



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: 3926/22

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

Applicant: Dublin City Council Housing and Community Services Department

Location: Site c. 1.77 ha at Shangan Road, Ballymun, Dublin 9

Proposal: Construction of 93 residential dwellings which will consist of the following:

- 73 no. elderly persons apartments (67 no. 1-bed units and 6 no. 2-bed units) in a 3 and 4 storey high building, with community room (51.66 sqm) and an office (14.42 sqm)
- 4 no. 2 bed duplex apartments in a 2-storey high building.
- 16 no. 2 storey terraced houses (6 no. 2-bed; 8 no. 3-bed and 2 no. 4-bed units).
- 55 no. new surface car parking, the redistribution of 12 no. existing surface car parking spaces
- Communal and public open space, boundary treatments, public lighting, site drainage works, internal road surfacing and footpath, ESB switchroom, bin and bicycle storage, landscaping, play area and all ancillary site services and development works above and below ground.
- Construction of a link road from Shangan Road to the Ballymun Road.

Key Figures

Site Area	1.77ha
Number of units	93 77 apartments (including 4 duplex) 16 houses
Unit Mix	Apartments: <ul style="list-style-type: none"> • 67x1-bed (87%) • 10x2-bed (13%) Houses <ul style="list-style-type: none"> • 6 x 2-bed • 8 x 3-bed • 2 x 4-bed
Building Height	Houses : all 2-storey Apartment Block: 3 & 4
Density	<ul style="list-style-type: none"> • 64 units per ha (net)
Car Parking	55 no. surface car parking Redistribution of 12 no. existing spaces
Bicycle Parking	84 no. long term bicycle spaces and 38 no. visitor spaces.
Private Open Space	Rear gardens for all houses
Public Open Space	16%
Communal Open Space	Courtyard space of 376.86 sq.m.
Creche	None
Community Facility	Community Room proposed for the use of residents only
Other Uses	None

Site Description

The subject land has an area of c.1.77ha and comprises of the eastern portion of a site which has an overall area of c.3.2ha and is designated as Site 10 (Shangan Road) within the Ballymun Local Area Plan 2017.

The subject land is generally flat and open to the public domain. At present that land is predominantly used as informal open space with pedestrian paths providing connections across the site.

The subject land is bounded by Shangan Road to the north (the Catholic Church of the Virgin Mary Church and Virgin Mary Boys' National School and 2-4 storey residential buildings of modern build with commercial (mainly vacant) at ground floor level are located directly across Shangan Road), by the back gardens of dwellings on Oldtown Avenue and playing fields associated with Trinity Comprehensive School to the south, by the larger portion of lands designated as site 10 to the west and Shangan Avenue to the east.

The site is located to the east of the Ballymun Rd and South of the M50 .The Ballymun urban district is within 400m from here. The site is served by No.1, 4, 13 and 155 bus on Shangan road which is 100m from the site.

Process

Initiation of the Part 8 Procedure was noted at the North West Area Committee meeting on 15th February 2022.

Pre Part 8 Planning Report prepared by the Planning and Property Development Department in March 2022 and concluded with the following:

- *The proposed development provides a high proportion of one bedroom units. The rationale for the unit mix should be outlined in the context of housing demand in the area.*
- *Further refinement of the northern (front) elevation could be considered in terms of addressing the streetscape along Shangan Road these could include providing less functional, architecturally designed doors to the ESB substations and a greater variation in materials etc;*
- *Further consideration should be given to providing a high quality finish to all balconies. In this regard further details are required in relation to materials and finishes as part of the formal Part 8 submission.*
- *Further consideration should be given to ensuring that all apartments which abut non-residential uses have measures to ensure the residential amenity of these units.*
- *The subject site is located within c.15km from Dublin Airport. Planning Applications which include solar PV arrays should be accompanied by a Glint and Glare Assessment considering predicted effects on sensitive receptors within a 15km radius of airports. If solar panels are proposed as part of this application, having regard to the guidance from the Dublin Airport Authority, it may be necessary for the applicants to prepare a Glint and Glare Study assessing the potential impact on the approach to runways and the air traffic control tower at Dublin airport. The applicants should contact the Dublin Airport Authority in this regard.*
- *Further consideration should be given to providing enhanced defensible / privacy strips for the ground floor terraces adjoining the courtyard communal open space of the apartment building. These may consist of additional planting or hedging.*
- *The applicant should provide an updated landscape masterplan which provides a clear calculation of the area of communal open space within the apartment block courtyard. The calculation should exclude the privacy strips around the ground floor terraces.*

- *The submitted drawings should clearly identify the private open space provided for each duplex unit and the access route between the unit and the relevant open space.*
- *Further consideration should be given to the width of the living room of the 3 bed / 5 person house type which is below the minimum requirements set out in the Quality Housing for Sustainable Communities 2007.*
- *The applicant should consider the detailed comments of the E & T (Transportation) Division, Parks, Biodiversity and Landscape Services, Drainage Division, City Architects, Water services and Waste Management Services.*
- *Ensure compliance with Appendix 15 – Access for All – of the Dublin City Development Plan*
- *The external bin stores located to the front of properties should be designed to enclose the bins in the interests of visual amenity.*

Planning History

The subject land comprises of the eastern portion of a larger land block to the east of Ballymun Town Centre. There are three applications which relate to the phased demolition of the former Ballymun Apartment Blocks and include six of the seven original 15-storey 'H' blocks known as Pearse, McDonagh, McDermott, Ceannt, Connolly and Clarke.

2086/10 Application for the demolition by mechanical means or the controlled use of explosives of nos. 187-310 Shangan Road. The existing development comprises an eight storey over basement flat block containing 128no. units, (64no. 3-bed, 32no. 2-bed and 32no. 1-bed), on a site measuring approx. 0.6ha. Permission granted, subject to conditions.

Nearby relevant

3131/21: : Application for a proposal to improve the public realm within Ballymun plaza through a series of landscape enhancements that aims to create an identifiable central core within Main Street to act as a focal point for Ballymun in accordance with the recommendations of the Ballymun Local Area Plan. The proposal is a mix with high quality hardscaped areas broken up by a number of lawn and planted areas that incorporate specimen tree planting. The introduction of pockets of ground cover planting will act as a buffer to the heavily trafficked Ballymun Road. The planting of large sized specimen trees will also provide shelter across what is currently an open and windswept flat space. **City Council Approved. Applicant:** Dublin City Council, Parks, Landscape and Biodiversity Section

2201/11 94-186 Shangan Road Application for the demolition by mechanical means or the controlled use of explosives of nos. 94-186 Shangan Road, Ballymun, Dublin 9. The existing development comprises an eight storey over basement flat block containing 96 no. units, (48 no. 3-bed, 24 no. 2-bed and 24 no. 1-bed), on a site measuring approx. 0.65 ha. Permission granted, subject to conditions.

5076/05 1-93 Ballymun Road. Application for the demolition by mechanical means or the controlled use of explosives, of 1 - 93, Shangan Road, Ballymun, Dublin 9. The existing development consists of one eight storey over basement flat block containing 93 flats (48 no. 3 bed, 23 no 2 bed and 22 no. one bed). Permission granted, subject to conditions.

The following documentation was lodged:

- Plans and elevations and Sections;
- Landscape plans;
- Planning Report;
- Daylight Analysis and Overshadowing;
- Social Infrastructure Audit;
- Architectural design statement;
- Housing Quality Assessment;
- Screening for Appropriate Assessment;
- Ecological Impact Assessment
- Biodiversity Management Plan;
- EIA Preliminary Examination Report
- Planning Report
- Lifecycle Report
- Compliance Report on Part L and Lifecycle Report
- Tree survey Report;
- Archaeological Impact Assessment
- Outdoor Lighting Report;
- Traffic and Transport Assessment;
- Mobility Management Plan
- Outline Construction Management Plan

Observations:

1 no. received from Cllr Noeleen Reilly. Main issues raised:

- Great to see development of the site;
- Some concern from residents in Oldtown re overlooking and overshadowing
- The security on the playground beside Longdale is queried
- The future plans for the rest of the site is questioned

These issues have been taken into account during the assessment of the proposal.

Consultees:

Irish Water: Proposal includes diversion of a public foul sewer; full details of this diversion to be agreed with Irish Water prior to construction commencing

Transport Infrastructure Ireland (TII): Submission received on 27/06/2022 – No observations to make

Departmental Reports:

Drainage: Report (undated) received by email stating no objection to the development subject to compliance with conditions.

Transportation Planning Division: Report dated 24/06/2022 no objections subject to conditions.

Parks, Biodiversity and Landscape Services: No report received

Planning Context:

Zoning & Policy

Dublin City Development Plan 2016 - 2020 Context

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 use, community facility and open space are permissible uses in the Z1 zone.

Relevant Policy Guidelines

- 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.
- Design Manual for Urban Roads and Streets (DMURs)

In addition to above, since the adoption of the current city development plan there have been many guidance documents issued at national level with regard to housing for older persons, including the following: -

- The Centre for Excellence in Universal Design have a great set of guidance documents with the guidance covering UD, UD+ and UD++ which cater for different ranges of mobility
- Age Friendly Ireland also have guidance, which refers to UD design - The DHLGH launched the Design Manual for Quality Housing in January 2022, this document has layouts for UD 1 and 2 beds.
- Age Friendly Ireland (AFI) have developed toolkits - Housing Option for our Aging Population with the following extract of direct relevance to this application: “Where you live impacts on how you live, therefore choosing the right location is critical. It is about focusing on supporting our existing and new communities in a sustainable manner by securing high quality design elements that provide greater quality of life for all. To best facilitate social interaction and to provide appropriate support for our older people, housing should be located close to amenities and services to enhance their general independence. Developments and neighbourhoods should incorporate a mix of dwelling type, size and tenure to support sound social and environmental policy objectives. These factors contribute to an improved quality of life.

Dublin City Development Plan 2016 – 2022

The main chapters / policies / guidelines of the City Development Plan that are applicable include:

Section 5.5.4 – Quality housing for all Addressing Climate Change (Chapter 3) Policies CC3 (energy efficiency); CC4 (building layout and design); SC13 (Sustainable Densities); SC14 (variety of apartments types); SC15 (Green Infrastructure); SC25 (quality architecture); Policies QH1 (Quality Housing); QH2 (population growth); QH4 (Housing by Approved Housing Bodies); QH6 (mixed use sustainable neighbourhoods); QH7 and 8 (appropriate density of development); QH10 (permeable communities); QH11 (safe communities); QH13 (adaptable housing); QH14 (support and independent living for older people); QH18 (amenity of apartments and availability of supporting social infrastructure); (QH19 (developing apartments for a range of needs and aspirations); Policies MT11 and MT12 (permeability of pedestrians and cyclists); Policies SI10 (Flood Risk Management); SI18 (use of SUDs measures); Policies SN1 (good urban neighbourhoods); SN2 (developments in character with the area); SN (national level policy documents) SN29 (environments that are accessible to all); SN30 (neighbourhoods that care to the needs of people in all stages of their lifecycle)

SDRA 2 (chapter 15): Ballymun Guiding Principles relevant to this application are as follows:

- To enhance existing and establish new and appropriate land-uses that support a growing mixed-use community and seek innovative planning responses for the key sites in the area that respond to the environmental, social, cultural and economic demands facing the area
- To improve permeability both within Ballymun and the surrounding areas
- To provide a choice of tenure options and house types, promoting social inclusion and integration
- To promote and enhance Ballymun and the wider area's reputation as a sustainable urban environment

16.10.3 – Residential Quality Standards – Apartments and Houses

16.10.4 – Making Sustainable Neighbourhoods

SC26: To promote and facilitate innovation in architectural design to produce contemporary buildings

QH13: To ensure that all new housing is designed in a way that is adaptable and flexible to the changing needs of the homeowner

QH2 (population growth);

QH5: To promote residential development addressing any shortfall in housing provision

QH6 (mixed use sustainable neighbourhoods);

QH7 and 8 (appropriate density of development);

QH10: To support the creation of a permeable, connected and well-linked city and to discourage gated residential developments are they exclude and divide established communities

QH15 (developing zoned lands appropriately)

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.

Policies QH 22 and QH23 refer to providing for the needs of family accommodation with a satisfactory level of residential amenity in accordance with current standards and the need to ensure new housing close to existing reflects the character and scale of existing houses.

Policies MT11 and MT12 (permeability of pedestrians and cyclists);

Policies SI10 (Flood Risk Management);

SI18 (use of SUDs measures);

Policy GI11: To seek the provision of additional spaces in areas deficient in public open spaces – by way of pocket parks or the development of institutional lands;

GI 33 (provision of children's play spaces);

Policies SN1 (good urban neighbourhoods);

SN2 (developments in character with the area);

SN4 (national level policy documents)

SN29 (environments that are accessible to all);

SN30 (neighbourhoods that care to the needs of people in all stages of their lifecycle)

Policies G131 to G132 support the development of recreational facilities.

Chapter 16 Development Standards, Section 16.2.1 Design Principles

Development Standard 16.10.2 Residential Quality Standards – Houses

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

- Floor areas
- Aspect, Natural Lighting, Ventilation and Sunlight Penetration
- Private Open Space
- Block Configuration

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

Making Sustainable Neighbourhoods 16.10.4

New developments should

- Harmonise with local character
- Make a contribution to social infrastructure to enable the creation of sustainable neighbourhoods
- Have regard to the DEHLG's Guidelines on Sustainable Residential Development in Urban Areas and the accompanying Urban Design Manual 2009 and the Design Manual for Urban Streets and Roads, 2013
- Proposal for new development greater than 100 dwellings or 10,000 sq.m. in addition to making a contribution to social infrastructure shall include an Urban Design Statement
- Proposals in excess of 50 units must be accompanied by an assessment of the capacity of local schools to accommodate the proposed development in accordance with the above guidelines and the DES and DEHLG's Code of Practice on the Provision of Schools and the Planning System, 2008

Ballymun Local Area Plan 2017

The site also falls within the boundaries of the Ballymun LAP. The site is identified as one of the sites suitable for redevelopment in the LAP (site 10). With regard to Site 10, the LAP outlines the following development principles:

- Heights 4/5 storeys adjoining civic centre and Shangan Hall and 2/3 storeys north of Oldtown Drive;
- Estimated capacity c. 150-180 no. units subject to detailed design and attenuation and density;
- Supporting information requirements: the build out of this vacant site requires provision of a surface water attenuation area and associated works as per the Ballymun Surface Water Masterplan (SWMP). The approximate location is the proposed green area across from Shangan Neighbourhood Centre (subject to detailed design);
- A new access road is also required for the site from Main Street i.e. completion of Shangan-Main Street Link Road, See chapter 5, local new access points will also be required for the development;
- This site should provide a strong edge to Shangan Road, providing a positive contribution to the diversity in style along Shangan Road and Shangan Avenue. Adequate separation distances are required between existing and proposed developments, as per development plan requirements; and
- The western half of this site to the rear of the Civic Centre shall accommodate increased heights and densities given proximity to Main Street and should be in keeping with the urban form of Shangan Hall and Gateway Student housing. Additional student housing could be provided on this site, with heights of five storeys achievable.

The detailed Guiding Principles for each site contained in the LAP build on the SDRA Guidelines set out in Chapter 15 of the Development Plan. Individual planning applications have to conform to the pertinent Development Plan and the objectives of Chapter 5 as set out in the LAP.

Area Wide Objectives set out in Chapter 5 of the LAP that are most relevant to this application are: -

To create places rather than spaces:

- To make distinctive neighbourhoods
- To nurture a variety of design responses rather than uniformity and require high quality design
- To ensure variety, innovation and character for all the remaining residential sites
- The delivery of high density development in and around Main Street with 150uph in and around the main street reducing to 50 units per hectare in the neighbourhood centres and lower when required to address site constraints. The attainment of density is not a standalone objective but should be delivered in tandem with quality to ensure the creation of good urban plans
- To provide residential density that is street orientated, creating a sense of place, safety and enclosure - All open spaces should be overlooked
- To maintain the principles of passive supervision
- No 'left-over' spaces should be permitted within new developments
- To provide a clear delineation between public and private space

Objectives set out in Chapter 5 of the LAP that are most relevant to this application are:

- To select good quality materials and detailing. Crucial for the enduring quality of the project
- The selection of materials for facades, treatments and external boundaries should take account of orientation, aspect and shading
- Façade treatments should be low maintenance i.e. self-coloured renders with an antimould / mildew additive included
- Façade treatments should be detailed / profiled to avoid the staining of the façade i.e. the use of flush parapet and sills should be avoided
- The use of brick soldier course at boundary capping, parapet or sill should be avoided
- The use of unfinished exposed timber should be avoided for elevations and also for exposed or visible boundary treatments

Other Relevant policies and objectives of the LAP include:

Key Principles, policies and objectives of the LAP include:

KP1: To develop the remaining vacant site sites in a sustainable manner

KP2: To develop the remaining residential sites for a mix of housing types and tenures

KP4: To create distinctive urban places through the use of intelligent urban design and good quality materials having regard to the existing palette of materials and finishes in the area

KP5: to complete outstanding infrastructure to enhance connectivity both within Ballymun and to the surrounding area, and to service the remaining development site

KP7: To support the local community through the implementation of the Social Regeneration Plan and to maintain the level of funding

KP9: To provide and maintain landscaped parks, greens and tree-lined streets respecting the established public realm principles

KP10: To continue to implement the Surface Water Masterplan for Ballymun facilitating development of the vacant sites

HO1: Develop the remaining housing sites in Ballymun

HO2: Ensure future housing development helps to create a good tenure mix locally and provide various housing types and typologies to meet the needs of all sectors of society

EO8: Improve the housing tenure mix in the area

UD1: Create high quality urban spaces

UD2: Implement the urban form and design objectives set out in detail within Section 5.5.2 of the LAP

SRO8: Provide new neighbourhood parks at Shangan Road, Sillogue Road (x2), Balbutcher Lane and Main Street as per site briefs set out in Chapter 6.

G11: Continue to support and implement the recommendations of the Ballymun Biodiversity Action Plan (2008,2014) and the Ballymun Bat Survey

G12: Ensure all new streets are appropriately landscaped and tree lined

DW3: Ensure adequate provision of SuDs in all new developments

HO1: Develop the remaining housing sites in Ballymun

HO2: Ensure future housing development helps to create a good tenure mix locally and provide various housing types and typologies to meet the needs of all sectors of society

HO6: Explore options for and provide new senior citizen housing in the area (step down model preferable)

EO8: Improve the housing tenure mix in the area

DW3: Ensure adequate provision of SUDs in all new developments

MO5: Ensure new developments are designed with permeability in mind and are cycle and pedestrian friendly

Assessment

The subject site is a vacant site which comprises the eastern portion of the site designated as the larger Site 10 in the Ballymun Local Area Plan.

The proposed development comprises 93 dwellings made up of 73 no. elderly persons apartments in a 3 and 4 storey high apartment building, with community room (51.66 sqm) and an office (14.42 sqm), 4 no. 2 bed duplex apartments in a 2-storey high building and 16 no. 2 storey terraced houses.

Principle of development

The proposed development is located within an area subject to the Z1 zoning objective which seeks *to protect, provide and improve residential amenities*. The site is currently vacant. It is considered that this does not represent an efficient use of Z1 zoned, serviced land within an existing built up area. The redevelopment of this residentially zoned site for residential use and ancillary community room is in line with national and council policy. The proposed redevelopment of the site is therefore acceptable in principle, subject to an assessment of the relevant criteria within the Dublin City Development Plan, the Ballymun Local Area Plan and relevant ministerial guidelines.

It is noted that the subject land comprises of the eastern portion of the site identified as site 10 of the Ballymun LAP. The LAP sets out a number of stipulations for site 10 as shown below:

LAP stipulation	Complies
Heights 4/5 storeys adjoining civic centre and Shangan Hall and 2/3 storeys north of Oldtown Drive	Yes. The apartment building is 3 / 4 storeys and the duplex building and dwellings are 2 storeys in height.
Estimated capacity c. 150-180 no. units subject to detailed design and attenuation and density;	Yes. The subject site comprises of the eastern portion of the overall land and would not compromise the balance of the site

LAP stipulation	Complies
Supporting information requirements: the build out of this vacant site requires provision of a surface water attenuation area and associated works as per the Ballymun Surface Water Masterplan (SWMP). The approximate location is the proposed green area across from Shangan Neighbourhood Centre (subject to detailed design);	Drainage report received. No objections raised on any issues. Full details and maintenance requirements of the attenuation storage facility, flow control device and petrol interceptor intended to be taken in charge by Drainage Division shall be submitted for agreement with Drainage Division prior to the commencement of construction.
A new access road is also required for the site from Main Street i.e. completion of Shangan-Main Street Link Road, See chapter 5, local new access points will also be required for the development;	The proposal includes that construction of a link road from Shangan Road to the Ballymun Road Report received from Transportation Planning Division. No objections raised.
This site should provide a strong edge to Shangan Road, providing a positive contribution to the diversity in style along Shangan Road and Shangan Avenue. Adequate separation distances are required between existing and proposed developments, as per development plan requirements;	Yes, the proposal provides a strong edge to Shangan Road and represents a positive improvement on the existing streetscape Minimum 22 metre separation distances are proposed between the rear elevations of the new two-storey dwellings and the elevations of the proposed duplex units and the rear of the existing two-storey dwellings along Oldtown Avenue i.e. nos. 43 – 73a (odd only)
The western half of this site to the rear of the Civic Centre shall accommodate increased heights and densities given proximity to Main Street and should be in keeping with the urban form of Shangan Hall and Gateway Student housing. Additional student housing could be provided on this site, with heights of five storeys achievable.	The proposal does not compromise the development potential of the balance of the site

It is therefore considered that the proposal would comply with the development stipulations of site 10 as set out in the Ballymun LAP. In general terms, it is considered that the provision of social housing (93no.) would provide for development within a portion of one of the housing sites identified in the Ballymun LAP which would help create a good tenure mix in the area as envisaged by the Ballymun LAP.

Density, Plot Ratio and Site Coverage

Indicative plot ratio and site coverage standards are set out in the Dublin City Development Plan 2016-2022. Plot ratio standards for Z1 range from 0.5 -2.0 and site coverage standards for Z1 is 45%-60%.

The material indicates the proposed development will have a site coverage of 18.5% and plot ratio of 0.526. The plot ratio is within the Development Plan standards. The proposed site coverage is lower than the range outlined in the Development Plan, however given the context

of the general area it is considered that the proposal respects the existing context and urban form. The density of the proposal is stated as 64 dwellings per hectare. The proposed increase in density is considered to be marginally acceptable at this central location, where higher densities would be encouraged.

Site Layout

The proposed apartments and existing open space are surrounded by the new roads which are generally designed to local link standards, set out under DMURS, 2013. The proposed houses, located along the southern side have separate vehicular entrances for each housing unit.

Residential Mix - Apartments

In total 73 no. apartments are to be provided, 67 of which are 1-bedroom, 2 person units and 6 are 2 bed 3 person units plus 4 no. 2-bedroom duplex apartments (therefore 77 no. apartment units in total) and 16 no. terraced houses.

The provisions of the Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, DoHPLG, December 2020 (Apartment Guidelines) apply to the 77 no. apartment units.

SPPR 1 of the apartment guidelines state that housing developments may include up to 50% one-bedroom (or studio type) apartments. This is supplemented by Section 2.21 of the apartment guidelines stating that the requirements of SPPR1 do not apply to purpose-built student accommodation or to certain social housing schemes, such as sheltered housing.

It is noted that it is not explicit in the statutory notices or any of the accompanying reports that the development is 'social housing' however, having regard to the fact that the applicant is Dublin City Council's Department of Housing and Community Services and that within the planning report accompanying the application states "*the development will be tenanted from Dublin City Council's Housing Lists, in accordance with the scheme of allocations*". The planning report concludes that "*the proposed development is for social housing on zoned lands under the control of Dublin City Council*". The development is therefore understood to consist of 100% social housing.

SPPR 1 of the apartment guidelines state that the restriction on residential housing mix e.g. percentage of one –bed units to make up no more than half the number of units, does not apply to certain social housing schemes or to sheltered housing.

It is noted that the guidelines do not specify the type of social housing schemes that the restriction does not apply to nor is sheltered housing defined in the guidelines or in the development plan.

The applicant has provided the following rationale in the application: "*The housing mix has been derived from analysing the housing demand for the area (Ballymun Area D) with the Housing Department. Based on current date, there are circa. 185 applicants in need of one-bedroom senior citizen accommodation for Ballymun. This is point in time data that reflect there is a need for an increase in one-bedroom senior citizen units to meeting the housing need for the area. Additionally, Dublin City Council Housing Department anticipate following public consultation and input from the Housing Area Office that there will be an uptake in people seeking to downsize their accommodation. This will only be feasible by delivering the required number of one bedroom units on this site to facilitate a programme that would allow individuals or couples to downsize their accommodation needs*".

The high proportion of one-bed units is based on DCC's own housing need and demand assessment (HNDA) and on that basis is considered acceptable for this site. It shall not be taken to represent a precedent for all sites in the city to accommodate such a large portion of one-bed units. Evidence-based circumstances have been provided in this application and the exceptional circumstances referred to under the apartment guidelines apply in this instance.

Layout and Design of Development

Site 10- Overall development aspirations.

The subject land (c.1.77ha in area) comprises of the eastern portion of a site which has an overall area of c.3.2ha and is designated as Site 10 in the Ballymun LAP. In this regard, it is key that the development proposals for the subject site do not limit the development potential of the balance of the site.

In the submission received, a query was raised with regard to the redevelopment of the remaining site 10 (to the west of this site). Currently there is no defined time-frame with regard to this site and at this stage no more information is available to the case officer on this issue. The Housing Dept. may be in a position to update on same.

With regard to the redevelopment potential of the site it is noted that the Architectural Design Statement prepared by Sean Harrington Architects included shows how the proposed development would not limit the development potential of the balance of the site 10 lands. The Architectural Design Statement provides a possible overall site planning approach including a 3d massing diagram for possible overall site planning approach. This shows how the balance of the land could be developed in a manner which would achieve compliance with the overall vision of the LAP for site 10. This is considered to be acceptable

Apartments- Height / Urban Design

The apartment element comprises of two elements:

- 73 No. apartments within a single perimeter apartment block which is a proposed 3 and 4 storey building set around an internal courtyard. The three storey elements of the building comprise of the longer north and south facing elevations, while the 4 storey elements comprise of the shorter east and west facing elevations.
- 4 no. duplex apartment units are provided in a stand-alone 2-storey block in the south-eastern corner of the site.
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At a maximum height of c.15.2 metres (up to parapet), the apartment buildings would comply with Section 16.7 of the Dublin City Development Plan 2016-2022 and would comply with the LAP stipulation of 3–4 storeys in this area of site 10.

The apartment block has a number of access points from the Shangan Road / north elevation including access into a central communal amenity courtyard at ground/surface level, overlooked by all apartment units.

The north facing elevation (front) would have a length of c. 80m. The elevation drawings submitted indicate that the front (north facing) elevations would be finished with brick cladding. Further detailing includes the provision a feature wall at the entrance which is to be rendered, with mineral paint finish to selected colour. Façade treatments should be low maintenance i.e. self-coloured renders with an antimould / mildew additive included as per the objective set out in Section 5.5.2 of the LAP. There is no detail in the submission to suggest that anti-mould/mildew additive will be included in the render. This can be dealt with by way of recommendation.

The front elevation of the building onto Shangan Road is broken up at ground floor level and provides for a pedestrian gateway to allow access into the development and two doors serving ESB substations, an entry point into the residents' community room and entry points into the apartment lobbies serving the apartments at first and second floor levels. The ground floor apartments have own door access provided directly off Shangan Road to the north and the new access roads from the south, east and west.

In overall terms the north facing elevation of the proposed apartment building is reasonably well articulated with appropriately-scaled fenestration breaking up the façade at the upper levels. The proposed materials, mainly brick for elevations, are generally considered to be robust and attractive.

The doors serving the ESB substation remain functional in their appearance. No architectural refinement has been introduced to this element of the scheme. However, it is acknowledged that these doorways will be operated and maintained by the ESB, a utility company with specific requirements for their infrastructure. It is not considered appropriate to require a change of material for this element of the scheme having regard to their function and ownership arrangement.

As with the front elevation the rear (south facing) elevation would have a length of c.80m and would predominantly consist of brick cladding (Selected buff red brick to primary façade with white mortar). A feature wall similar to the northern elevation is also proposed. Balconies are stated as being provided with powder coated metal balcony balustrades to selected colour, with hardwood timber top rail, and fibre cement cladding to solid panel.

The east and west (side) elevations would have a length of 39m and would be finished with a brick cladding in a buff red brick with powder coated metal balcony balustrades to a select colour.

On balance, having regard to the variety of brick types proposed for the 4 no. public-facing elevations, the changes in building heights at the corner elements, the refined approach taken to fenestration, the proposal is considered acceptable in this regard.

The duplex element comprises of a total of 4 No. units within a building to the south east of the site with private open space to the rear. The proposed 4no. duplex units would be laid out in a way which is more akin to apartments i.e. the proposed units would be over one floor, whereas duplex units are typically laid out over two floors. However, the applicant refers to them as duplex units in the application and as such this description has been applied in this report for ease of understanding.

The duplex units would cater for those with particular needs (no details provided) and general needs. The drawings submitted indicate that the proposed duplex building would have a maximum height of c. 9.7m with a butterfly style roof.

At ground floor the elevations would predominantly consist of selected dark multi clay brick to recessed façade elements, with white mortar, while at first floor the elevation would consist of brick cladding (Selected buff red brick to primary façade with white mortar).

The roof of the duplex building is proposed to include PV panels. As set out above, given the location of the subject lands within 15km of Dublin Airport, the applicant is required to consult with DAA as per planning depts. recommendation at pre part 8 stage. The applicant has addressed the issue on page 32 of the Architectural Design Statement stating, inter alia, that *"..the provision of PVs is one possible solution for the provision of on-site renewables, and as the delivery of this development is to be a design and build contract, the final design solution will be developed by the PPP co. It is therefore proposed that in the event that PVs are*

included as part of the renewables solution of this site, a Glint and Glare Assessment should be completed by the PPP Co. for agreement with Dublin Airport Authority (DAA). The proposed roof to Block 1 have a possible requirement for PVs and sedum green roofs”.

Floor Areas

Apartments

Minimum overall apartment floor areas and other quantitative standards are set out in Appendix 1 of Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, DoHLGH, December 2020.

The Housing Quality Assessment and floor plans submitted indicate that all apartment units exceed the minimum overall apartment floor areas by 10%. This feature of the scheme exceeds the standard set out in the apartment guidelines that the majority (*i.e. at least 51%) of all apartments in any proposed apartment scheme with over 10 units to exceed the minimum floor area standard for any combination of the relevant 1,2 or 3 bedroom unit types, by a minimum of 10%. This is welcomed.

2-storey Houses

The housing element proposed comprises of a total of 16 No. 2-storey terraced dwelling units (four terraced blocks of 4 dwellings) along the southern boundary of the site with open space/back gardens to the rear. The drawings submitted indicate that the proposed dwellings would have a maximum height of c. 8.7m with pitched roofs. The elevations would predominantly consist of selected buff red brick with white mortar with powder-coated aluminium windows & doors.

The proposed houses have four types as set out below:

- 2 bed/ 4 person dwelling (general needs and universal design)
- 3 bed / 5 person dwelling (general needs and universal design)
- 3 bed / 6 person dwelling (particular needs and universal design)
- 4 bed / 7 person dwelling (general needs and universal design)

Regarding the quality of accommodation for the future occupants of the dwellings, it is noted that Section 5.3.2 and Table 5.1 of Quality Housing for Sustainable Communities 2007 (Guidelines) sets out the minimum requirements for the overall size of a dwelling and for each of the rooms. Based on the drawings submitted, it is noted that all housing types (including general and universal design) exceed the minimum required floor areas standard as set out in the Guidelines in all cases. This is welcomed. The HQA does not provide details of compliance of the houses with the standards set out in Quality Housing for Sustainable Communities which would have assisted in the assessment.

Having examined the drawings of the proposed houses and assessed them against the standards of the best practice guidelines referred to above it is considered that the dwellings achieve compliance with all minimum standards and in some areas, these standards are exceeded.

Aspect

With regard to dual aspect apartments the DoHLGH guidelines require a minimum of 50% of the units to 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. As the apartment guidelines highlight, the amount of sunlight reaching an apartment significantly affects the amenity of the occupants, and allows for cross ventilation.

In this regard 67no. units are proposed as dual aspect / 8no. apartments are proposed as single-aspect resulting in 87% of apartment units defined as dual aspect. The applicant has stated 84% of the proposed apartments are dual aspect, however this figure fails to take account of the duplex units All 4 proposed duplex apartments are dual aspect which increases the figure for dual aspect further. The high ratio of dual aspect units is welcomed.

There are no north-facing, single-aspect units. The single aspect units are all south facing (toward the internal courtyard). This is a favourable aspect and is welcomed.

Some of the apartment units on the upper floors have their second aspect onto an access deck. However, the access deck is open to the elements and provides a second aspect. The second aspect is generally by means of a kitchen window opening onto an access deck. The access deck is open to the elements allowing for a good second aspect into the courtyard rather than a solid access deck wall.

Entrance Lobbies, Circulation and Safety

It is a requirement that apartment design should provide occupants and visitors with a sense of safety and security by maximising natural surveillance of streets, open spaces, play areas and any surface bicycle or car parking. Entrances and lobbies should be spacious and welcoming, be illuminated and covered, have good natural light and ventilation and level access. In addition, the lobby and associated circulation spaces should be generous enough to allow for furniture deliveries.

The proposal is compliant in this regard. The lobbies are generally spacious and the entrances are located to front of the apartment blocks and are overlooked. The same situation applies to the house and duplexes. No front entrances are hidden from view.

Floor to Ceiling Heights

The suggested minimum floor to ceiling height, consistent with good room design, the use of standard materials and good building practice is generally 2.4m. SPPR 5 of the apartment guidelines (2020) requires the ground level apartment floor to ceiling heights shall be a minimum of 2.7m. The plans show that the ground floor units have a 2.7m floor to ceiling height, although there is a conflicting statement in the architectural design statement – page 12 refers whereupon it is stated that “*All ceiling heights are proposed as 2.45 – 2.5m*”. This statement appears to be an error as the Housing Quality Assessment states the height to be 2.7m and the plans indicate same.

Daylight & Sunlight Impacts

In relation to the quality of residential accommodation proposed to be provided consideration has been given, to the *Daylight Analysis and Overshadowing Report prepared by H3D* which has been submitted as part of the documentation. The report applies a figure of 2% for combined kitchen/living/dining (KLDs) and 1% for bedrooms. Compliance is achieved with these minimum standards throughout the scheme with the minimum standards exceeded in many units. Exceedance of the minimum standard for ADF is a common feature in many of the tested rooms and is a welcome aspect of the scheme.

External Amenity Space – Quality and Quantity

As per Dublin City Development Plan 2016-22 and the 2020 Apartment Guidelines, communal open space is required to be provided at the following rates: One bedroom unit: 5 sqm; Two bedroom unit: 7 sq.m ; A lower figure of 6 sqm is permitted under the Ministerial Guidelines for smaller, three-person two-bedroom apartments. There is therefore a requirement to provide a minimum of 371 sq.m. of communal amenity space The duplex units have been discounted in this instance as they have no direct access to the communal open space and these units have been provided with generous amount of private open/amenity space – see below for further discussion.

The applicant has stated in the Architectural Design Statement that the communal courtyard is 50m x 15m i.e. 750 sq.m. However, this figure incorporates non-useable areas for amenity purposes i.e. bicycle parking, bin storage, circulation spaces, buffer privacy strips etc. The area of communal amenity space that is genuinely useable is indicated on the site plan (drawing no. SHB3-BAL-AR-COA-DR-006) and measures 10m x 36m i.e. 360 sq.m. and a smaller area measuring 30sq.m. i.e. a combined total of 390 sq.m. This is just within the minimum quantitative requirement.

In terms of overall quality the following comments are made: For the communal open space serving the apartments, the Overshadowing Results are poorly presented with no accompanying explanation provided. Figure 3 / Page 13 of *the Daylight Analysis and Overshadowing Study* is unclear in what it represents with no north point provided. However from the accompanying table (Table 7) provided it shows that 356.59 sq.m. of communal space was analysed. This figure aligns with the area of useable communal space as measured from plans. The study finds that the area receiving 2 hours of sunlight on March 21st is 67.1%. This exceeds the minimum requirement that at least 50% of the area of communal open space should receive at least 2 hours of sunlight on the 21st March as per the apartment guidelines. Notwithstanding the poor presentation of the findings the results are considered positive.

Private Amenity Space

Apartments:

All apartment units have been provided either with private balconies or ground floor terraces or gardens, the latter space for the duplexes. All private amenity spaces meet or exceed the minimum floor area requirements set out in Appendix 1 of the apartment guidelines which require a minimum of 5m² of private amenity space for a one-bedroom unit; 6m² for a two-bedroom unit accommodating 3 persons and 7 sq.m. for 2-bed/4-person units. All balconies have a functional relationship with the main living areas of the apartment with some units having access from living rooms and bedrooms.

Section 16.10.1 of the Development Plan states that *'where provided at ground floor level, private amenity space shall incorporate boundary treatments appropriate to ensure privacy and security'* and *'while private and communal amenity space may adjoin each other, there should generally be a clear distinction with an appropriate boundary treatment and/or a 'privacy strip' between the two'*. In this regard, the ground floor terraces directly adjoin the communal open space and the public footpaths. It is noted that there is a vegetated privacy strip between the ground floor terraces and the communal open space and footpaths. The area of the private curtilage areas to the front is not included quantum of private open space for apartments. These private curtilage areas would be enclosed by low rise walls and railings. This is considered to be acceptable.

Duplexes

Private open space for the duplex apartment units is provided by balconies for the first floor duplex units and also by way of back gardens to the rear of the building for all units. In terms of quantum of private open space, it is noted that all duplex units are provided an area which substantially exceeds the requirements set out in Appendix 1 of the apartment guidelines as set out in the Housing Quality

- Unit 1 82.79m²
- Unit 2 170.90m²
- Unit 3 165.12m²
- Unit 4 115.5m²

The relationship between the first floor duplex unit (Dup.No. 03) and the rear garden space is somewhat convoluted i.e. there is no direct physical or overlooking relationship between this unit first floor unit and the surface level amenity space. However this unit has a balcony at first floor level with a good functional relationship with the combined kitchen/living/dining room of same. The rear garden space, while not ideal, does provide for additional amenity for the unit and allows for all 4 duplex apartment units to have their own private open space.

Houses:

Section 16.10.2 of the development plan requires a minimum of 10.sq.m. of private open space, generally to the rear, for each house. The Housing Quality Assessment submitted indicates that all house would have at least 10 sq.m. per bedspace to the rear in the form or a traditional back garden.

Impact on Neighbouring Properties

Overlooking and privacy impacts

It is considered that the most sensitive properties in relation to any potential overlooking would be the established two-storey houses on Oldtown Avenue, located immediately to the south of the site, where the rear gardens of same back onto this application site. It is noted that minimum 22 metre separation distances are proposed between the rear elevations of the new two-storey dwellings and the elevations of the proposed duplex units and the rear of the existing two-storey dwellings along Oldtown Avenue i.e. nos. 43 – 73a (odd only). The dwellings proposed are two-storey. The separation distances are adequate and comply with development plan requirements to ensure privacy levels are not unduly impacted upon.

As the proposed development is located to the north of these established dwellings. The closest dwellings, two-storey in nature, will not lead to overshadowing of existing rear gardens on Oldtown Avenue.

It is considered that the most sensitive properties in relation to any potential amenity from the duplex apartment units would be the existing apartments adjoining in the 3-storey building. The relationship between the proposed and existing blocks at this location is such that the new two-storey apartment block is designed and laid out in such a way as to form a logical continuation of the front building line of the existing apartment block as a result no issues with overlooking, overshadowing or overbearance arise.

There are no concerns relating to any potential overbearing impacts on any adjoining properties caused by the proposed development.

The site layout plan submitted indicates that the apartment block would be set back at least 21m from opposing dwellings on the opposite side of Shangan Road. With regard to the proposed apartments on the northern side of the site, it is noted that there are a number of windows within the north facing elevation, however there are no balconies proposed on the northern elevation. Given the set back of the proposed apartment block from those residential units on the opposite side of Shangan Road and the fact that there are no balconies on the northern elevation of the proposed block it is considered that this element of the proposal would not have a negative impact on the residential amenities of property in the vicinity by way of overlooking.

With regard to the proposed apartments on the southern side of the block it is noted that there are a number of balconies proposed on the south facing elevation of the proposed apartment block. The south facing elevation would be set back c. 22m from the front elevations of the proposed dwellings on the southern side of the site. Given the set back and the fact that these windows would face towards the front of the proposed dwellings, it is considered that no undue overlooking would occur or unacceptable impacts on privacy levels.

Daylight / Sunlight Impacts

The ground floor windows on the front (south) elevation of the existing apartment building to the north of the subject land (312-319 Shangan Road) has been tested in the Daylight Analysis and Overshadowing study submitted. This has found that 2 no. windows will be impacted most upon as their Vertical Sky Component (VSC) will fall below 27%. However the results show that the difference between the existing and proposed VSC levels is not less than 80% of their former value. It is noted that the difference between existing and proposed values is not significant, and it is considered that the dwellings in question will not experience a detrimental impact on their amenity levels. With regard to Annual Probable Sunlight hours (APSH) the study shows that all points studied an APSH level above which exceed the BRE recommendations.

There are no concerns relating to any potential overbearing impacts caused by the proposed apartment block.

Community Infrastructure

A Social Infrastructure Audit has been prepared by McCabe Durney Barnes and has been included in the application material and finds that the area is well served by retail, educational and community supports and services with no such facilities proposed for the wider community as part of the scheme having regard to the findings of the audit.

No childcare facility is proposed as part of the scheme. However, having regard to the number of 1-bedroom units proposed and the proposed tenure of the scheme i.e. mainly elderly, the likely demand for childcare spaces resulting from the scheme is likely to be exceptionally low although a small number of children may be expected to live in the larger units for particular needs or general needs housing. The Social Infrastructure Audit submitted with the application finds that there is potential for 26no. units giving rise to a childcare requirement i.e. equating to 7 childcare spaces. The applicant refers to data provided by the childcare committee showing spare capacity that largely exceed the potential demand arising from the development. Unfortunately, the applicant has not provided this data with the application.

Having regard to the high number of one-bed units for elderly persons proposed in the scheme and the estimated potential demand for 7 no. childcare spaces expected to be generated from the development i.e. a very low level, the non-provision of a childcare facility in this development is, therefore, considered acceptable in this instance.

It is noted that the development incorporates a 'community room' of some 55 sq.m. This space is well-located at ground floor level at the northern end of the scheme with doorway access from Shangan Road to the north and also into the courtyard of the apartment block. It is proposed that which will be open to residents only. The audit notes that the subject site is located in proximity to a range of facilities that will benefit the future residents of the proposed scheme, regardless of their age group or abilities. The audit notes that a communal room for the use of residents of the scheme only. It is considered that the room should also be available to the residents of the wider area in order to ensure effective, sustained use of a valuable facility and to avoid underuse. Active use of the facility will lead to an enlivenment of the public domain and create a stronger sense of community between the established residential area and this new development. This would allow for the fulfilment of objective **SC1** of the LAP i.e. *to ensure that all community facilities are optimally utilised.*

Public open space

In new residential developments, 10% of the site area shall be reserved as public open space. This standard applies to applications for houses and apartments. In this case approximately 16% of the site area is stated proposed as public open space.

The public open space is located to the east of the site in an area which is identified as suitable for storm water attenuation as described in the LAP. The public open space includes a play area at one end (west) and a basketball area at the other (east end).

No report has been received from Parks, Landscape, and Biodiversity Services on the issue of public open space or landscaping. Having assessed the application it is considered that the location and quantity of public open space is appropriate and in line with development plan and local area plan requirements. The issue of security in the park and management of same has been raised in the submission received. Since the park is public, the management and security issues relating to same would fall under the remit of Dublin City Council and An Garda Síochána. To ensure the public open spaces and landscaping is carried out to the requirements DCC's Parks, Biodiversity Services Division, it is recommended that the final landscaping be agreed with the division.

Transportation Planning

A report has been received from DCC's Transportation Planning Division

Site Layout

The proposed apartments and existing open space are surrounded by the new roads which are generally designed to local link standards, set out under DMURS, 2013. The proposed houses, located along the southern side have separate vehicular entrances for each housing unit.

It is noted that wheel stoppers are proposed on most but not all perpendicular car parking spaces on the submitted site layout plan. DCC's Traffic Planning Division (TPD) recommend that a condition be attached to protect pedestrian paths from car parking encroachment.

Auto-tracking has been submitted for private car, bus, fire, ambulance and refuse truck movements across the revised layout. New junctions, which interact with the new layout have been submitted.

Taking in Charge

No taking in charge drawing has been submitted with the application. While it is noted that certain sections are potentially managed by the proposed operator the extent of such should be made clear to the Road Maintenance Services Division. In this context, all infrastructure to be taken in charge by Road Maintenance Services shall be constructed to the Construction Standards for Road and Street Works in Dublin City Council. TPD recommend that a condition in this regard should be attached. As indicated below, car parking spaces cannot be allocated to the proposed apartments within the public road.

Road Safety Audit

A Road Safety Audit Stage 1 and 2 Report accompanies the application. It is noted by TPD that the assessment was carried out on a former site layout. Based on the issues raised in the report, it appears that the identified issues have been addressed in the new site layout.

Parking

The application site is located within Area 3 within Map J of the Dublin City Development Plan 2016 - 2022 (Development Plan). In terms of quantity, table 16.1 of the Development Plan sets a maximum number of car spaces per dwelling at 1.5. For bicycle parking, while the Development Plan standards is for 1 space per unit, TPD relies on the standards contained within the Design Standards for New Apartments, 2020 requires 1 no. cycle space per bedroom and 1 no. visitor space per 2 no. units.

Car

The standard for car parking is a maximum of 139no. spaces. The development proposes 53no. car parking spaces of which eight spaces are accessible. Each proposed house and duplex unit is served by one car parking space. The remaining spaces, adjoining the road

carriageway which is off-street, cannot be allocated to the proposed development if the road is to be taken in charge. Therefore while the car parking ratio is 0.57, as the spaces are located within the road to be taken in charge, the parking ratio is zero. As such, it should be made clear whether the proposed streets will be taken in charge (see below).

As outlined above, **the applicant confirms that the development will not be taken in charge (see below) and car parking spaces will be managed by a PPP Consortium (Section 4 of MMP)**. As such, the car parking ratio is 0.57. The mobility management plan (MMP) accompanying the application examines 2016 CSO data (Section 3). The existing car parking ratio, across nine Small Areas was 0.48 surrounding the site. Having regard to the location of the site, existing and proposed mobility options and nature of development proposed (public transport, car sharing and proposed bicycle provision), the proposed quantum is considered appropriate by TPD. The provision of eight accessible car parking spaces is in compliance with the Development Plan standard and are located along the western section of the proposed apartment block. Having regard to the site context, nature of development and CSO data for the area, the proposed quantum of spaces is considered acceptable to TPD.

Section 5 of the MMP sets out various future actions for use by the future mobility manager where there is a task to assess the assignment of parking spaces within the development upon opening. TPD would have concern in relation to this and would prefer to seek spaces controlled by the PPP and not assigned to each unit.

There is no detail in relation to EV charging within the car park area whether for residents or visitors. Having regard to the nature of the development, the layout should not compromise any future charging requirements. Ensuring all spaces are at least ducted should form part of a Condition can be attached to capture this aspect.

Bicycle *Quantity*

For the apartments, the standard for bicycle parking is a total of 116no. bicycle parking spaces made up of 79no. long-term resident space and 33no. short-term visitor spaces. It is noted that the Guidelines make no distinction between whether occupants are either elderly but that the provision of bicycle parking is at the discretion of the Local Authority. The Development Plan seeks a minimum of 1 space per unit (76no. spaces).

Based on the ground floor plan for the apartments, the development proposes 84no. long term bicycle spaces and 38no. visitor spaces. It is noted that bicycle parking for housing takes place within the private garden. The proposed quantum exceeds the apartment guidelines and Development Plan and is welcomed by TPD.

Quality

All long term bicycle parking spaces are located within a purpose built sheltered bike store, 2.4m in height and all located within the communal private open space of the inner block. One space proposes a two tier rack system within a 2.4m height. Short-term spaces are provided along the northern boundary by 19no. Sheffield type stands (38no. spaces). It is noted there is a conflict between submitted drawings and submitted MMP. It is noted that a mobility store has been provided, indicating 10no. spaces near the northern entrance to development.

There is no detail in relation to security access to cycle stores for residents by FOBs/keypad. Neither has the application provided design and specifications detail of the proposed cycle two-tier parking system, including providing appropriate aisle widths and head height for system to operate. A condition is recommended by TPD to be attached to address the above concerns.

Traffic Assessment

A traffic and transport assessment (TTA) has been carried out. Utilising TRICS, estimated traffic volumes by the development is 11 departures and 7 arrivals at am peak and 9 departures and 12 arrivals at pm peak. In the context of the baseline study carried out (15th June 2021) the traffic generated accounts for below 5% of the turning movements at all junctions below the threshold for a detailed traffic assessment.

Construction Management Plan

An Outline Construction Management Plan (OCMP) accompanies the application. Section 2.10.2 outlines the framework for the management of construction traffic including a construction stage mobility management plan (CMMP). The contents of the OCMP are considered to be appropriate at this stage of the process with more detail to be agreed between the Contractor and Dublin City Council. TPD recommend that a condition be attached to capture this aspect.

Servicing

Bin storage and recycling facilities are located within the communal courtyard. The submitted plans indicate temporary waste staging areas northern boundary, near the ESB Substation. Little detail has been provided within the application the proposed refuse collection process / set-down etc. Notwithstanding, the existing and proposed layout of the proposed allows for internal refuse movement as set out in the submitted auto-tracking.

Appropriate Assessment (AA)

The application has been accompanied by a Screening for Appropriate Assessment report, prepared by NMECOLOGY, Consultant Ecologists.

The planning authority has carried out a screening exercise, taken on board the content and findings of the submitted screening statement. It is noted that

- There are no rivers, streams or drainage ditches in the vicinity of the site
- The site is in an urban setting
- Foul water will be discharged to a local authority foul sewer and conveyed to Ringsend WWT plant
- There are no major developments likely to cause in-combination effects
- No potential pathways were identified to any Natura 2000 site
- The site is not located within any Natura 2000 sites
- There is negligible risk that pollutants from the construction site would cause significant negative impacts on any Natura 2000 sites
- Foul and surface water during the operation of the development will not cause any significant impacts on water quality in any Natura 2000 sites
- The proposed development will not have any impacts on nearby water bodies or Natura 2000 site so there is no risk of in-combination effects with other developments

In conclusion, therefore, having regard to the nature and scale of the proposed development on serviced lands, the nature of the receiving environment which comprises a built-up urban area, and the proximity to the nearest European sites, and the hydrological pathway considerations, it is reasonable to conclude on the basis of the information on file, that the proposed development, individually or in combination with other plans or projects would not be likely to have a significant effect on any European sites, in view of the sites' Conservation Objectives, and Stage 2 Appropriate Assessment is not therefore required.

Environmental Impact Assessment (EIA)

The applicant was submitted after the 1st September 2018 and therefore after the commencement of the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018.

The application has been accompanied by an EIA Preliminary Examination Report

The projects which require EIA are listed in Annex I and Annex II of the EIA Directive as amended. Projects listed in Annex I of the EIA Directive have mandatory EIA requirements. Annex II projects are considered on a case-by-case basis at national level and thresholds have been set for Annex II projects in Irish legislation. But even projects which do not meet the threshold may require an EIA if the project is likely to have significant effects on the environment (sub-threshold development).

Schedule 5 (Part 1) of the Planning and Development Regulations 2001-2018 (as amended) sets mandatory thresholds for projects. The proposed development does not meet or exceed the mandatory threshold for projects set out in the Schedule therefore a mandatory EIA is not required.

Schedule 5 (Part 1) of the Planning and Development Regulations 2001-2018 (as amended) sets out national thresholds none of which the proposed development falls under.

Having regard to the characteristics of the proposed development and its location and the types and characteristics of the potential impacts, it is considered that there is no real likelihood of significant effects on the environment arising from the proposed development and the need for environmental impact assessment can therefore be excluded.

Conclusion:

The Planning & Property Development Department considers that the proposal on completion will have a positive impact on the residential and visual amenities of the area. The proposed development complies with the policy provisions of the Dublin City Development Plan 2016 – 2022 and the Local Area Plan for Ballymun (2017).

It is also noted that Irish Water have no objection subject to agreement to be reached on the diversion of the public foul sewer. Drainage and Transport Planning Divisions have recommended conditions,

In conclusion, the Planning & Property Development Department have no objections to the proposal.

Recommendation:

It is recommended that a decision be made by Elected Members of the Council to proceed with the proposed development subject to the following recommendations:

1. Community Room

The community room shall be made available to the wider community. Details to be agreed with the planning authority in writing prior to the first occupation of same.

2. Materials

- (i) All render proposed in the scheme shall be low maintenance with an anti-mould/anti-mildew additive included within
- (ii) Prior to the commencement of development, details of materials in the public realm shall be submitted to and agreed in writing by the Planning Department, having regard to the need to compliment and tie-in with the existing palette of materials in the area and in keeping with the Urban Form & Design objectives of the Ballymun Local Area Plan 2017.

3. Landscaping

(a) Development shall not commence until a landscape scheme prepared by a suitably qualified person comprising full details of the size, species and location of all trees and shrubs to be planted and the treatment of all external ground surfaces, has been submitted to and agreed in writing with Dublin City Council's Parks Landscape and Biodiversity Services Division and implemented in the first planting season following completion of the development, and any trees and shrubs which die or are removed within 3 years of planting shall be replaced in the following planting season. (The landscaping scheme shall have regard to the Guidelines for Open Space Development and Taking in Charge, available from the Parks and Landscape Services Division).

Reason: In the interests of amenity, ecology and sustainable development.

(b) The landscape scheme shall be implemented fully in the first planting season following completion of the development, and any trees or shrubs which die or are removed within 3 years of planting shall be replaced in the first planting season thereafter. (The landscape scheme shall have regard to the Guidelines for Open space Development and Taking in Charge, copies of which are available from the Parks, Biodiversity and Landscape Services Division).

Reason: In the interests of amenity, ecology and sustainable development.

4. Irish Water

Full details of the proposed diversion of the public foul sewer shall be agreed in writing with Irish Water prior to the commencement of construction on site.

5. Transportation Planning

(i) The proposed site layout plan shall ensure compliance with the Design Manual for Urban Roads and Streets, 2013 as amended (2019) and in particular, all perpendicular car parking spaces shall incorporate a wheel stoppers to protect the pedestrian footway.

(ii) Prior to commencement of development, and on appointment of a main 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 traffic management and construction mobility management plan, hours of working, noise and dust management measures and off-site disposal of construction waste and access arrangements for labour, plant and materials, including location of plant and machine compound. The Construction Traffic Management Plan shall seek to minimise impact on the public road and potential conflict with pedestrians, cyclists and public transport. The appointed contractor shall liaise with DCC Road Works Control Division during construction period. The developer shall be obliged to comply with the requirements set out in the Code of Practice.

(iii) Prior to commencement of development, the developer shall agree in writing with the Planning Authority's Environment & Transportation Department the proposed footpaths, hard landscaping areas and on-street car parking, including proposed car share spaces to be taken in charge. Details of all 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.

(iv) The applicant/developer shall undertake to implement the measures outlined in the Mobility Management Plan, and Car Parking Management Strategies to ensure that future occupants of the proposed development comply with these strategies. A Mobility Manager shall be appointed to oversee and co-ordinate the plan.

(v) The car parking spaces shall not be sold, rented or otherwise sub-let or leased to any parties. The car parking spaces shall be retained by and managed by the Operator for the

development in accordance with the details outlined the submitted Mobility Management Plan and Car Parking Strategy.

(vi) Prior to occupation, each car parking space shall have ducting infrastructure (consisting of conduits for electric cables) installed to enable the subsequent installation of recharging points for electric vehicles.

(vii) Cycle parking shall be secure, conveniently located, sheltered well lit and functional in line with manufacture specifications. Key/fob access shall be required to the resident bicycle parking stores. Cycle parking shall be in situ prior to the occupation of the proposed development.

(viii) The applicant shall liaise with the Roads Maintenance Division prior to completion in relation to the works within the public road.

(ix) 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.

6. Drainage

(i) 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).

(ii) The developer shall submit an appropriate flood risk assessment for the proposed development, which identifies and proposes design solutions to mitigate the potential risks from all sources including coastal, fluvial, pluvial and groundwater. Reference should be made to the DEHLG/OPW Guidelines on the Planning Process and Flood Risk Management published in November 2009 and the Dublin City Development Plan 2016-2022 Strategic Flood Risk Assessment. The developer shall confirm in writing to the Drainage Division that the development has been designed such that the risk of flooding to the development has been reduced as far as is reasonably practicable, and that the proposals do not increase the risk of flooding to any adjacent or nearby area.

(iii) Records of public surface water sewers are indicative and must be verified on site. The Developer must carry out a comprehensive site survey 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.

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

(v) 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 license 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.

(vi) 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.

(vii) New public surface water sewers shall have minimum clear distance of 3 metres between the sewer and any new structures on site.

(viii) All surface water discharge from this development must be attenuated to two litres per second.

(ix) The development shall incorporate Sustainable Drainage Systems in the management of surface water. The Suds devices outlined in the RPS Drainage and Watermain Design Report, dated March 2022, including Green Roofs, permeable paving, and on-plot SuDS devices shall be implemented in full. Full details of these shall be agreed in writing with Drainage Division prior to commencement of construction.

(x) 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.

(xi) Full details and maintenance requirements of the attenuation storage facility, flow control device and petrol interceptor intended to be taken in charge by Drainage Division shall be submitted for agreement with Drainage Division prior to the commencement of construction.

(xii) 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.

(xiii) 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 meetings on the 15th February and 19th of July respectively.

This project is being funded through a Public Private Partnership model. The site is one of six in PPP Bundle 3 with the Department of Housing, Local Government & Heritage, as the approving authority, Dublin City Council as sponsoring agency and lead local authority, and the National Development Finance Agency (NDFA) acting as financial advisor, procuring authority and project managers.

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 the contents of Report No. 231/2022 and hereby approves the contents therein

Owen P. Keegan

Chief Executive

Date: 23rd August 2022

Appendix A
Consultees and Third Party Submissions/Observations

Consultees

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

Transport Infrastructure Ireland (TII), Parkgate Business Centre, Parkgate Street, Dublin 8,
DO8YFF1

Third Party Observations

Councillor Noeleen Reilly

Appendix B

Project Manager Summary Report

The PPP Project Manager can confirm that consideration was given to the observations raised during the online information session for local residents on the 23rd February 2022.

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

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

- Some concern from residents in Oldtown re overlooking and overshadowing

It is considered that the most sensitive properties in relation to any potential overlooking would be the established two-storey houses on Oldtown Avenue, located immediately to the south of the site, where the rear gardens of same back onto this application site. It is noted that minimum 22 metre separation distances are proposed between the rear elevations of the new two-storey dwellings and the elevations of the proposed duplex units and the rear of the existing two-storey dwellings along Oldtown Avenue i.e. nos. 43 – 73a (odd only). The dwellings proposed are two-storey. The separation distances are adequate and comply with development plan requirements to ensure privacy levels are not unduly impacted upon. As the proposed development is located to the north of these established dwellings. The closest dwellings, two-storey in nature, will not lead to overshadowing of existing rear gardens on Oldtown Avenue.

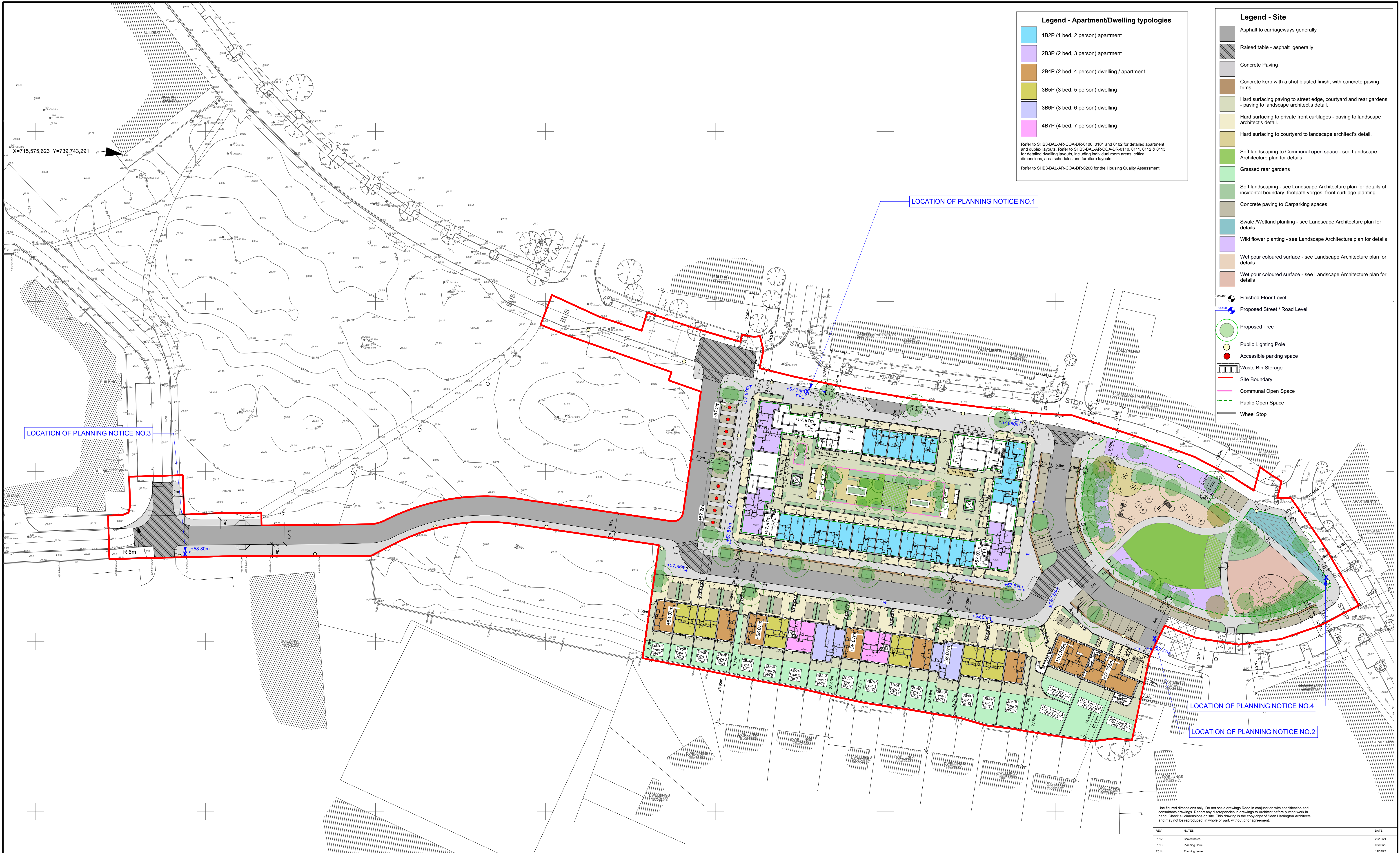
Site 10 is at a higher level to the rear gardens of Oldtown Avenue however it is proposed to install a 2.0m high post a panel fence on the high side to eliminate potential overlooking. Discussion will take place with residents closer to construction to resolve any possible boundary concerns.

- The security on the playground beside Longdale is queried

The park will be a public open space managed and maintained by Dublin City Council, Parks Dept in partnership with the Local Area Office.

- The future plans for the rest of the site is questioned

The Ballymun Lap stipulates that the western half of this site to the rear of the Civic Centre shall accommodate increased heights and densities given proximity to Main Street and should be in keeping with the urban form of Shangan Hall and Gateway Student housing. Additional student housing could be provided on this site, with heights of five storeys achievable. This proposal does not compromise the development potential of the balance of the site.



Legend - Apartment/Dwelling typologies

- 1B2P (1 bed, 2 person) apartment
- 2B3P (2 bed, 3 person) apartment
- 2B4P (2 bed, 4 person) dwelling / apartment
- 3B5P (3 bed, 5 person) dwelling
- 3B6P (3 bed, 6 person) dwelling
- 4B7P (4 bed, 7 person) dwelling

Refer to SHB3-BAL-AR-COA-DR-0100, 0101 and 0102 for detailed apartment and duplex layouts. Refer to SHB3-BAL-AR-COA-DR-0110, 0111, 0112 & 0113 for detailed dwelling layouts, including individual room areas, critical dimensions, area schedules and furniture layouts.

Refer to SHB3-BAL-AR-COA-DR-0200 for the Housing Quality Assessment

Legend - Site

- Asphalt to carriageways generally
- Raised table - asphalt generally
- Concrete Paving
- Concrete kerb with a shot blasted finish, with concrete paving trims
- Hard surfacing paving to street edge, courtyard and rear gardens - paving to landscape architect's detail.
- Hard surfacing to private front curtilages - paving to landscape architect's detail.
- Hard surfacing to courtyard to landscape architect's detail.
- Soft landscaping to Communal open space - see Landscape Architecture plan for details
- Grassed rear gardens
- Soft landscaping - see Landscape Architecture plan for details of incidental boundary, footpath verges, front curtilage planting
- Concrete paving to Carparking spaces
- Swale /Wetland planting - see Landscape Architecture plan for details
- Wild flower planting - see Landscape Architecture plan for details
- Wet pour coloured surface - see Landscape Architecture plan for details
- Wet pour coloured surface - see Landscape Architecture plan for details

Finished Floor Level
Proposed Street / Road Level
Proposed Tree
Public Lighting Pole
Accessible parking space
Waste Bin Storage
Site Boundary
Communal Open Space
Public Open Space
Wheel Stop

LOCATION OF PLANNING NOTICE NO.3

LOCATION OF PLANNING NOTICE NO.1

LOCATION OF PLANNING NOTICE NO.4

LOCATION OF PLANNING NOTICE NO.2

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 copyright of Sean Harrington Architects, and may not be reproduced, in whole or part, without prior agreement.

REV	NOTES	DATE
PD2	Scaled notes	20/12/01
PD3	Planning Issue	03/03/02
PD4	Planning Issue	11/03/02

SEÁN HARRINGTON ARCHITECTS
PROJECT: Social Housing Building 3 - Residential Development Shangan Road, Ballymun
CLIENT: Dublin City Council
DRAWING TITLE: Proposed Site Plan
3rd Floor
12/122 Copal Street
Dublin 1, Ireland
t: 01 8733 422
e: info@sha.ie

PROJECT STAGE	SCALE	DATE	Project - Orig - Var - Level - Type - Rev - No.	REV NO.
Planning	As Shown	Aug '21	SHB3-BAL-AR-COA-DR-006	P014
SATISFACTORY CODE:	DRAWN BY:	CHECKED BY:		
S2	MOB	AR		

1 Proposed Site Plan
Scale: 1:500