.39 'Cycle Parking'. Appendix 14 'Safety and Security Design Guidelines' and Appendix 15 'Access for All' are also of relevance.

Relevant Ministerial Guidelines and Frameworks include the following:

Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (including the associated 'Urban Design Manual') • Design Standards for New Apartments – Guidelines for Planning Authorities (2020) • Design Manual for Urban Roads and Streets (DMURS) The Planning System and Flood Risk Management (including the associated Technical Appendices)

Regional Spatial & Economic Strategy for the Eastern & Midland Regional Assembly

Site Description:

The proposed development is located in West Cabra at the junction of Saint Finbar's Road and Kilkieran Road with the site comprised of two parts, sitting each side of the intersection. Both sites are located at the end of 1940's houses, originally developed by Dublin Corporation with the houses typical of this era i.e. two-storey, pitched roofed, semi-detached with a garage connecting each house to its neighbour.

The sites, with a combined area of 1274 sq., are cleared and could be categorised as brownfield. In 2019 an existing apartment block on each site under a separate planning application – see planning history below. On Kilkieran Road the Cabra Community College bounds the eastern edge of the sites and the western edge is bounded by a slim strip of green space fronting onto Kilkieran Court and the front elevations of those two-storey semi-detached dwellings of Kilkieran Court. A solid wall of approximately 2 metres in height forms the western boundary of the site with Kilkieran Court cul-de-sac.

St. Finbar's Road runs between the two parts of the site and Kilkieran Road runs along the south of the site with the site facing the Church of the Most Precious Blood and the rear gardens and rear elevations of two-storey houses that are nos. 1-4 inclusive St. Finbar's Road. To the north are the gable elevations and side party garden boundaries of those two-storey dwellings at nos. 3 and 22 St. Finbar's Road.

Recent Planning History:

4303/18 / LAW: Demolition of two residential blocks containing 29 flats and a community room, and clearance of the site in order to enable the development of new housing.

Observations/Submissions:

Third Parties: 9 no. registered on Anite. The main issues raised are:

- (i) The three and four-storey structure would be completely out of character with the area
- (ii) The proposed development would result in overlooking and overshadowing of adjoining dwellings
- (iii) The proposal will cause noise pollution
- (iv) The bicycle parking and bin store is too close to 22 Saint Finbar Road
- (v) Properties in the area will be devalued as a result of the proposed development
- (vi) The building is not secure enough to deter anti-social behaviour
- (vii) Construction traffic will be dangerous
- (viii) The removal of the original wall and back wall to no. 3 St. Finbar's Road to facilitate the construction of railings is of a concern. Written assurances regarding the structural integrity of the wall is required
- (ix) The relocation of a substation and the repositioning of it in such proximity to the boundary with no. 3 Finbar's Road is not acceptable and has potential health risks
- (x) The green space on Kilkieran Court is to be "swallowed up" by the proposed development leaving nowhere for kids to play
- (xi) The materials are not in keeping with the surrounding area
- (xii) The planning application number was not on the site notice
- (xiii) Communication with local residents has been poor on this proposed development
- (xiv) Not all documents were clearly legible online

Interdepartmental Report(s):

Engineering Department – Drainage Division: Report dated 21/12/20 stating that there is no objection to this proposal subject to conditions

Roads and Traffic Planning Division: Report received dated 21/01/21 stating no objection subject to conditions

Parks and Landscape Division: No report received

Consultees

Transport Infrastructure Ireland (TII): Submission received 21/01/21 stating, inter alia, the proposed development is in close proximity to a Luas Line and that the applicant should ensure that there is no adverse impact on Luas operation or safety and that the development shall comply with TII's Code of Engineering Practice.

Assessment

The proposed development relates to the provision of 46 no. apartments for the intended use for older persons and a community room, located along St Finbar's Road, with Kilkieran Road located to the south.

The subject site comprises a cleared site, having previously comprised of 2-storey, terraced housing development. Permission was granted in 2018 for demolition of this housing and it is understood that demolition was completed in late 2019.

Principle

As has been set out, residential development is permissible under the Z1 zoning which applies to the site.

A Community Room is also included at ground floor level of Block No. 1. A 'Community Facility' is also a permissible use under the zoning.

Scale and Design and Height:

It is a 3/4 storey development with a height range of 10.5m to a maximum height of 14.95m. This falls within the permissible height range of the development plan which allows for the consideration of residential buildings of up to 16 metres in height in this area.

The proposed development is contemporary in design, comprising of 2 no. blocks which are 4 storeys high adjacent to Kilkieran Road and reducing to 3 storeys along St. Finbarr's Road.

Objections received cite that the 3 / 4 storey height of the development would be completely out of character with the area. While the planning authority notes that the proposed block will rise one and two storey above the surrounding residential development, the height proposed is not excessive and will not serve to overbear on existing, established adjoining development. The proposal has been kept to 3-storey where it is adjoining and adjacent to 2-storey semi-detached housing and rises to 4-storey as it faces the roadway and addresses the corners. The 4-storey height is considered an appropriate design response to the less sensitive corner locations and will serve as a positive visual entry point to Saint Finbar's Road. It is considered that the contemporary design of the development, on this prominent site, will make a positive contribution to the streetscape and surrounding area.

The development incorporates galvanised mild-steel balcony structures with PVC, aluminium or fibre cement finish and rounded ends. The Design Statement sets out the rationale for the curved balconies stating inter alia that "A curved shape has been carefully chosen to give an element of visual softness to the overall composition ... and to subtly reference the prevailing Art Deco style of the notable surrounding buildings". The primary material is described as 'brick finish – colour no. 1' on the upper levels and 'brick finish – no. 2' on the ground floor elevations and masonry with light blue, grey, or dark blue render. Buildings with a brick as its primary elevational treatment is welcomed as the site is a prominent one with the majority of the elevations open to and highly visible from the public domain. A high quality brick of good texture, colour and tone should be used.

Accommodation Standards

In terms of mix, it is noted that the development comprises 96% 1-bed and 4% 2-bed, 4-person units. This does not comply with the requirements of SPPR1 of the *Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities* (Apartment Guidelines), however; it is noted that Section 2.21 of the Guidelines outlines that mix parameter requirements do not apply to sheltered housing developments. The proposed mix is acceptable, in this context.

A Schedule of Accommodation accompanies the drawings. From a review of the accommodation schedule, it is noted that apartment units comply with the majority of requirements of the apartment guidelines, in respect of internal layout. The floor to ceiling heights of a small number of units at ground floor level are 2.65m in height, marginally below the 2.7m minimum set out in the apartment guidelines. However, SPPR 5 of the guidelines allow for the planning authority to exercise discretion on a case-by-case basis subject to overall design quality. In this regard, the overall designed quality is good and a minimal shortfall in floor to ceiling height is considered acceptable.

It is noted that over the Schedule drawing (3848Ch/PL/700) indicates that 67% of all units are dual aspect and there are no single-aspect north facing units proposed. This is a positive feature of the scheme, exceeding the 50% ratio for dual aspect units that could be considered on a site in an urban area such as this one.

The schedule of accommodation illustrates that 100% of all units exceed the minimum overall size requirement by 10%, a further positive feature of the scheme.

The schedule of accommodation illustrates all units as incorporating at least 5.9 sq. for one-bed units (5 sq. m is the required minimum area) and increasing to 51sq.m. for one 1-bed ground floor unit in Block 1. Both two-bed units have generous areas of private open space i.e. 22 sq. m. and 51sq.m All units therefore comply with at least the minimum quantitative requirement for private open space

Buffer zones have been provided for the ground floor units between the front elevations of the units and the public footpath with landscaping provided for outside of the railings of the private terraced areas to ensure privacy for units.

Daylighting – Internal

The Architectural Design Statement states that all habitable rooms will have a height 2.65m (min) and that glazing to habitable rooms comply with 'BRE, Site Layout Planning for Daylight and Sunlight, a Guide to Good Practice (BRE, 2011).

A Daylight Simulation Report has been prepared stating "*This report demonstrates compliance of the daylighting design with the requirements set out in current building regulations and best practice guidelines*" and further states "*Daylight analysis was performed on a space where a minimum average daylight factor of 1.5% for Living, Dining, Kitchen and 1% for bedrooms must be achieved*". A summary of the results for the East Building (Block 2) and the West Building (Block 1) are set out in tables, with results all above 1.5% for living, dining and kitchen areas and above 1% for all bedrooms.

Public Open Space

The development does not incorporate any public open space, instead incorporating a community room, which would be accessible to the wider community. In this instance, the proposal is considered acceptable to the planning department, in lieu of dedicated public open space. The space is at ground floor level in Block 1, accessed by pedestrians off Kilkieran Road and also off Saint Finbar's Road. It is well located and of a generous size i.e. 65 sq. plus WCs, kitchen, store and lobby.

Objections raised refer to the loss of green space (public) existing in Kilkieran Court. From the plans submitted it is noted that an existing strip of green space along Kilkieran Court will be retained with new planting in the form of 2no. street trees, species to be agreed with Dublin City Council. This space will continue to be as accessible to children and other residents of Kilkieran Court, and those of the wider community.

Communal Amenity Space

Communal amenity space is required to be provided at a rate of a minimum of 5 sq. per 1-bed and 7 sq. per 2-bed, giving rise to a total requirement of a minimum of 234 sq. The Proposed Site Plan drawing indicates communal open space, in the form of two private gardens, for use by residents of Block 1 as 112 sq. and for Block 2 as 122 sq. (combined total of 234 sq.)

Section 3.5.2 of the Architectural Design Statement – Assessment of the Sunlight within the Open Space areas of the proposed redevelopment and the accompanying tables – illustrates the results for the Spring Equinox of sunlight access within the communal open space areas in the proposed development. This indicates that the proposed open spaces will receive

sunlight in excess of the minimum time period i.e. 'at least half of the amenity space will be received at least two hours of sunlight on 21st March'. These findings are in compliance and acceptable.

The development requires felling a number of trees within the site, to be replaced by new tree planting along block perimeters. Replacement planting is important and welcomed, in compensating for the loss of trees and in enhancing the landscaped appearance of the development. Concerns regarding the trees impacting upon visibility as one exits from dwellings along St. Finbar's Road is raised as a concern in objections received. It is noted that the Transportation Planning Division in the report received on this application have provided comments on the proposed development stating the applicant was advised to resize the spaces away from the junction as well as reviewing the size and location of the trees proposed at this location to ensure visibility was not impacted. The report concludes that the proposals as submitted have largely addressed these concerns.

Impact on neighbouring properties

Objections received raise concerns regarding the potential for overlooking and overshadowing of adjoining development as a result of the proposed development.

Overlooking, Overbearance and Overshadowing

It is not considered the development would give rise to any unacceptable overlooking of neighbouring properties, having regard to the level of separation between north-facing windows within the 4-storey element of the two blocks and the rear gardens/private amenity space of the neighbouring and residential properties along St. Finbar's Road, in particular nos. 3 and 5 on the western side of the roadway and nos. 20 and 22 St. Finbar's Road on the eastern side of the roadway and also the west facing Block i.e. Block 1 onto Kilkieran Court.

A distance of 24m (approx.) will be retained between the windows in the northern facades of the new blocks and the northern boundary of the sites which form the side party boundary of nos. 3 and 22 St. Finbar's Road. These separation distances are adequate to maintain sufficient of privacy and protect the residential amenities currently enjoyed by these neighbouring dwellings.

The western elevation of Block 1 and the front elevations of the houses in Kilkieran Court to the west have a separation distance of 24 metres minimum between them with separation distances of 22 metres from the balconies of this western elevation. This increases to circa 25 metres where the houses in Kilkieran Court are set back from the western boundary of the application site by a further 2 metres (approx.) westwards. The proposed development will not overlook any private amenity spaces i.e. rear gardens of the dwellings in Kilkieran Court, but will overlook the front gardens which are currently overlooked from the public domain. In addition, having regard to the reasonable separation distances proposed between the elevations of the closest block in the development and the front of the dwellings in Kilkieran Court, the proposed development will not result in any overbearing impacts on these dwellings. The balconies serving the proposed development do not directly adjoin private garden spaces of any adjoining dwellings. The balconies have been so designed so as to face towards either front garden areas that do not require the level of privacy expected for rear gardens or alternatively the balconies are facing towards the surrounding public roadways. The issue of undue overlooking from balconies into adjoining residential properties, as raised in objections received, does not therefore arise.

Nos. 3 and 22 St. Finbar's Road represent the closest sensitive receptors in terms of potential overshadowing from the proposed development. The analysis submitted of impact of shadows cast specifically analyses these two properties and the results show that the impact of the

proposed development will not adversely affect the back gardens of these two, directly, adjacent properties by way of overshadowing within the meaning of the BRE guidance. The shadow diagrams submitted with the application also show that the levels of overshadowing of these properties along Kilkieran Court is low. The relationship of the development to neighbouring properties is acceptable, in this respect.

Noise pollution is also cited an issue that will result in the objections received. It is not considered that residential development designed for older persons would result in any additional noise over that which would be expected with a small increase in population living in an existing residential urban area such as this one. While there are external balconies on the facades of the development it is noted that all balconies have been kept away from those more noise sensitive locations i.e. adjoining rear gardens or adjacent bedrooms windows. The balconies proposed face onto the existing surrounding public roads in the area. The issues of noise pollution therefore does not arise apart from construction noise during the construction period which will be controlled by way of condition for hours of work.

Safety and Security

Concerns have been raised in the objections in relation to the demolition of the wall along Kilkieran Court, security of the scheme and the potential for anti-social behaviour on site and in the surrounds.

The applicant's submission addresses the issue of site safety and security in the Architectural Design Statement submitted highlighting that at street level fronting Kilkieran Road and Saint Finbar's Road all apartments have street-facing private open space and at ground level the private curtilage of the dwellings is secured by low walls and railings, outside of which a planting margin buffers the private open space from the footpath with the planting margins forming a visual amenity for the neighbourhood while discretely increasing the privacy and security of ground floor apartments. In addition the upper floors of the apartments will provide passive surveillance around the site generally. The courtyards for both blocks are secured on two sides by the buildings, while the remaining sides are secured by the tall boundary walls of neighbouring properties, with the exception of the western side of the western courtyard.

At this location there is an existing blockwork wall of some 2 metres in height, with no transparency into the site currently. It would not be an appropriate design mechanism to retain the entire wall, as it would serve to provide an inhospitable boundary treatment between the new residential development and the dwellings in Kilkieran Court and also overshadow the courtyard of the new development and reduce levels of daylight into the ground floor units of Block 1.

The new western courtyard sits adjacent to a small stretch of green space, running north/south along Kilkieran Court. The proposal provides for partial demolition of the boundary wall to provide for the construction of low wall with tall railings with small sections of a taller wall. The combined height of the new boundary treatment at this location is between 2 and 2.4m bounding the courtyard area. It is also noted that there is no access into the courtyard or into Block 1 off Kilkieran Court. The planning authority is satisfied with this design approach which allows for a boundary treatment that is visually pleasing, non-defensive, transparent, allowing for a visual connection between the new development and its surrounding area and passive surveillance of the development and of the surroundings. The proposed development complies the design principles set out for boundary treatments for new developments set out in Chapter 16 of the development plan.

The relocation of the substation northwards is noted. The roof of the substation is hipped and so will not allow for persons to easily climb onto the roof of it, as has been expressed as a concern in an objection, while also providing for an enclosed, well-designed structure that will not detract from the visual amenities of the area. Any health-related issues that may be

associated with substations that have been expressed in submissions received is a non-planning matter dealt with under separate code. The structural integrity of adjoining boundary walls and the protection of same is a civil matter between adjoining landowners.

Transportation

It is proposed to provide 12 no. parallel parking spaces along St Finbar's Court with an additional accessible space proposed on Kilkieran Road.

Objections received raise concerns regarding the level of car parking proposed for the development and that the proposal will result in more car parking on street in the area immediately surrounding, including Kilkieran Court. A report has been received from the Transportation Planning Division assessing transport-related issues, including car parking provision and includes the following assessment of the car parking : *The subject site is located within Area 3 of Map J of the City Development Plan 2016-2022 where a maximum of 1 space per 2 dwellings are permitted for older persons dwelling. This would result in the maximum provision of 23 spaces based on the proposed number of units. Taking into consideration the location of the site approximately 700metres from the Broombridge transport interchange and the range of facilities and amenities in close proximity to the subject site, it is considered that the proposed parking provision is acceptable in this instance.* It should be noted that the parking requirements of the development plan area based on *maximum* provision. The planning authority is satisfied with the proposed parking provision for the development.

The report received from the Transportation Division expresses concern about the size of the parking space indicated to be provided on Kilkieran Road and require that any interventions to the public footpath at this location should be to the specification of the Road Design and Construction division and in accordance with the Road Maintenance Division. In particular having regard to the location of the existing speed ramp along Kilkieran Road that may need to be modified. The proposed raised table across the St Finbar's Court and Kilkieran Road junction should also be to the required specification of the abovementioned divisions. This can be dealt with by way of condition. Access to an ESB substation fronting onto Kilkieran Court has been provided; this is considered acceptable to the Transportation Planning Division.

A Stage 1 Road Safety Audit has been submitted with the proposal. This examines issues with the proposed development and makes recommendations for changes to be made. The only area that was highlighted within the report as being problematic was in relation to the initial proposed location of on street car parking along Kilkieran Road and the impact this would have on the visibility splays when exiting from St Finbar's Court. It was advised to resize the spaces away from the junction as well as reviewing the size and location of the trees proposed at this location to ensure visibility was not impacted. The proposals as submitted have largely addressed these concerns. As noted previously, these interventions to the public road and footpath are subject to agreement with the relevant divisions within the Environment and Transportation Department.

16 no. bicycle spaces have been provided in two blocks of 8 no. spaces, with potential for expansion should the demand arise. This is considered acceptable. Objections have been received from nos. 3 & 22 St. Finbar's Road stating that the bin store and bicycle parking is too close to their properties. The plans submitted show that the bicycle storage areas located at a minimum distance of 10 metres from the party boundary with no. 22 St. Finbar's Road. The location of the cycle storage area is not considered inappropriate on site. The residential amenities of any of the neighbouring or nearby properties will not suffer as a result of the bicycle storage areas, and their locations, in the development.

The plans submitted show the bin storage area for Block 2 located along the eastern boundary at a distance of 2 metres (min) from the northern boundary of the site (southern boundary of 22 St. Finbar's Road). The planning authority notes that the bin storage area will be positioned

behind a brick screen with a lightweight roof on top. The location of the bin store, and distances to the neighbouring dwelling at no. 22 St. Finbar's Road is not considered unreasonable. The bins will be well screened, the areas involved are modest, and the scheme will be managed to ensure that bin storage areas are properly maintained and refuse collected in a properly managed manner. The same considerations in relation to the bin storage area proposed for Block 1 and the relationship with the closest neighbouring dwelling at no. 3 St. Finbar's Road apply.

Objections received raise the issue of the potential danger of construction traffic. A preliminary Construction Management Plan and an Outline Construction and Waste Management plan have been submitted and are noted. In the event of a grant of permission, this can be dealt with by way of condition for a final plan to be submitted and agreed with the Roadworks Control section on appointment of a contractor.

Environmental Impact Assessment (EIA)

While the proposed development is below the thresholds set out in the Regulations a Preliminary Examination & Schedule 7A Assessment for the purpose of Screening for the requirement of EIA, prepared by Brady Shipman Martin has been submitted concluding that there is no requirement for EIA Assessment of the proposed development. In summary, the conclusion is made on the basis that the proposed development:

- Is of a small scale
- Will not give rise to a likelihood of significant effects on the environment
- Will not adversely impact Natura 2000 Sites of sensitive habitats either on its own or in combination with other projects; and
- Falls significantly below the thresholds for EIA set out in the Planning and Development Regulations, 2001 (as amended).

The Local Authority has concluded following an examination of the application that there is no real likelihood of the proposed development having significant effects on the environment and therefore concurs with the findings that an EIA is not required

Appropriate Assessment (AA)

An Appropriate Assessment Screening Report has been included, prepared by Openfield Ecological Services concluding as follows: "*On the basis of the screening exercise carried out above, it can be concluded that the possibility of any significant impacts on any European Site, whether arising from the project itself or in combination with other plans and projects, can be excluded beyond reasonable scientific doubt on the basis of the best scientific knowledge available*".

Having regard to the application particulars, the provisions of Article 6 of the Habitats Directive (92/43/EEC) and having regard to the location of the subject site in relation to Natura 2000 sites and to the nature and scale of the proposed development, the planning authority concurs that proposed project would not adversely affect the integrity of Natura 2000 sites and considers that an Appropriate Assessment under Article 6(3) of the Directive is not required.

Conclusion:

Having regard to the zoning objective for the area and the nature and scale of the proposed development, it is considered that subject to compliance with the conditions set out below, the proposed development would not seriously injure the residential amenities of dwellings in the area or the general amenities of the area and would be in accordance with the proper planning and sustainable development of the area

Recommendation:

I recommend that the City Council be informed that the planning authority has no objection to the proposed development and that the proposal is in accordance with the proper planning and sustainable development of the area

Accordingly, the City Council should be advised to approve the proposed development subject to the following requirements;

1. The following drainage requirements shall be fully complied with:
 - (i) The applicant shall comply with the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0 (available from www.dublincity.ie Forms and Downloads)
 - (ii) Records of public surface water sewers are indicative and must be verified on site
 - (iii) A connection from this development to the public surface water sewer network will only be granted when the developer has obtained the written permission of the Drainage Division and fulfilled all the planning requirements including the payment of any financial levies. All expense associated with carrying out the connection work are the responsibility of the developer. Developers are not permitted to connect to the public surface water network system without written permission from the Drainage Division. Any unauthorised connections shall be removed by the Drainage Division at the developer's expense. A licence will be required from the Drainage Division to allow the connection work to be carried out. Permission of the Roads Dept. must also be obtained for any work in the public roadway.
 - (iv) The development is to be drained on a completely separate system with surface water discharging to the public surface water system
 - (v) Where pipelines are to be taken-in-charge by Dublin City Council, as-constructed drawings of all pipelines complete with CCTV surveys, to a standard specified by Drainage Division, must be submitted to Drainage Division for written sign-off. This must be submitted no later than the completion of each phase of the development works on site. Please refer to Section 5 of the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0.
 - (vi) The development shall incorporate Sustainable Drainage Systems (including green roof) in the management of surface water as outlined in the "Civil and Structural Engineering, Drainage Strategy, July 2020" prepared by Fearon O'Neill Rooney
 - (vii) All surface water discharge from this development must be attenuated to two litres per second per hectare in accordance Greater Dublin Regional Code of Practice for Drainage Works Version 6.0.
 - (viii) Flood mitigation measures identified in the "Civil and Structural Engineering, Flood Risk Assessment, July 2020" prepared by Fearon O'Neill Rooney shall be fully implemented.

2. The following transportation requirements shall be fully complied with:
 - (i) Prior to commencement of development, and on appointment of a contractor, a Construction Management Plan shall be submitted to the planning authority for written agreement. This plan shall provide details of intended construction practice for the development, including a detailed traffic management plan, hours of working, noise management measures and off-site disposal of construction/demolition waste.
 - (ii) Prior to commencement of the development full details of all potential works to the public road and the public realm, shall be agreed in writing with the Planning Authority Materials shall be in accordance with the document Construction Standards for Roads and Street Works in Dublin City Council. Any works to the public road and the public realm including pedestrian crossings, road and footpath

modifications, lighting, drainage, planting and materials considered acceptable to Dublin City Council shall be carried out at the applicant's expense. The applicant is advised to liaise with the Area Engineer and Road Maintenance Division of DCC to ascertain their requirements.

- (iii) All Cycle parking shall be secure, sheltered and well lit with key/fob access. Cycle parking shall be in situ prior to the occupation of the development.
- (iv) All costs incurred by Dublin City Council, including any repairs to the public road and services necessary as a result of the development, shall be at the expense of the developer.
- (v) The developer shall be obliged to comply with the requirements set out in the Code of Practice.

3. Transport Infrastructure Ireland requests that any grant of permission comply with the following: The applicant should ensure there is no adverse impact on Luas operation and safety. The development shall comply with TII's "Code of engineering practice for works on, near, or adjacent the Luas light rail system".

The Area Committee as appropriate were informed of the initiation of the Part 8 planning process for the proposed development on the 13th of October 2020 and the recommendation of the Planning Department at its meeting's on the 9th of March 2021

The project is being funded by the department of Housing, Local Government and Heritage

Accordingly, it is recommended that a decision be made by Elected Members of the Council to proceed with the proposed development.

This report is submitted to the City Council pursuant to Section 179 of the Planning and Development Act, 2000 (as amended).

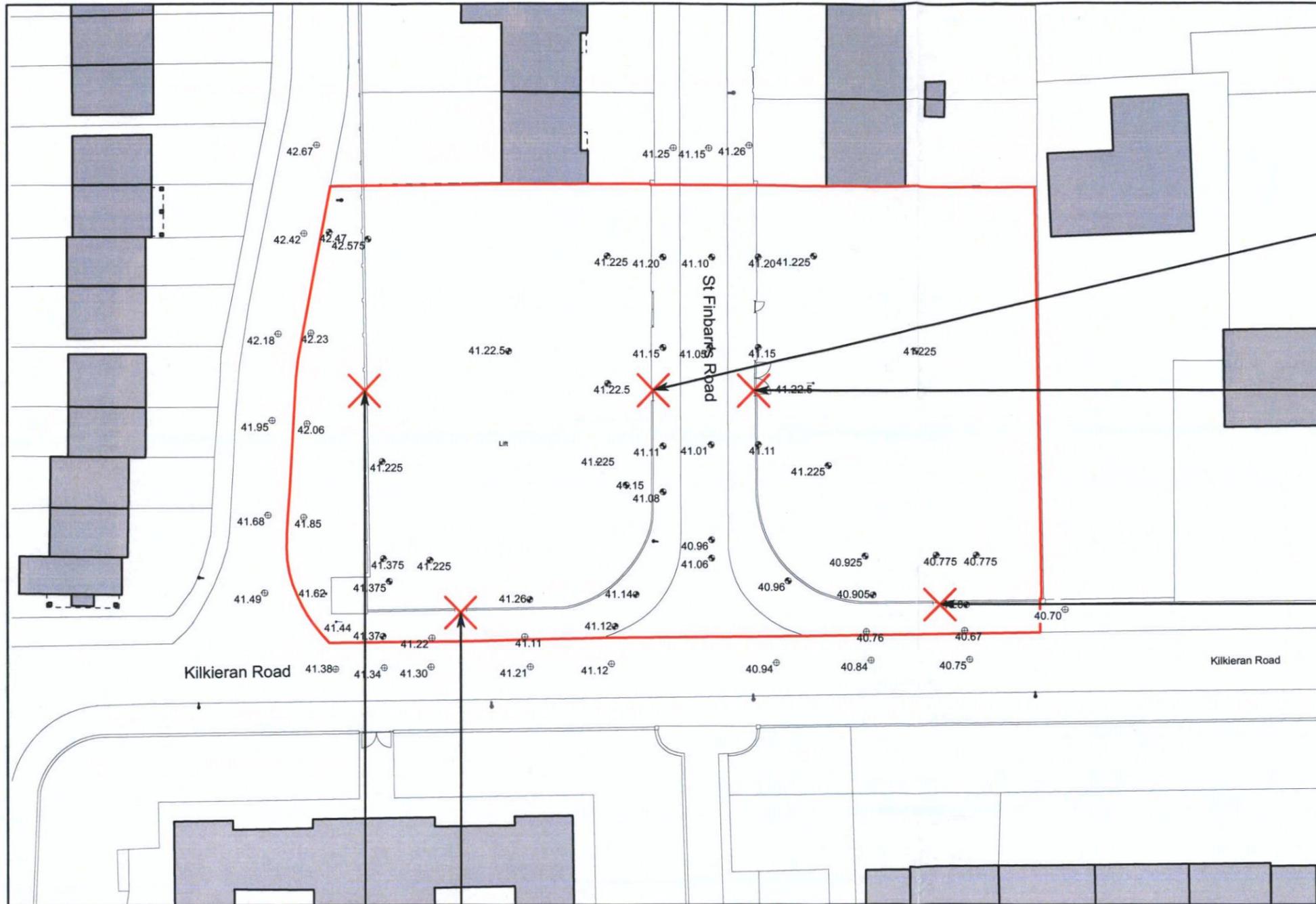
Resolution:

"That Dublin City Council Notes Report No. 97/2021 and hereby approves the contents therein."

Owen P. Keegan

Chief Executive

23rd March 2021



Legend:

— Red line denotes extent of site boundary

✗ Denotes location of Site Notice

Location of Site Notice
5 of 5

Location of Site Notice
4 of 5

Location of Site Notice
3 of 5

Location of Site Notice
1 of 5

Location of Site Notice
2 of 5

DCC PLAN NO 3814/20
RECEIVED: 26/11/2020



1 Existing Site Plan
Scale: 1:500



Existing Lamps Poles

Use figured dimensions only. Do not scale drawings. Read in conjunction with specification and consultants drawings. Report any discrepancies in drawings to Architect before putting work in hand. Check all dimensions on site. This drawing is the copy-right of Sean Harrington Architects, and may not be reproduced, in whole or part, without prior agreement.

REV	NOTES	DATE

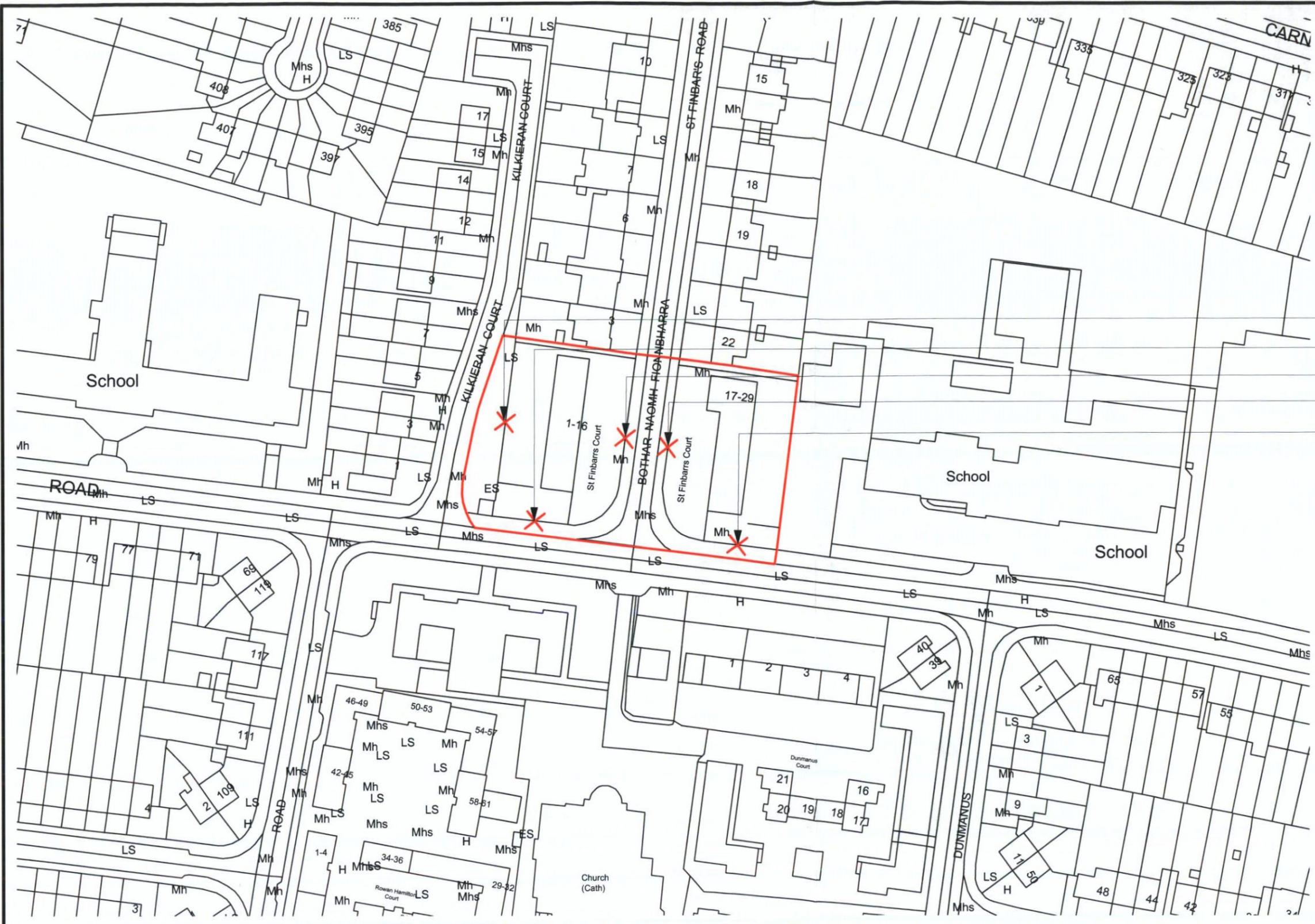
SEÁN HARRINGTON ARCHITECTS

3rd Floor
121/122 Capel Street
Dublin 1, Ireland
t 01 8733 422
e info@sha.ie

PROJECT:
St Finbarr's Court
CLIENT:
Dublin City Council

DRAWING TITLE:
Existing Site Plan

PROJECT STAGE: Planning	SCALE: 1/500	DATE:	Project - Orig - Vol - Level - Type - Role - No.	REV NO:
SUITABILITY CODE:	DRAWN BY: ar	CHECKED BY: sh	348CH/PL/002	



Red line denotes extent of site boundary
 X Denotes location of Site Notice

- Location of site notice (no.1 of 5)
- Location of site notices (no.2 of 5)
- Location of site notices (no.3 of 5)
- Location of site notices (no.4 of 5)
- Location of site notices (no.5 of 5)

DCC PLAN NO 3814/20
 RECEIVED: 26/11/2020

OSI Licence Number: 50100909

Clip Extent / Area of Interest (AOI):
 LLX,LLY= 713260.0625,736641.7922
 LRX,LRX= 713592.0625,736641.7922
 ULX,ULY= 713260.0625,736887.7922
 URX,URY= 713592.0625,736887.7922

Centre Point Coordinates:
 X,Y= 713426.0625,736764.7922

Reference Index: Map Series | Map Sheets
 1:1,000 | 3197-08
 1:1,000 | 3197-07
 1:1,000 | 3197-13
 1:1,000 | 3197-12

Data Extraction Date: Date= 18-Dec-2019

1 Site Location plan
 Scale: 1:1000

Use figured dimensions only. Do not scale drawings. Read in conjunction with specification and consultants drawings. Report any discrepancies in drawings to Architect before putting work in hand. Check all dimensions on site. This drawing is the copy-right of Sean Harrington Architects, and may not be reproduced, in whole or part, without prior agreement.

REV	NOTES	DATE

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 Dublin 1, Ireland
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 e info@sha.ie

PROJECT:
 St Finbarr's Court
 CLIENT:
 Dublin City Council
 DRAWING TITLE:
 Site Location Map

PROJECT STAGE: Planning	SCALE: 1/1000	DATE: Dec 2019
SUITABILITY CODE: ar	DRAWN BY: ar	CHECKED BY: sh

Project - Orig - Vol - Level - Type - Role - No.
 348CH/PL/001

REV NO:
 None