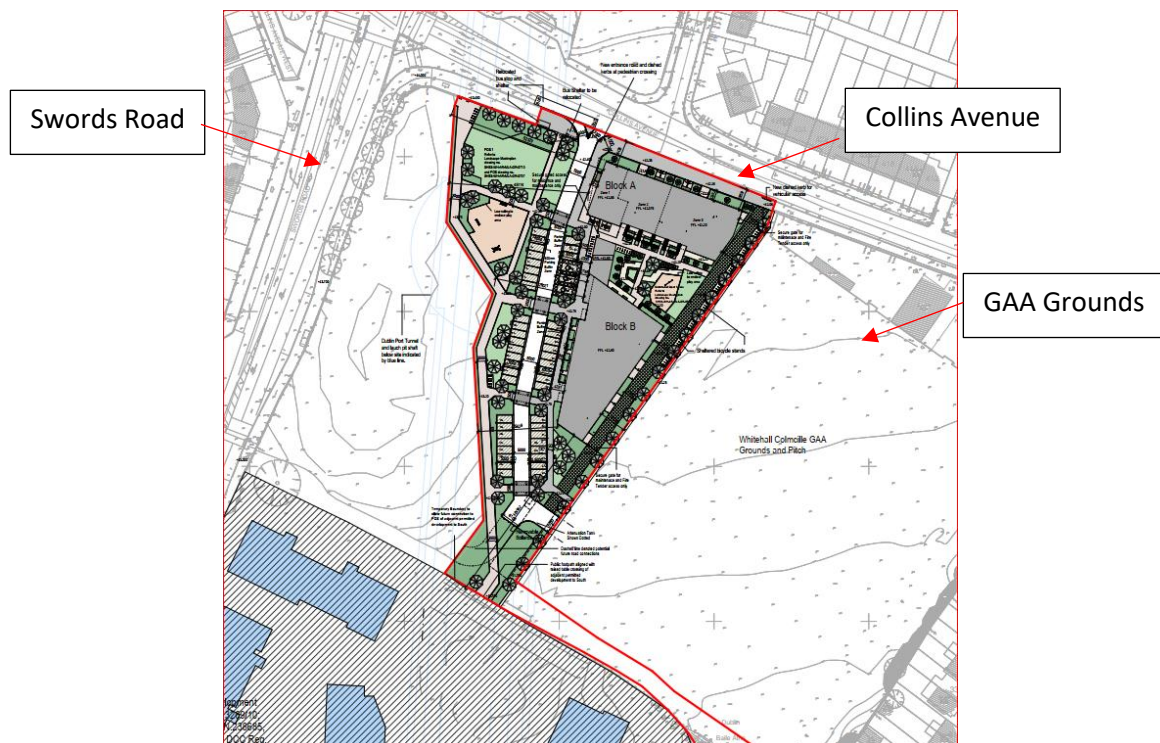


Date: 18th July 2022

To the Chairman and Members of
The North Central Area Committee

**Report under Part 8 Planning and Development Regulations 2001
Proposed development of Site at Collins Avenue & Swords Road.**

Site Location and Proposed Plan



Planning Ref 3927/22

Following initiation of the Part 8 process at the North Central Area Committee meeting on the 21st of February 2022, Housing and Community Services Department lodged a Part 8 application on the 10th of May 2022 for the development of the Site at Collins Avenue & junction of Swords Road

Proposal:

LAW: Planning and Development Act 2000 (as amended) Planning and Development Regulations 2001 (as amended) - Part 8

Applicant: Dublin City Council, Housing and Community Services

Location: Site Collins Avenue (beside Colmcille GAA Grounds), Whitehall, Dublin 9

Pursuant to the requirements of the above, Notice is hereby given of the construction of 83 residential dwellings at a site c.1.07 ha at Collins Avenue, Whitehall, Dublin 9, which will consist of the following:

- Two no. five-storey high blocks, containing:
 - 80 no. apartment units (41 no. 1-bed; 27 no. 2-bed; 12 no. 3-bed) in Blocks A and B, including balconies
 - 3 no. 2 bed duplex apartments in Block B, including balconies
 - a community unit (47 sqm) in Block A;

The proposed development also includes 48 no. surface car parking spaces and 178 bicycle spaces; Two new vehicular accesses off Collins Avenue, one to be used as service access; Communal and public open space, boundary treatments, public lighting, site drainage works, internal road surfacing and footpath, ESB meter rooms, bin and bicycle storage, plant rooms, landscaping, play area; and, All ancillary site services and development works above and below ground

The PPP Project Team held an online information session for local residents on the 31st May 2022. The period for submission of observations ended on 21st of June 2022.

There were 8no. Third party observations made to the planning authority regarding this Local Authority Works application. The main issues raised being;

- Support principle of development
- 100 % supportive – proposal represents efficient 5-8 storey development
- Development should be procured in traditional manner where DCC would contract builders and develop the site
- PPP model does not deliver value for money, not transparent
- Potential impact of construction traffic - traffic engineered layout proposed for final layout should be mirrored during construction
- Impacts on BusConnects and Greater Dublin Cycle Strategy – need for engagement with NTA
- Inadequate car parking – may lead to overspill on adjoining residential streets
- Housing allocation – urge local priority
- Proposal too high – does not fit in with surrounding development
- Development will exacerbate existing traffic problems – traffic congestion
- Loss of privacy for residents on Thatch Road
- Boundary wall to High Park should be reinstated on completion of works
- Pedestrian route through to High Park goes through private development – The Court, which does not have public connection through to Grace Park Road
- Objection to link from new development to High Park
- Pedestrian route could disrupt established flower bed
- Lack of consultation with High Park Residents

- Keep development within 16m/ 5 storeys to guarantee right to light
- Recess balconies on eastern side in the interests of privacy
- Increase no. of nesting boxes for swallows and starlings
- Would welcome planting of native plants and trees
- Development will put extensive pressure on already overcrowded traffic routes and local amenities
- Would welcome a more diverse development – with a mix of social and other occupants
- Proposed connection to sewer in High Park could result in capacity issues.
- Significant litter issues already in area – proposal will exacerbate problem.
- Too much too quickly

These issues are addressed in the Project Manager's summary below and outlined in further detail in the Planner's Report.

The conclusion and recommendation of the Planner's report is:

Conclusion

Overall the development provides a well-designed scheme based on a rational layout. The proposed residential units will deliver good residential amenity to future residents together with high quality public open space and a new public realm. It will have no undue impacts on nearby residents or other land users, and will not compromise the future development of the adjoining lands. It is considered that the proposed development will be in-keeping with the emerging scale and existing largely residential character of the surrounding area. The proposal would comply with National Guidelines and Development Plan requirements and would provide for a high quality residential development.

Having regard to the above and to the details submitted with the application, there is no objection to the proposed development.

Recommendation

There is no objection to the proposal, subject to the following:

Glint and Glare

A full glint and glare assessment report shall be submitted for the written approval of the Planning Authority prior to the erection of any photovoltaic panels.

Transportation Planning

1. Prior to commencement of the development, the detailed design of the new access junction including priority pedestrian crossing at Collins Avenue shall be agreed in writing with Dublin City Council Area Engineer Traffic Advisory Group. The applicant is advised that, in the event of a grant, all works to the public road shall be at the applicant's own expense. All works shall be fully completed prior

to first occupation of the development unless otherwise agreed in writing with Dublin City Council Environment and Transportation Department. If required by Dublin City Council, an additional Road Safety Audit shall be carried out on the proposals prior to agreement.

2. Prior to commencement of development, and on appointment of the main contractor, a Construction Management Plan (CMP) shall be submitted to the planning authority for written agreement. Prior to final agreement with DCC and having regard to the Port Tunnel below the site and to avoid impacting on the integrity of the Port Tunnel, the CMP shall be submitted and agreed in writing with TII. This plan shall provide details of intended construction practice for the development, construction phasing and programme, a detailed traffic management plan, hours of working, detail access arrangements for labour, plant and materials and shall indicate the locations of plant and machine compounds. The CMP should expressly include a method statement for works above the tunnel and shall and must reflect the Tunnel Assessment Report submitted and shall be submitted for the written agreement of the planning authority with written approval by TII. The CMP shall specifically address the issues raised within the submission by TII in its submission dated 14th June 2022.
3. (a) The Construction Management Plan shall reflect the Tunnel Assessment Report updated post planning approval and shall identify and resolve Dublin Tunnel interfaces, including an appropriate TII approved risk assessment for works associated with these interfaces, appropriate mitigation measures. Any alteration to the construction sequence in the Construction Management Plan adopted by the Developer/Contractor shall be provided to TII for review and approval prior to being undertaken.
(d) Prior to commencement of works, the Developer/Contractor shall agree to the appointment of an appropriate qualified TII representative to supervise and monitor the development practices and works in proximity to, and in the vicinity of the Dublin Tunnel. The TII representative shall report and act on TII's behalf. The TII representative shall be:-
 - i. appointed at the developer's expense;
 - ii. given full site access throughout the construction phase;
 - iii. included in the circulation of the site progress reports and programme updates;
 - iv. in attendance at any site progress meetings undertaken during the construction phase; and
 - v. provided with appropriate site facilities to accommodate the representative to the satisfaction of TII.
- (c) Any additional works required as a result of the requirements of the TII representative should be funded by the developer. Appropriate legal agreements with regard to the appointment of the TII representative and their role shall be undertaken between the planning authority, TII, and the developer and be completed prior to the commencement of development.

4. (a) The development operator shall undertake to implement the measures outlined in the Mobility Management Plan and to ensure that future tenants of the proposed development comply with this strategy. A Mobility Manager for the overall scheme shall be appointed to oversee and co-ordinate the roll out of the plan. The plan shall address the mobility requirements of future residents and should promote the use of public transport, cycling and walking. The residential travel plan shall also, aside from the on-site car club facility, identify car club spaces and share micro-mobility transport options outside of the development and in the vicinity of the site.

(b) The Mobility Management Plan shall incorporate a Bicycle Parking Management Plan. Bicycle parking shall be in situ prior to the occupation of the proposed development.
5. Prior to first occupation of the development, the development operator shall submit to the Planning Authority for written agreement a revised Car Parking Management Plan for the overall development, which shall address the management and assignment of car spaces to residents and visitors over time. Car parking spaces shall be permanently allocated to the proposed use and shall not be sold, rented or otherwise sub-let or leased to other parties but shall be assigned and managed in a separate capacity via leasing or permit arrangements. A minimum of 10% of all car parking spaces shall be provided with electric vehicle charging stations/points, and ducting shall be provided for all remaining car parking spaces facilitating the installation of electric vehicle charging points/stations at a later date.
6. The applicant/developer shall submit to the Planning Authority details on the type of external bicycle parking shelters proposed for written agreement. The applicant is advised that resident long-term bicycle parking shall be secure, fully weather sheltered, conveniently located, and well lit. Key/fob access should be required to bicycle compounds. The aforementioned requirements shall be demonstrated in the submitted documentation.
7. The applicant/developer shall liaise with the NTA to ascertain any future requirements with regards Bus Connects prior to the commencement of development on site.
8. Details of the materials proposed in public areas shall be in accordance with the document Construction Standards for Roads and Street Works in Dublin City Council and agreed in detail with the Road Maintenance Division. Any proposed works to the public road shall be carried out by Dublin City Council and at the expense of the applicant/developer.
9. 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.
10. The applicant/developer shall be obliged to comply with the requirements set out in the Code of Practice.

11. Areas to be taken in charge including roads and footpaths, raised tables, shared surface areas and public lighting, including all materials shall be agreed in writing with the Roads Maintenance Division of Dublin City Council prior to completion of development.

Note: The applicant is advised that the NTA have identified the subject site as a potential construction compound for the BusConnects Swords to City Centre CBC Preferred Route 2 and therefore the applicant is advised to liaise with the NTA in advance of commencement of works to determine the location and duration of such compounds and to gauge the impacts this may have on the timelines for the construction of the development.

Drainage

1. The development shall comply 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. A comprehensive site survey shall be carried out to establish all public surface water sewers that may be on the site. If surface water infrastructure is found that is not on public records the Developer must immediately contact Dublin City Council's Drainage Division to ascertain their requirements. Detailed "as-constructed" drainage layouts for all diversions, extensions and abandonment of public surface water sewers; in both hard and soft copy in an approved format are to be submitted by the Developer to the Drainage Division for written approval. Please refer to Section 5 of the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0.
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. All surface water discharge from this development must be attenuated to two litres per second.

6. The development shall incorporate Sustainable Drainage Systems in the management of surface water. The SuDS measures outlined in the 'Drainage and Watermain Design Report', including Green Roof, permeable paving and swale shall be implemented in full. Full details of the surface water management proposals shall be submitted for agreement to Drainage Division prior to commencement of construction.
7. An appropriate petrol interceptor shall be installed on the internal drain from the car park. Please refer to section 20 of the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0.
8. 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.
9. 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

Project Manager Summary Report

The PPP Project Manager can confirm consideration was given to the observations raised during the online information session for local residents on the 31st May 2022.

The planners report also addresses the issues raised during the public consultation and outlines same in the comprehensive planners report.

The summary below outlines the issues raised and the response to same.

- Development should be procured in traditional manner where DCC would contract builders and develop the site
- PPP model does not deliver value for money, not transparent

PPP is part of a range of housing delivery mechanisms being used by LA's in order to maximise social housing delivery under Housing for All. The PPP model allows the government to access competitive funding for social housing, in addition to other sources like Exchequer funding and Government borrowing.

The overarching consideration in the procurement and delivery of every public investment project is the achievement of value for money for the Exchequer. Value for money tests are carried out at various stages of the process and are evaluated when compared with the cost of achieving the same objective by traditional procurement as represented by the Public Sector Benchmark.

- Potential impact of construction traffic - traffic engineered layout proposed for final layout should be mirrored during construction

An outline Construction Management Plan (CMP) has been submitted. The Plan will include details of the site compound and staging and pay particular attention to construction related traffic and impact on traffic along Collins Avenue and Swords Road owing to the high traffic flow along both. A CMP will be agreed in writing with the Planning Authority prior to commencement of any works onsite.

- Impacts on BusConnects and Greater Dublin Cycle Strategy – need for engagement with NTA

The most up to date BusConnects proposal (November 2020) BusConnects proposals include a number of new routes in close proximity to the application site including the Swords to City Centre CBC 2 Preferred Route / A Spine on Swords Road, N4 Orbital Route, N2 Orbital Route, 22 City Bound Route and L80 Local Route to DCU. Under the BusConnects proposals, the nearest bus stop to the site on Collins Avenue will be relocated. The proposed site entrance will border the new bus cage. It is noted that the NTA was consulted with as part of the Part 8 pre-planning consultation and that no submission has been received from NTA in respect of this planning application

- Inadequate car parking – may lead to overspill on adjoining residential streets
- Development will exacerbate existing traffic problems – traffic congestion
- Development will put extensive pressure on already overcrowded traffic routes and local amenities
- Neighbour liaison person required for day to day queries

A Traffic and Transport Assessment has been prepared as part of the application which includes a junction analysis at 3 no. nearby junctions, trip generation rates obtained using TRICS. The findings state that the development will have a negligible impact on the surrounding road network at opening year and beyond.

A total of 48 no. parking spaces are proposed which represents a ratio of 0.58 per unit. The quantum is below the maximum standard outlined in the Development Plan (1.5 spaces per unit in Area 3). However, given the proximity of the subject site to the city centre, and proximity the Swords Road QBC bus services, and enhanced services under the proposed BusConnects Swords to City Centre Spine Routes which will interface with the Orbital Bus Route N4 and local bus route L80, the provision of a reduced car parking provision is acceptable in principle, providing the development management is continually supported by a robust Mobility Management Plan (MMP) and Car Parking Strategy. It is noted that a lower car parking ratio has been accepted for residential sites in proximity to this site and therefore a reduced parking quantum is established for residential sites within close proximity of Swords Road. A Mobility Management Plan has also been developed and includes a section titled Parking Strategy within, however the Strategy does not outline car parking management measures. As such a revised Car Parking Strategy will be required to be submitted. No dedicated visitor parking is provided within the scheme. Having regard to the residential nature and scale of the development and in order to avoid overspill parking on surrounding street networks and/or haphazard parking within the scheme, the planning division requires that visitor parking is accommodated within the scheme. In the event of a grant of planning, it should be conditioned that a revised Car Parking

Management Plan be submitted to the Planning Authority for written agreement outlining allocation and management of resident parking and visitor parking onsite. In addition to car parking spaces, there are 4 no. dedicated motorcycle parking spaces proposed within the development. The proposed quantum meets the Development Plan standards.

The PPP Project Manager will engage with the Area Office to ensure that there is a point of contact for the local community throughout construction phase, there will also be a site liaison manager to answer day to day queries from the residents.

- Loss of privacy for residents on Thatch Road
- Boundary wall to High Park should be reinstated on completion of works
- Pedestrian route through to High Park goes through private development – The Court, which does not have public connection through to Grace Park Road
- Objection to link from new development to High Park
- Pedestrian route could disrupt established flower bed
- Lack of consultation with High Park Residents
- Would welcome a more diverse development – with a mix of social and other occupants

The access on Collins Avenue will act as the principle pedestrian, cyclist and vehicular access to the site. Access into the development for vehicles will be left in and left out only. Provision is shown for additional future pedestrian and cyclist access routes to the south of the site and southeast through High Park. The Planning Department of Dublin City Council favours increased permeability for pedestrians and cyclists to enhance routes to local services and facilities including public transport services. Any future connection to adjacent roads will be subject to a Part 8 application and consultation with local residents. Blocks A and B have pedestrian accesses from the proposed internal road, with some access to individual units in Block A located on Collins Avenue. Cyclist and vehicular access to the site is facilitated by a single central shared access road. Any temporary removal of structures to facilitate proposed service connections will be made good thereafter.

The pedestrian access raised in third party submissions between the site and High Park are noted. This planning application is not seeking to create a pedestrian route from the development into High Park.

- Housing Allocation – urge local priority

DCC will retain nomination rights to the homes and the allocations will be in accordance with the Scheme of Letting Priorities.

- Proposal too high – does not fit in with surrounding development
- Keep development within 16m/ 5 storeys to guarantee right to light
- Recess balconies on eastern side in the interests of privacy
- Significant litter issues already in area – proposal will exacerbate problem.
- Too much too quickly

Development plan standards provide that the maximum height of residential buildings on sites such as this in the outer city shall be 16m. The submitted information indicates that the proposed blocks are c.16.4 to 16.75 at parapet level with some limited set back roof plant extending above. While the parapet /plant exceeds the height standard, the excess is not considered to be material. On balance, and having considered all the policies and objectives of the Dublin City Development Plan, including objectives to deliver quality housing, it is not considered that the slight excess in height constitutes a contravention of the Dublin City Development Plan.

A comprehensive daylight and overshadowing analysis was carried out by H3D. The assessment carried out in accordance with the BRE Guide and BS recommended guidelines determined that all the proposed residential units pass the BRE guidelines levels, the communal and public open spaces exceed the minimum standard, and all the points tested on the adjoining residential properties to the north of the site all comfortably exceed the minimum VSC levels.

- Increase no. of nesting boxes for swallows and starlings
- Would welcome planting of native plants and trees

The Biodiversity Management Plan sets out measures that will help to increase the diversity of plant species suitable for birds and pollinators, and enhance the value of the site for nesting birds. Trees will be native (e.g. hawthorn, rowan, common oak) or naturalised (e.g. beech, field maple).

- Proposed connection to sewer in High Park could result in capacity issues.

Consultation with Irish water was undertaken and a pre-connection enquiry submitted. Irish Water have assessed the capacity of the network and outlined the requirements to DCC for the proposed connection. End.

Accordingly, the City Council is advised to approve the development of the site subject to the recommendations set out above.

As approval of a Part 8 application is a reserved function of the Elected Members of the Council, it is our intention to bring the proposal to the September 2022 Council Meeting for formal approval.

David Dinnigan

Executive Manager

