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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: 3757/20

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

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

Applicant: Housing & Community Services,

Location: Belcamp (Site B), at the junction of Moatview Drive (West), Belcamp Crescent (North), Belcamp Crescent (East) and Belcamp Avenue (South), Priorswood, Dublin 17

Proposal: Comprising 12 No. apartments arranged in four blocks (hereinafter called Block A, B, C & D) with associated car parking and site amenity space. The proposed new buildings are two-storey in height. Each two-storey block has two dwelling units on the ground floor (one 1-bedroom apartment and one 2-bedroom apartment) and one dwelling unit on the first floor level (one 3-bedroom apartment). Each apartment has own-door access, with dedicated external stairs at Block A, B, C & D serving the apartment units at first floor level. Block A is accessed from Moatview Drive (West); Block B is accessed from Belcamp Crescent (North); Block C is accessed from Belcamp Crescent (East) and Block D is accessed from Belcamp Avenue (South). Dedicated bin and bicycle storage are provided at ground floor level for all apartments. The existing car parking bays at the terminus of Moatview Drive (West), Belcamp Crescent (North), Belcamp Crescent (East) and Belcamp Avenue (South) are proposed to be modified to provide 3 no. (12 no. total, to include 7 no. disabled) car parking spaces at Block A, B, C & D. The existing services access wayleave for the existing ESB substation at Belcamp Avenue (South) is to be retained. The proposal includes private amenity space at ground level, serving the ground floor apartments and a screened rooftop terrace, which provides private amenity space for the 3-bed units at first floor level. The Local Authority has concluded following a preliminary examination that there is no real likelihood of the proposed development having significant effects on the environment and therefore an EIAR is not required.

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

Location: Belcamp (Site B), at the junction of Moatview Drive (West), Belcamp Crescent (North), Belcamp Crescent (East) and Belcamp Avenue (South), Priorswood, Dublin 17

Site Notice:

Site notice in order on 22/12/2020.

Zoning:

The site is located in an area governed by the landuse zoning Sustainable Residential Neighbourhoods – Zone Z1 with the accompanying objective “*to protect, provide and improve residential amenities*”.

Site Description:

The subject site is located in Priorswood, Dublin 17 and an established residential area. The site is situated at the intersection of four cul de sacs namely Belcamp Crescent (North), Belcamp Crescent (East), Belcamp Avenue (South) and Moatview Drive (West). The site is bounded by the gable elevations and boundary walls of 5 no. two storey end of terrace houses which front onto the cul-de-sacs. The existing dwellings have a dash finish. The site is a relatively small, square area of public open space with an area of approximately 0.21ha that is used as a pedestrian link through the residential area.

Proposal:

The proposed development comprises 12No. apartment units arranged in four blocks (hereinafter called Block A, B, C & D) with a height of two-storeys with associated car parking and site amenity space. Each two-storey block has two dwelling units on the ground floor (one 1-bedroom apartment and one 2-bedroom apartment) and one dwelling unit on the first floor level (one 3 -bedroom apartment). Each apartment has own-door access, with dedicated external stairs at Block A, B, C & D serving the apartment units at first floor level.

- Block A is accessed from Moatview Drive (West);
- Block B is accessed from Belcamp Crescent (North);
- Block C is accessed from Belcamp Crescent (East) and
- Block D is accessed from Belcamp Avenue (South).

Dedicated bin and bicycle storage are provided at ground floor level for all apartments.

The existing car parking bays at the terminus of Moatview Drive (West), Belcamp Crescent (North), Belcamp Crescent (East) and Belcamp Avenue (South) are proposed to be modified to provide 3 no. (12 no. total, to include 7 no. disabled) car parking spaces at Block A, B, C & D. The existing services access wayleave for the existing ESB substation at Belcamp Avenue (South) is to be retained.

The proposal includes private amenity space at ground level, serving the ground floor apartments and a screened rooftop terrace, which provides private amenity space for the 3-bed units at first floor level.

Planning History:

The following planning history is relates to the subject site:

2240/09 Part 8 for 4 no. two storey 3 bedroom houses which are intended for sale as Affordable Housing, and 8 no. duplex (single storey unit, over single storey unit) 1 bedroom senior citizens' apartments.

4590/05 Part 8 for 7 no. 2 storey 3 bedroom houses and 6 no. duplex (single storey unit over single storey) 1 bedroom Senior Citizens apartments.

Observations/Submissions:

No observations have been received by Dublin City Council.

Interdepartmental Report(s)Drainage Division:

Report dated 8th December 2020. No objection subject to the following conditions:

- 1. There is no objection to this development, subject to the developer complying with the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0 (available from www.dublincity.ie Forms and Downloads).*
- 2. Records of public surface water sewers are indicative and must be verified on site.*
- 3. The development is to be drained on a completely separate system with surface water discharging to the public surface water system.*
- 4. 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.*
- 5. The development shall incorporate Sustainable Drainage Systems in the management of surface water as outlined in the "Preliminary Civil Engineering Infrastructure Report" and shown on the Drainage Layout drawing no.'s "H0087-C2000A" and "H0087-C20001A", with the exception of the proposed ACO drains which shall be omitted.*
- 6. The outfall surface water manhole from this development must be constructed in accordance with the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0.*
- 7. All private drainage such as, downpipes, gullies, manholes, armstrong junctions, etc. are to be located within the final site boundary. Private drains should not pass through property they do not serve.*

Transportation Planning Division:

Report dated 6th January 2021. No objection subject to the following conditions:

This division has no objection to the proposed development subject to the following conditions:

- 1. 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.*

2. *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 proposed development.*
3. *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.*
4. *The developer shall be obliged to comply with the requirements set out in the Code of Practice.*

Consultees /Interested Parties

Irish Water:

Report dated 17/12/2020 as follows:

Irish Water has reviewed the proposed development and would like to make the following observations:

- *In order to assess feasibility of connection to the public water/waste water infrastructure the applicant is required to engage with Irish Water through the Pre Connection Enquiry (PCE) process.*
- *Irish Water also notes the proposed development is located over existing Irish Water infrastructure.*
- *Any proposals by the applicant to build over or divert existing water or wastewater services shall be submitted to Irish Water for assessment.*
- *Therefore, Irish Water respectfully requests that the applicant be requested to submit Further Information as follows;*
 - *The applicant shall engage with Irish Water by submitting a pre Connection Enquiry (PCE) to assess feasibility of connection to the public water/waste water infrastructure. The outcome of the PCE is to be submitted as a response to RFI.*
 - *The applicant shall engage with Irish Water's diversions section to assess feasibility of build over and/or diversion. The outcome of the engagement with Irish Water's diversions shall be submitted as a response to RFI.*

Policy Context

Dublin City Development Plan 2016-2022

Relevant policies and objectives include:

Chapter 4 Shape and Structure of the City, Section 4.5.9 Urban Form and Architecture

Well-considered urban design and architecture can make a positive contribution to the townscape and urban environment, and can improve the environmental performance, competitiveness and attractiveness of the city.

The following policy is relevant to the proposed development:

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

Chapter 5 Quality Housing, Section 5.5.2 Sustainable Residential Areas

The Department of Housing, Planning Community and Local Government Statement 2015 encourages Planning Authorities to engage in active land management by leading and managing the development process and ensuring that land zoned for development come into use in accordance with Development Plan Policy and in tandem with supporting infrastructure.

In particular the following policy is relevant to the proposed development:

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

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

QH13: To ensure that all new housing is designed in a way that is adaptable and flexible to the changing needs of the homeowner as set out in The Residential Quality Standards and with regard to the Lifetime Homes guidance contained in Section 5.2 of the Department of Environment, Heritage and Local Government 'Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes Sustaining Communities' (2007).

QH21: To ensure that new houses provide for the needs of family accommodation with a satisfactory level of residential amenity, in accordance with the standards for residential accommodation.

Chapter 16 Development Standards, Section 16.2.1 Design Principles

This section of the Development Plan states that development will respond creatively to and respect and enhance its context, and have regard to *inter alia* :

- The character of adjacent buildings, the spaces around and between them and the character and appearance of the local area and the need to provide appropriate enclosure to streets.
- The character, scale and pattern of historic streets, squares, lanes, mews and passageways.
- Existing materials, detailing, building lines, scale, orientation, height and massing, plot width.

Development Standard 16.10.1 Residential Quality Standards – Apartments

This section contains standards under the following headings that shall apply to the proposed development:

- Floor areas
- Mix of Residential Units
- Aspect, Natural Lighting, Ventilation and Sunlight Penetration
- Block Configuration
- Entrance Lobbies, Circulation and Safety
- Internal Space Configuration for Apartments
- Storage
- Layout Flexibility
- Private Open Space

- Communal Open Space
- Communal Facilities
- Cycle Parking
- Design for Management and Maintenance

Development Standard 16.10.3 Residential Quality Standards – Apartments and Houses

This section contains standards under the following headings that shall apply to the proposed development:

- Public Open Space
- Safety and Security
- Acoustic Privacy

Relevant Policy Guidelines:

Urban Development and Building Heights - Guidelines for Planning Authorities, DoECLG, December 2018.

Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, DoHLGH, December 2020.

Guidelines for Planning Authorities, Sustainable Residential Development in Urban Areas & Best Practice Urban Design Manual, DoEHLG, December 2008.

Quality Housing for Sustainable Communities – Best Practice Guidelines for delivering Homes Sustaining Communities, DoEHLG, 2007.

Planning Assessment

Principle of Development:

The application site is designated Zoning Objective Z1 'To protect, provide and improve residential amenities'. Residential use is a permissible use in Z1. It is considered that the proposed development is in accordance with the Land Use Zoning Objectives for the subject site.

Density, Plot Ratio and Site Coverage:

Indicative plot ratio and site coverage standards are set out in the Dublin City Development Plan 2016-2022. The stated density of the development is 57uph. Plot ratio standards for Z1 range from 0.5 -2.0 and site coverage standards for Z1 is 45%-60%. The stated site coverage is 31% and plot ratio is 0.45. The proposed site coverage is lower than the range outlined in the Development Plan, however given the site context which comprises two storey terraced housing it is considered that the proposal respects the existing context and urban form. It is therefore considered to be in accordance with the Development Plan in terms of density, plot ratio and site coverage.

Integration & Design:

The proposed development comprises 4 no. 2 storey residential blocks within the subject site. Each block of dwellings will be accessed from one of the cul-de-sacs leading to the site which includes, Moatview Drive, Belcamp Crescent (North), Belcamp Crescent (East) and Belcamp Avenue to the south. It is also proposed to provide one parking space for each apartment, comprising 3 no. parking spaces at the end of each cul-de-sac.

Each block comprises two apartments on the ground floor, one 1-bedroom apartment and one 2-bedroom apartment and one three-bedroom apartment at first floor level. Each apartment has own-door access and each ground floor apartment has been designed for universal accessibility.

The four blocks have been arranged around four centralised areas of private open space associated with the one-bedroom apartments. The private open spaces associated with the two-bedroom apartments wrap the perimeter of the blocks. The three-bedroom apartments at first floor level have direct access to an external terraces.

The proposed blocks have been designed with a brick finish to front facades. The internal elevations will consist of render finish. The 4No. proposed blocks (A-D) will have a maximum height of 8.15m.

Overall, it is considered that the proposed development has been appropriately designed in terms of provision of attractive and robust materials and a scale and height which is in-keeping with the prevailing two-storey context of the neighbouring residential area.

Residential Amenity of Surrounding Area and the Proposed Apartment Scheme:

The proposed development is two storeys in height with flat roof and mono-pitched roofs. Each of the blocks terminate the cul-de-sacs which would provide passive supervision of the public realm.

Daylight & Sunlight:

The proposed blocks will have a maximum height of 8.15m. In terms of separation distances, Block D will be c. 6.3m from the boundary wall to the side and rear of No. 77 Moatview Drive to the south-west, Block A will be c. 9.5m from the front and side boundary wall to No. 56 Belcamp Crescent to the north, Block B will be c. 13.8m from the side boundary wall with No. 19 Belcamp Crescent to the east, and Block C will be c. 6.3m from the side boundary wall to No. 69B Belcamp Avenue to the south.

A Shadow Study has been provided (Appendix H) with the application to outline the impacts of the proposed development on neighbouring dwellings. The shadow study notes that there will be minor overshadowing of the rear garden to No. 77 Moatview Drive to the west of Block D during early morning periods and of the rear garden of No. 21 Belcamp Crescent during afternoon periods on March 21st. A review of the shadow study would not indicate any other overshadowing impacts of neighbouring dwellings and associated private open spaces attached to them. Based on the height of the proposed blocks and separation distances from neighbouring dwellings, it is not considered the proposed development will result in excessive overshadowing or significantly reduce daylight to neighbouring dwellings. Similarly, based on the scale, height and separation distances it is not considered the proposed blocks will have an overbearing or obtrusive appearance for occupants of existing dwellings.

Daylight & Sunlight to Proposed Apartment Units and Associated Private Open Space:

The Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, DoHLGH, December 2020 states that in assessing development proposals, planning authorities must weigh up the overall quality of the design and layout of the scheme and the measures proposed to maximise daylight provision with the location of the site and the need to ensure an appropriate scale of urban residential development. The drawings provided indicate that all apartments are dual or triple aspect which is considered a positive contributing factor to ensure that apartment units will have adequate daylight levels. The DoHLGH Guidelines further state that daylighting to living spaces is the most important objective and that living spaces should provide for direct sunlight for part of the day.

It is noted that 1-bedroom ground floor units include living rooms which are dual aspect while the two-bedroom units include living spaces which are positioned to front of the blocks thereby benefitting from increased levels of daylight due to substantial separation distances from any potential obstructions such as neighbouring dwellings. It is also noted that bedrooms are all positioned at ground floor level with windows to the front of blocks (including a number that

are also dual aspect) thereby benefitting from similar access to daylight. It is generally considered that the apartment units at first floor level will have adequate levels of daylight to living spaces. It is noted that the private amenity spaces accessed off living spaces include for screening measures for privacy purposes. However, considering the scale (5.6m x 4m) of the spaces, the screening measures will not significantly reduce daylight/sunlight levels to the living rooms. Similar to the ground floor units, the proposed bedrooms have windows to the front elevations of each block with limited obstructions from the surrounds thereby ensuring that these spaces will have adequate levels of daylight.

The proposed private amenity space which include areas to the front and rear of ground floor units and terrace spaces at first floor level. The shadow analysis provided indicates that it is likely that the central private amenity spaces serving ground floor units will be likely to receive some overshadowing. However, these apartment units also have provision of private open spaces to the front of the proposed blocks which will have good access to sunlight. Given the overall quantum of private open space to each ground floor unit which is substantially above the required areas under the DoHLGH Guidelines it is considered ground floor units will be served by a high quality and provision of private open space. It is considered that the private open at first floor levels comprising terraces will generally have sufficient sunlight. As indicated above the terraces will incorporate screening measures. However, given the area of these spaces, it is considered the spaces will receive adequate levels of daylight and sunlight to ensure a high level of amenity for future occupants.

The proposed development is considered to be generally in compliance with the quantitative standards for daylight/sunlight outlined Site Layout Planning for Daylight and Sunlight, A guide to good practice (Building Research Establishment Report, 2011) as required within the Dublin City Development Plan 2016-2022 and the DoHLGH guidelines.

Overlooking Impacts:

A review of the first floor plans submitted with the application indicates that the apartments at first floor level have been designed so as to ensure that there will be no windows overlooking the side walls to neighbouring dwellings or private open space attached to the neighbouring dwellings. Glazing at first floor level to the external is proposed overlooking the four cul-de-sacs which will have the added benefit of passive surveillance. The apartments at first floor level all have private terrace space. The elevations provided include for screening measures to minimise overlooking of neighbouring dwellings and the private open space attached to them. Further screening measures have also been provided to the proposed external stairwells serving the first floor units. The proposed screening throughout will consist of power coated metal screening with a height of 1.775m which is considered satisfactory to avoid any potential for excessive overlooking to neighbouring dwellings.

In terms of overlooking between the proposed apartment units and their associated private open space, the proposal as identified above include screening to a height of 1.775m to the upper floor terrace spaces to avoid overlooking between units and of the private open space below. Secondary measures include provision of opaque glazing where there is directly opposing windows between units. It is considered that the proposal has included for satisfactory measures which will avoid any potential for undue overlooking between the proposed units.

Overall the proposed development provides a rational layout, which would maximise the provision of good quality dual aspect units, set around areas of private open space.

Floor Areas and Development Standards:

In total 12 no. apartments are provided comprising the following mix of units:

Mix of Apartments and Floor Areas:

- 4 no. 1 bedroom - 2 person apartments floor area 51.4sqm (Ground Floor Level)
- 4 no. 2 bedroom - 4 person apartments floor area 76.5sqm (Ground Floor Level)
- 4 no. 3 bedroom - 5 person apartments floor area 107sqm (1st Floor Level)

It is considered that the mix complies with Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, DoHLGH, December 2020.

Minimum overall apartment standards are set out in Appendix 1 of Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, DoHLGH, December 2020. A review of the floor plans and architect's appraisal indicate that the proposed apartments exceed the required minimum overall apartment floor areas as set out in the Guidelines and the Dublin City Development Plan 2016-2022.

Dual Aspect:

With regard to dual aspect apartments the DoHLGH guidelines require a minimum of 50% of the units to be dual aspect and ideally all 3-bed units should be dual aspect. Furthermore, the DoHLGH guidelines state that north facing single aspect apartments may be considered where overlooking a significant amenity such as a public park, garden or formal space, or a water body or some other amenity feature. The drawings provided indicate that all apartments are dual or triple aspect. It is considered that in terms of dual aspect the development is acceptable.

Floor to Ceiling Height:

The current Development Plan and the DoHLGH guidelines require ground floor level apartments to have a minimum floor to ceiling height of 2.7m to reduce the potential for overshadowing. A minimum floor to ceiling height of 2.4m is required at all other levels. The sectional drawings indicate that the proposed floor to ceiling heights will be 2.7m which is acceptable.

Lift and Stair Cores:

DoHLGH guidelines require a maximum of 12 apartments per floor per individual stair core. The proposal provides 1 no. apartment per stair core.

Storage:

The Architects Appraisal indicates that all apartment meet with storage requirements. Waste storage spaces are provided for each individual unit.

Private Amenity Space:

Section 16.10.1 of the current Development Plan sets out private open space requirements for apartment developments. It states that private open space shall be provided in the form of gardens or patios/terraces for ground floor apartments and balconies at upper levels. The minimum private open requirement for apartments is 5sqm for a 1-bed, 7sqm for a 2-bed and 9sqm for a 3-bed apartment. A review of the floor plans and architect's appraisal indicate that the proposed apartments substantially exceed the required minimum overall apartment floor areas as set out in the Guidelines and the Dublin City Development Plan 2016-2022.

Communal Open Space:

Dedicated communal amenity space is not provided within the site. However it is noted that each apartment has access to generous private amenity space well in excess of the required quantum under the DoHLGH guidelines standards.

Car Parking and Transportation:

3No. car parking spaces are proposed at each cul-de-sac with 1No. car parking space to serve each apartment unit. 7 no. of the spaces will be fully accessible spaces. Cycle parking is

provided at ground floor for each of the 4 blocks within covered under stair storage areas for Blocks C and D and within open areas for Blocks A & B. The Transportation Planning Division's (TPD) report dated 06/01/2021 outlined that it is the preference of this division that long term residential cycle parking be provided in secure, well lit and covered cycle parking areas which may be dealt with by way of condition. TPD also require a Construction Management Plan with detailed Traffic Management Plan should be submitted prior to commencement of development. TPD indicated that they have no objection to the proposed development subject to conditions.

Connections to Public Water/Waste Water Infrastructure:

Irish Water submitted an observation with respect to the proposed development on 17/12/2020 which highlighted that the proposed development is located over existing Irish Water infrastructure. The Part 8 application has included details of the proposed engineering infrastructure in Appendix B which indicates that in 2007 the foul, surface water and potable water services were relocated within the site from traversing the site centrally to travelling around the perimeter, therefore creating a central zone within the site that is free of services. The proposed development has been designed to maintain a wayleave from the rerouted services. It is considered appropriate that the drainage and *public water/waste water infrastructure connections be agreed prior to construction commencing.*

EIA:

A screening report for Environmental Impact Assessment has been submitted (Append E). The report concludes that no significant adverse impacts to the receiving environment will arise as a result of the proposed development.

Having regard to the nature, size and location of the proposed development and the context of the criteria set out in Schedule 7 of the Planning and Development Regulations 2001-2019, it is concluded that there is no real likelihood of significant effects on the environment and as such an EIAR is not required.

Appropriate Assessment:

Under Article 6 (3) of the EU Habitats Directive and Regulation 30 of SI NO.94/1997 "European Communities (Natural Habitats) Regulations (1997) any plan or project which has the potential to significantly impact on the integrity of a Natura 2000 site must be subject to an Appropriate Assessment. This requirement is also detailed under Section 177 (U) of the Planning and Development Act 2000 (as amended).

A screening report for Appropriate Assessment has been submitted (Appendix C). The report identifies that there is no hydrological, physical or ecological links between the subject site and any European/Natura 2000 sites and concludes that there will no significant environmental, flora, fauna or habitat changes to any Natura 2000 site arising as a result of the proposed development.

The Planning Department, as the competent authority, has considered the screening report, has undertaken the Appropriate Assessment screening of the development and has determined that progression to Stage 2 of the Appropriate Assessment process (i.e. preparation of a Natura Impact Statement) is not considered necessary. It is not considered that the proposed development would be likely to have a significant effect, individually, or in combination with other plans or projects, on a European site.

Conclusion:

The proposed development will provide a high quality residential development, will enhance the streetscape and is considered to be in accordance with the proper planning and sustainable development of the area. It is therefore considered that the proposal would be

acceptable, subject to compliance with the requirements of Drainage Division and the Transportation Planning Division.

Planning

1) Prior to the commencement of development, the developer shall consult with Irish Water with regard to connections to public water/waste water infrastructure and for agreement on compliance with any separation distances associated with the infrastructure.

2) Transportation Planning Division:

The Developer shall comply with the following requirements of the Transportation Planning Division:

a) 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.

b) 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 proposed development.

c) 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.

d) The developer shall be obliged to comply with the requirements set out in the Code of Practice.

3.) Drainage Division:

a) The developer shall comply with the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0 (available from www.dublincity.ie Forms and Downloads).

b) Records of public surface water sewers are indicative and must be verified on site.

c) The development is to be drained on a completely separate system with surface water discharging to the public surface water system.

d) 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.

e) The development shall incorporate Sustainable Drainage Systems in the management of surface water as outlined in the "Preliminary Civil Engineering Infrastructure Report" and

shown on the Drainage Layout drawing no.'s "H0087-C2000A" and "H0087-C20001A", with the exception of the proposed ACO drains which shall be omitted.

f) The outfall surface water manhole from this development must be constructed in accordance with the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0.

g) All private drainage such as, downpipes, gullies, manholes, armstrong junctions, etc. are to be located within the final site boundary. Private drains should not pass through property they do not serve.

The Area Committee as appropriate were informed of the initiation of the Part 8 planning process for the proposed development and the recommendation of the Planning Department at its meeting's on the 15.03.2021.

The project is being funded by the Department of Housing, Planning and Local Government.

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. 87/2021 and hereby approves the contents therein."

Owen P. Keegan

Chief Executive

23rd March 2021

List of Consultees:

Irish Water , Colvill House, 24 - 26, Talbot Street, Dublin 1

Minister for Arts, Heritage, Regional, Rural and Gaeltacht Affairs Development Applications Unit , Newtown Road, Wexford



IMPORTANT

- DO NOT SCALE FROM THIS DRAWING.
- WORK ONLY FROM FIGURED DIMENSIONS.
- ALL ERRORS & OMISSIONS TO BE REPORTED TO THE ARCHITECT.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS AND SPECIFICATIONS.

KEY

LEGEND

- Site Boundary
- Extent of Services
- Wayleaves (Estimated)
- Access Wayleave to ESB Substation
- Access Wayleave to existing underground services
- Concrete footpaths & carparking bays (Existing)
- Landscape - Grass (Existing)

10 Numbered references, correspond with items noted below:

- Existing public road
- Existing public green space
- Existing pedestrian footpath through green space, to be removed
- Existing low concrete wall to be removed
- Existing concrete footpath with kerb edge
- Existing grass verge to concrete footpath
- Existing ESB substation with access wayleave to be retained
- Dashed line indicates outline of existing services wayleave to existing underground services below, to be retained
- Existing parking bays (concrete surface - unmarked)
- Existing dwelling house
- Existing low boundary wall
- Existing high boundary wall
- Existing metal gate to low boundary wall, to be removed
- Existing bollards to be removed

DCC PLAN NO. 3757/20
RECEIVED: 18/11/2020

D	18/11/2020	PART 8 APPLICATION
C	09/09/2019	AREA COMMITTEE NOTIFICATION
B	08/08/2019	PRE-PART 8
A	13/06/2018	ORIGINAL DRAWING CREATED

VER	DATE	DESCRIPTION	
SURV-P	survey production	SURV-F	survey final
FEAS-P	feasibility production	FEAS-F	feasibility final
PREL-P	preliminary production	PREL-F	preliminary final
PLAN-P	plan production	PLAN-F	plan final
UTIL-P	utility production	UTIL-F	utility final
TEND-P	tender production	TEND-F	tender final
CONS-P	construction production	CONS-F	contract
DEFT-P	defect liability production	BULT-F	as-built final

Dublin City Council
Comhairle Cathrach Bhaile Atha Cliath

CITY ARCHITECTS DIVISION
RANNOG AILTIRE NA CATHRACH

CITY ARCHITECTS DIVISION, CIVIC OFFICES, WOOD QUAY, DUBLIN 8, IRELAND
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PROJECT TITLE
Belcamp B

PROJECT ARCHITECT
EOGHAN BRODERICK

PROJECT TEAM
Belcamp Crescent North East DUBLIN 17

DATE
18/06/2019

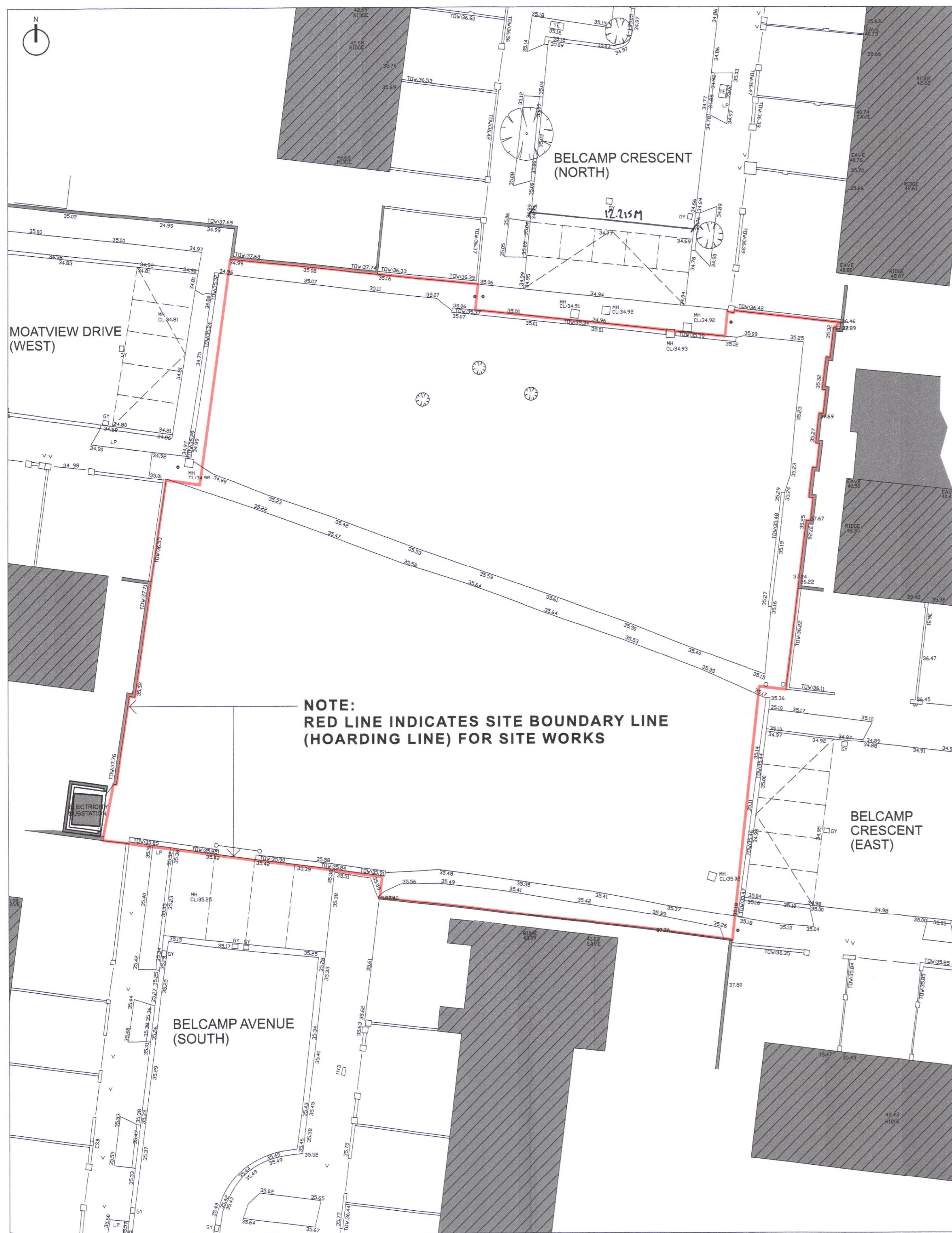
DRAWING TITLE
Site B Site Layout Plan - Existing

REFERENCE NO.
H00087

ISSUE STATUS
PART 8 APPLICATION

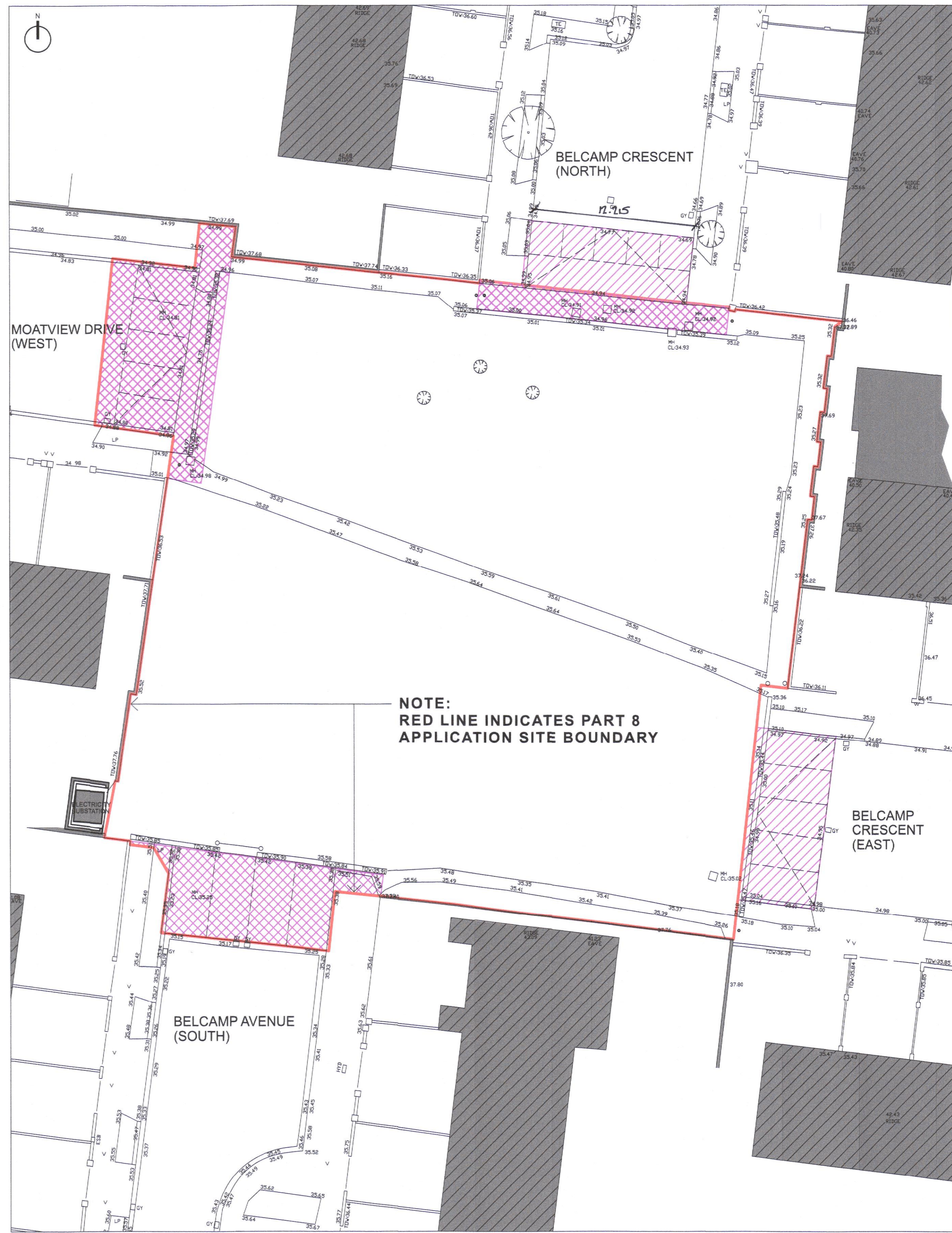
DWG. NO.
00002-D

VER.



DRAWING A:
PROPOSED SITE BOUNDARY FOR SITE WORKS

SITE B:
SITE BOUNDARY - CLARIFICATION DRAWING



DRAWING B:
PROPOSED SITE BOUNDARY FOR PART 8 APPLICATION

IMPORTANT

- 1 DO NOT SCALE FROM THIS DRAWING.
- 2 WORK ONLY FROM FIGURED DIMENSIONS.
- 3 ALL ERRORS & OMISSIONS TO BE REPORTED TO THE ARCHITECT.
- 4 THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS AND SPECIFICATIONS.

KEY

LEGEND

- Site Boundary (See note on drawing for clarification)
- Hatch indicates area of former (existing) carparking bays to be resurfaced with asphalt and to remain in charge by DCC Roads at completion of works.
- Hatch indicates area of works outside of the site boundary line (HOARDING LINE) but within the Part 8 site boundary line. Proposed works in this area to be taken in charge by DCC Housing Maintenance (Subject to approval by DCC Roads).
- NOTE: PROPOSED WORKS OUTSIDE OF THE SITE WORKS BOUNDARY IS SUBJECT TO A ROAD OPENING LICENSE FROM DCC ROADS.
- NOTE: PROPOSED WORKS OUTSIDE OF THE SITE WORKS BOUNDARY IS SUBJECT TO A ROAD OPENING LICENSE FROM DCC ROADS.

DCC PLAN NO.3757/20
RECEIVED: 18/11/2020

VER	DATE	DESCRIPTION
B	18/11/2020	PART 8 APPLICATION
A	24/10/2019	ORIGINAL DRAWING CREATED

ISSUE STATUS KEY

ISSUE STATUS KEY	ISSUE STATUS KEY
SURV-P survey production	SURV-F survey final
FEAS-P feasibility production	FEAS-F feasibility final
PREL-P preliminary production	PREL-F preliminary final
PLAN-P planning production	PLAN-F planning final
UTIL-P utility production	UTIL-F utility final
TEND-P tender production	TEND-F tender final
CONS-P construction production	CONS-F construction final
DEFT-P defect liability production	DEFT-F defect liability final

Dublin City Council
Comhairle Cathrach Bhaile Atha Cliath

CITY ARCHITECTS DIVISION
RANNAG AILTIRE NA CATHRACH

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PROJECT TITLE
Belcamp B

PROJECT ARCHITECT
EOGHAN BRODERICK

PROJECT TEAM
SITE
Belcamp Crescent
North East
DUBLIN 17

DATE
18/06/2019

SCALE
1:200 @ A1

DRAWING TITLE
Site B
Site Boundary
- Clarification Drawing

REFERENCE NO.
H00087

ISSUE STATUS
PART 8 APPLICATION

DWG NO.
00005

VER.
B