



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:	3927/22
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. 1.07 ha at Collins Avenue, Whitehall, Dublin 9. The site is bounded to the south and west by vacant lands and to the east by a GAA pitch and High Park.
Proposal:	<p>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:</p> <ul style="list-style-type: none">• Two no. five-storey high blocks, containing:<ul style="list-style-type: none">- 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- community unit (47 sqm) in Block A;• 48 no. new 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.
Date Lodged:	10-May-2022

Process

Initiation of the Part 8 Procedure was noted at the North Central Area Committee meeting on 21st February 2022.

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

- 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 the NTA, and incorporate as appropriate in revisions.
- The subject site is located within c. 5km from Dublin Airport. It is outside the 3.2 km approach path safeguarding zone. However, 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 Irish Aviation Authority in this regard.
- The applicant should provide an updated Daylight Analysis and Overshadowing assessment, indicating the sunlight available to the communal open space (as well as public open space); a shadow diagram, showing shadows throughout the day on neighbouring property on March 21st (existing and proposed); the inputs and assumptions used in the ADF calculations for future apartments; and both existing and proposed VSC and APSH for neighbouring properties.
- The applicant should provide an updated Housing Quality Assessment, noting the percentage of apartments that exceed the minimum area by 10% or more, or the overall area that exceeds the minimum area.
- All documentation (eg Daylight and Sunlight study) should be updated to be internally consistent and show revised final designs.
- Proposed materials/finishes should be clearly annotated to all elevational drawings.
- The site is directly over the Port Tunnel. The proposing department should ensure that all required documentation regarding safeguarding of the Port Tunnel is included with the documentation, to the satisfaction of the TII.

Location:

Collins Avenue (beside Colmcille GAA Grounds), Whitehall, Dublin 9.

The site is a vacant site in Whitehall, located c.3.6km from Dublin city centre, in close proximity to the junction of Collins Avenue and Swords Road. The subject site is part of a larger landholding that extends to the Swords Road. The west part of the site, along the Swords Road does not form part of this phase of development. The site of this Part 8 application measures 1.07 ha, including a strip of land along the south of the GAA grounds, which is required for an Irish Water connection. The subject site is roughly triangular in shape and has frontage to the north to Collins Avenue, and is bordered to the south-east by the Colmcille GAA grounds. It has a short border to the south with a residential development site (the former Barina site, now known as Hartfield Place). The Port Tunnel runs under the site.

Development:

The proposed development consists of the construction of 83 residential dwellings consisting 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
- community unit (47 sqm) in Block A;
- 48 no. new 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
- All ancillary site services and development works above and below ground.

Planning History:

The subject land has no recent (post-2000) planning history. The site was entered on the Vacant Sites Register in August 2019 (Ref. VS-0654)

Recent relevant applications

Barina site/Hartfield Place (Site to south-west)

Reg ref 3269/10 (ABP ref PL.29N.238685)

Planning permission was granted by An Bord Pleanála for 358 dwellings, a crèche, and three retail commercial units. This permission was extended until 12 February 2022. There have been a number of amending applications (3405/19, 3766/20) to alter and amend the parent permission.

ABP ref 309608-21

A Strategic Housing Development (SHD) application was made to An Bord Pleanála in March 2021 for the development of 475 No. apartments and one No. café unit arranged in seven blocks and a separate purpose built creche facility.

The proposed development was refused planning permission on the following grounds:

“In accordance with the Z12 zoning a minimum of 20% of the site should be used ‘as accessible public open space, incorporating landscape features and the essential open character of the site, which shall not be split up into section and shall be comprised of soft landscape suitable for relaxation and children’s play.”

ABP ref TC29N.311749/ TA29N.313289

Following a tripartite meeting, An Bord Pleanála determined that proposals for 472 apartments, a crèche and site works constituted a reasonable basis for an application. Consequently, a planning application was lodged on **12th April 2022 – TA29N.313289**. No decision has yet been issued in respect of this application. Planning permission is sought for the construction of 7 no. apartment blocks, ranging in height up to 8 storeys (over single level basement). This will provide 472 no. residential units (comprising 32 no. studios, 198 no. 1 beds, 233 no. 2 beds, and 9 no. 3 beds), a crèche, café unit and internal residential amenity space. The proposed development will include 337 no. car parking spaces, 982 no. cycle parking spaces, and 14 no. motorcycle spaces at basement/surface levels, public open space, and communal open spaces at ground and roof levels. Vehicular access from Swords Road will be provided with associated works/upgrades to the existing public road layout, junctions, bus lane and footpath network to facilitate same. Two pedestrian/ cyclist only access are provided from the Swords Road as well as a separate pedestrian and cyclist access to the southwest which also facilitates emergency vehicular access.

St Colmcille GAA grounds (site to east)

Reg.Ref.2004/11:

Permission granted for the construction of a 2 storey clubhouse building, a detached storeroom, a GAA pitch, 2 no. car parks with total 85 no. parking spaces, 2 no. access points from Collins Avenue, and all associated site and landscaping works.

Reg.Ref.2398/16:

Permission granted for the retention of an existing GAA Pitch to a reduced width of 82 m with increased distance from the pitch side-line to the east boundary line with the High Park Residential Development of 8 m to confer a clear distance from the east boundary to the pitch side-line of 19 m; an existing two storey clubhouse building of 363.5 sq.m. Car park with 57 no. parking spaces, 1 no. new vehicular access point from Collins Avenue, and all associated site and landscaping works.

Reg.Ref. 2536/21:

Planning permission was granted in September 2021 for the development of a sports skills wall at 5m in height, 2 no. artificial grass courts (overall area 353m²) including boundary walls and fencing with ball stop netting around the perimeter at 5m in height and the installation of new floodlighting to the north and south perimeters of the proposed courts as well as all associated site and landscaping works

Bonnington Hotel Car Park (c. 300 m to south)

ABP-306721-20 Permission granted by ABP for 124 apartments on the Bonnington Hotel car park

High Park (c. 200 m to south)

ABP-304061-19 Permission granted by ABP for 101 residential units to Respond, Airmount (an approved housing body).

Content of the Part 8 application

The following documentation was lodged:

- Drawing setting out Masterplan Principles;
- Plans and elevations and sections;
- Architectural Design Statement;
- Landscape plans, planting plans;
- Planning Report;
- Daylight and Overshadowing Report;
- Social Infrastructure Audit;
- Housing Quality Assessment;
- Archaeological Impact Assessment;
- Screening Report for Appropriate Assessment;
- Screening Report for EIA
- Ecological Impact Assessment Report;
- Biodiversity Management Plan;
- Drainage and Water main Design Report;
- Flood Risk Assessment
- Traffic and Transport Assessment;
- Mobility Management Plan;
- Stage 1 and 2 Road Safety Audit;
- Outline Construction Management Plan;
- Building Lifecycle Report;
- Compliance Report on Part L and Life Cycle Report
- Development Assessment Report (re Port Tunnel)

Planning Context:

Zoning & Policy - Dublin City Development Plan 2016 - 2020

The site of the proposed development is zoned Z12. The Z12 zoning objective seeks '*To ensure existing environmental amenities are protected in the predominantly residential future use of these lands*'.

Relevant Policy Guidelines

- Design Manual for Quality Housing, DoHLGH, January 2022
- Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, DoHLGH, December 2020
- Urban Development and Building Height Guidelines DoHLGH, December 2020
- Guidelines for Planning Authorities, Sustainable Residential Development in Urban Areas DoHLGH 2009 (updated 2020)
- Best Practice Urban Design Manual, DoEHLG, May 2009 (updated 2020).
- Quality Housing for Sustainable Communities – Best Practice Guidelines for delivering Homes Sustaining Communities, DoEHLG, 2007 (updated 2021).

The main chapters / policies / guidelines of the City Development Plan that are also directly 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); 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)

16.10.3 – Residential Quality Standards – Apartments and Houses

16.10.4 – Making Sustainable Neighbourhoods

Observations

8. no. observations received including submissions from Roisin Shorthall T.D, the High Park Residents Association and local residents. Main issues raised:

- 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

It is noted that matters relating to procurement, allocation and tenure of housing units do not fall within the remit of a planning assessment. The remainder of the issues are addressed in the report.

Consultees

Transportation Planning: Report received – no objection subject to conditions

Drainage Division: Report received – no objections

Parks: No report received

Transport Infrastructure Ireland - Submission received on 14th June 2022.

Having regard to the location of the proposed development and in the interests of tunnel protection during the construction and operation of development arising, TII recommends that the development, if permitted, includes the following conditions:

1. Prior to commencement of development, a revised construction management plan that includes a method statement for works above the tunnel be submitted for the written agreement of the planning authority with written approval by TII. The Construction Management Plan shall and must reflect the Tunnel Assessment Report submitted. The revised Construction Management Plan shall be required to be updated post planning approval, identify and resolve Dublin Tunnel interfaces including an appropriate TII approved risk assessment for works associated with these interfaces, appropriate mitigation measures. TII advise that any alteration to the construction sequence in the Construction Management Plan adopted by the Developer/Contractor before or during construction shall be provided to TII for review and approval prior to being undertaken.

2. In addition, a commitment to the appointment of an appropriate qualified TII representative to supervise and monitor the development practises and works in proximity to, and in the vicinity of the Dublin Tunnel is required.

The TII representative shall report and act on TII's behalf.

The TII representative shall be:-

1. appointed at the developer's expense;
1. given full site access throughout the construction phase;
2. included in the circulation of the site progress reports and programme updates;
3. in attendance at any site progress meetings undertaken during the construction phase; and
4. provided with appropriate site facilities to accommodate the representative to the satisfaction of TII

Assessment

The subject site is the eastern portion of a vacant brownfield site at the south-east corner of the junction of Swords Road and Collins Avenue.

Principle of development

The proposed development is located on lands subject to the Z12 zoning objective, which seeks *'To ensure existing environmental amenities are protected in the predominantly residential future use of these lands'*.

Under the Z12 zoning objective, residential development and community facilities are permissible uses. The Z12 zoning objective requires that a minimum of 20% of the site incorporating landscape features and the essential open character of the site be retained as accessible public open space. There is also a requirement to submit a masterplan setting out a clear vision for the future development of the entire land holding, identifying the strategy for the provision of the 20% public open space requirements associated with any residential development to ensure a co-ordinated approach to the delivery of high-quality public open space.

Drawing no.SHB3-WHL-AR-COA-Dr-703 sets out the **Site Master Principles** for the lands. It provides a development strategy for the entire land holding including the lands to the east abutting the Swords Road and a layout of the proposed public open space. The Masterplan allows for 1.57 ha of public open space and or 24.67% of the Masterplan site. The site of the public open space will be located over the line of the Port Tunnel straddling the two sites.

The public open space as a whole would not be split up following completion of the second phase of development, and would have an essentially open character. The public open space will form part of a green network with the public open space in the development site to the south (Hartfield Place) and the GAA site. The location and nature of the buildings to the second phase are also sketched out in the overall Masterplan and pedestrian routes connecting to the site to the south (Hartfield Place) and the GAA pitch. As such, the development complies with the zoning, and is acceptable in principle.

Layout and Design of Development

The proposed layout has due regard to the development constraints of the Port Tunnel, with the proposed public open space located over the most sensitive zone. A new internal street with perpendicular surface car parking is proposed along the east of the public open space, also over the zone of constraint over the Port Tunnel.

The two proposed residential blocks to be built as part of this 1st phase face each other across a courtyard, at a distance of between 17 and 25 metres. The north block addresses Collins Avenue, and both blocks address the new internal street and the GAA pitch. A setback of c. 7-8 metres from the GAA pitch ensures the future developability of some or part of those grounds. Overall, the design, form, and layout is acceptable.

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.

The proposed materials/finishes are clearly annotated on all elevational drawings. The indicated materials are considered to be robust and attractive. The extensive use of clay brick is supported. The drawings also indicate potential locations for the provision of photovoltaic panels (subject to detailed design). However, a glint and glare assessment report has not been submitted to allow consideration of predicted effects on sensitive receptors including potential impact on the approach to runways and the air traffic control tower at Dublin Airport. While, it is noted that the Airport Authority has not made a submission, in the absence of an assessment report, it is recommended that a full glint and glare assessment report be submitted for assessment and approval by the Planning Authority prior to the erection of any photovoltaic panels.

Unit sizes

Minimum overall apartment standards are set out in Appendix 1 of Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, DoHLGH, December 2020. The Housing Quality Assessment and floor plans submitted with the Part 8 application indicates that all apartment units exceed the minimum overall apartment floor areas and room widths. The submitted documentation (the Planning Report) notes that 87.9% of the units exceed the minimum standard for floor area by at least 10%.

Unit Mix

It is proposed to provide 83 no. apartments, 41 of which are 1-bedroom, 30 of which are two-bedroom, and 12 of which are three-bedroom. (49%, 36%, 15%). The proposed mix has been devised using the Council's Social Housing Needs Assessment. The development complies with SPPR 1 of the Ministerial Guidelines on apartments (regarding unit mix). Furthermore, the proposed mix is justified with regard to housing need and development plan standard 16.10.1 indicates that the maximum and minimum requirements in relation to the mix of residential units may not apply to certain social housing needs having regard to the housing strategy.

Dual Aspect

With regard to dual aspect apartments the DoHLGH guidelines require a minimum of 50% of the units to be dual aspect on sites such as this one. 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. In this regard 56.6% of the proposed apartments are dual aspect, with no north-facing single-aspect units.

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, 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 generally compliant in this regard. The lobbies are adequate and the entrances are overlooked.

Floor to Ceiling Heights

The proposed floor to ceiling height are consistent with good room design and in compliance with SPPR 5 of the apartment guidelines (2020). The sections show that the ground floor units have a 2.7m floor to ceiling height, and the upper floors have a floor to ceiling height of 2.6m.

Daylight & Sunlight Impacts

A comprehensive daylight and overshadowing analysis was carried out by H3D to;

- Analyse the average daylight factor of the proposed residential units,
- Investigate if the communal open space will achieve 2 hours of sunlight in 21st March
- Analyse the vertical sky component in respect of the adjacent residential units to the north of the site
- Analyse the probable sunlight hours in respect of the adjacent residential units to the north of the site

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.

Private Amenity Space

All units have been provided either with private balconies or ground floor terraces. 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, 7m² for a four-person two-bedroom unit, and 9 sqm for a three-bedroom unit. All balconies have a functional relationship with the main living areas of the apartment.

Communal Open Space

Communal open space is provided for the apartments between block A and block B. The site layout plans indicate that the total area of communal open space is 543 m² is proposed. This is above the quantum required by the Ministerial Guidelines worked out as follows:

- 41 (1 bed units) x 5m² = 205m²
- 4 (2 bed (3 person) units) x 6m² = 24m²
- 26 (2 bed (4person) units) x 7m²= 182m²
- 12 (3 bed units) x 9m²= 108m²
519m²

The communal open space will have good passive surveillance from apartment units looking onto it.

In addition to communal open space, the development incorporates a 'community unit' for the use of the residents. A Social Infrastructure Audit has been prepared by McCabe Durney Barnes and has been included in the Part 8 application. The audit notes that the subject site is located in proximity to a range of facilities (*inter alia* sporting, education, entertainment facilities) but there were few specifically cultural or community facilities within easy reach of

the development, with community halls located over 2 km away. As such, the proposed community unit is to be welcomed.

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 two-storey housing on Collins Avenue and corner of Thatch Road (424-430, even numbers only). However, these houses are located c. 27 metres north of Block A, from the proposed closest balconies/windows. There is a busy public road between the existing houses and the proposed development, and the new development faces the front gardens and front elevations, where the impacts of overlooking are not so great. The impacts on privacy would be limited.

Overshadowing and Impacts on Daylight

As noted above, the *Daylight Analysis and Overshadowing Report* study demonstrates that the proposed apartment block would not have a detrimental impact on the Vertical Sky Component (VSC) of dwellings along Collins Avenue/Thatch Road. With regard to Annual Probable Sunlight hours (APSH) the study shows that all points studied have an APSH level which exceed the BRE recommendations.

It is therefore considered that the proposed apartment block would not have an undue impact on the residential amenities of property in the vicinity by way of overshadowing.

Overbearing impacts

Due to the distance involved, and the nature and scale of the development, there are no concerns relating to any potential overbearing impacts caused by the proposed apartment block.

Due to the setbacks from the boundary, and the orientation of the sites relative to each other, the proposed development would not have undue impacts on permitted developments, or the future development potential of neighbouring lands.

Public Open Space

In new residential developments on Z12 zoned lands, 20% of the site area shall be reserved as public open space. This standard applies to applications for houses and apartments. In this case the plans submitted with the Part 8 application submission demonstrate that a total of c. 2,037 m² or 23% of the net phase 1 site area is proposed as public open space.

The public open space is located over the Port Tunnel, and – initially in two parcels - would be completed and made whole by the building out of the second phase of the development.

The landscape plan shows both passive and active areas, with two playgrounds as well as sitting out areas. The two playgrounds will have low railings and gates.

It is noted that an Ecological Impact Assessment was submitted with the application together with a Biodiversity Management Plan. The Ecological Impact Assessment clearly demonstrates that there are no important ecological features on the site so no risk of negative ecological impacts. 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.

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 Z12 range from 0.5 -2.5 and site coverage standards for Z12 is 50%.

The proposed development has a site coverage of 20% and plot ratio of 0.92. The plot ratio is within the Development Plan standards. The proposed site coverage is lower than the range outlined in the Development Plan, partly due to the existence of the Port Tunnel. The density of the proposal is stated as 95 dwellings per hectare. The proposed density is appropriate for a serviced site in a built up area with good public transport.

The proposal is therefore considered to be in accordance with the Development Plan in terms of density, plot ratio and site coverage.

Boundary Treatment

It is proposed to remove the 2m high boundary wall to Collins Avenue and provide a new plinth wall with powder coated galvanised railings above. This will allow for passive surveillance of the street and is welcomed. The existing 2m high weldmesh painted pre-galvanised steel railing will be retained and augmented with tree planting along the eastern boundary with St. Columcille's. The drawings indicate a pedestrian access through to the adjoining development site to the south (Hartfield). No details of a pedestrian connection to High Park which is located further to the east have been submitted and therefore the pedestrian route /connection raised in third party submissions is not considered to form part of this Part 8 planning application.

Transport Planning

Traffic, Access and Parking

The proposed development will be accessed via a new access road to the north on Collins Avenue. An additional access is located to the northeast of the site however this is for emergency fire and maintenance vehicular access only. The principle vehicular access will be in the form of a 'left in, left out' arrangement. It is stated that this junction type was selected to mitigate potential traffic and safety issues that may arise from right turning traffic to and from the site as such right turning manoeuvres would require crossing multiple opposing traffic and cycle lanes. The proposed access will require the relocation of the Dublin Bus stop (No. 237). It is noted that proposed BusConnects road realignment measures includes the relocation of this same bus stop and the proposed location aligns with the subject application site plans. The site access directly abuts the bus stop cage. The location of the site egress point and bus stop may result in a delay egressing the site in the event of a bus being stationary. 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 over the course of the statutory consultation period. However it is noted that during the course of the Pre-Part 8 internal consultation, the positioning of the bus stops were agreed in principle with the NTA with regards Bus Connects. Should the future requirements of the Bus Connects proposal require amendment to the proposed entrance and bus stop location, the applicant should liaise with the NTA in relation to this matter.

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 Road Safety Audit Stage 1 and 2 has been prepared and submitted. The Road Safety Audit was conducted in July 2021 and was based on an earlier draft site layout design. It is noted that site layout design alterations have been incorporated to address issues raised in the RSA. The subject application incorporates a redesigned site access at the junction of Collins Avenue and turning area to the southeast of the site. It is recommended that details of the final site access including priority pedestrian crossing on across the mouth of the access on Collins Avenue is agreed in detail with Dublin City Council Traffic Advisory Group (TAG) prior to commencement of works. The internal road network within the development will have a carriageway width of 5.0 to 5.5m and

a minimum 1.8m footpath width in accordance with the guidance set out in DMURS. This is acceptable.

Car Parking

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. It is noted that 48 no. parking spaces (inclusive of 3 no. accessible parking bays) are stated in the development description, various reports, and Car Parking Strategy, however 52 no. spaces are demonstrated on a number of plans including road and landscape site layout drawings. No dedicated visitor parking appears to have been 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, this 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.

It should be noted that car parking spaces located on-street and which are proposed to be taken in charge by Dublin City Councils Road Maintenance section cannot be allocated to individual units and would form part of the public car parking provision i.e. open to members of the public to use. The applicant has indicated in the supporting documentation that no part of the scheme is proposed for taking in charge and therefore all spaces will be privately managed.

The supporting documentation states that all public spaces will have ducting for future EV charging point in accordance with Part L. The development proposes that a public network is installed and managed through a specialist EV charging company and that the selected company would manage the infrastructure and operate it as a public network rather than a resident network. Notwithstanding the above, this division requires that 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.

Pedestrian & Cyclist Permeability

The access on Collins Avenue will act as the principle pedestrian, cyclist and vehicular access to the site. Provision is shown for additional future pedestrian and cyclist access routes to the south of the site and southeast through High Park. This division favours increased permeability for pedestrians and cyclists to enhance routes to local services and facilities including public transport services. 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.

The Traffic Engineering Layout (Drawing Ref. SHB3-WHL-CS-RPS-DR-KP001-01) shows the main vehicular entrance and adjoining pavements setback for the BusConnects scheme.

Bicycle Parking

A total of 178 cycle spaces are provided onsite. 136 no. resident cycle spaces are provided, of which 60 no. spaces are located in the bike storage block with the remaining 76 no. spaces located in external bike shelters located along the eastern boundary of the site. A further 42 no. visitor spaces are provided. These are located adjacent to the main entrance of Block B and within the linear park. In addition, 3 no. spaces for mobility scooters and/or cargo bikes are also proposed within the bike storage block. The *Design Standards for New Apartments standards* requires 1 no. bicycle space per bedroom and 1 no. visitor space per 2 no. units. This equates to 137 no. long-term resident spaces and 41 no. visitor spaces. On the basis of the above, the proposed quantum of resident long term bicycle parking proposed is acceptable in principle to this Division. However the proposed long term resident cycle parking comprising external bicycle shelters does not comply with Development Plan standard in design.

The enclosed bicycle parking store located to the north of Block B appears to comprise double stacked cycle parking. Double stack systems are acceptable to this division provided they are functional, secure, sheltered and well lit. The plans and sections demonstrate appropriate aisle widths and head height for system to operate. Insufficient information has been provided in respect to the external resident bicycle shelters proposed along the eastern periphery of the site. It would appear that less than half the long term resident bicycle parking spaces are located within fully covered, secure and weather protected compounds. The provision of shelters which are not fully protected against weather and secure are not acceptable. This division requires that all long term resident cycle parking is provided within secure, fully weather protected and that this is demonstrated and installed onsite prior to occupation of the development.

The MMP states that there are 6 no. dedicated mobility scooter or cargo bike spaces proposed within the residential communal area however the location of same is unclear on site layout plans. The provision of dedicated scooter and cargo bike spaces is welcomed

Servicing and Deliveries

Vehicular tracking / Swept path drawings have been submitted demonstrating ability of a variety size type of vehicles to enter and egress the site.

Dublin Tunnel

The subject site is located above the Dublin Port Tunnel corridor area which is infrastructure of strategic national importance. It is therefore critical that the applicant demonstrates that the structural integrity of the Port Tunnel is in no way compromised or impacted as a result of the proposed works at construction or post construction stages. It should be noted that TII undertake expert review of Tunnel Impact Assessments for, and on behalf of Dublin City Council.

It is noted in the TII submission (dated 14/06/2022) that TII has recommended conditions be attached in the event of a grant of planning. This division supports the recommended conditions of TII and requests that observations and recommendations outlined in the TII submission be at the forefront of any decision in respect of this application prior to commencement of works on site in order to preserve and protect the structural integrity of the Port Tunnel which is of national strategic infrastructure importance.

BusConnects

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.

Compound Area Use

This division notes that the NTA have identified this site as a potential construction compound for the BusConnects CBC to Swords to City Centre route and therefore we strongly advise that the applicant 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 in the event that a grant of planning is forthcoming.

Construction Traffic Management

An outline Construction Management Plan (CMP) has been submitted. Works are expected to take between 24 to 36 months to completion. The Plan should 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. In the event of a grant of permission of any forthcoming SHD planning application, a CMP should be agreed in writing with the Planning Authority prior to commencement of any works onsite.

Having regard to the sensitivity of the site location being directly above the Dublin Port Tunnel and in order to protect the structural integrity of the tunnel during and post-construction, this division recommends that a Construction Management Plan should be submitted and agreed with both the Planning Authority and Transport Infrastructure Ireland (TII) prior to commencement of works. The construction management plan should expressly include a method statement for works above the tunnel. The CMP shall address all the issues raised within the submission by TII in its submission dated 14th June 2022.

Recommendations

In the event of a grant of permission, this division recommends the following conditions be applied:

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.
1. 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.

2. (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.
- (b) 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.
- (b) 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.
3. (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.
4. 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.
5. 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.

6. 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.
7. 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.
8. 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.
9. The applicant/developer shall be obliged to comply with the requirements set out in the Code of Practice.
10. 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

Drainage Division has raised no objection to the proposed development and has forwarded conditions for inclusion in any recommendation.

Requirement of Appropriate Assessment (AA) and Environmental Impact Assessment (EIA)

The application is accompanied by a *Screening for Appropriate Assessment* report prepared by NM Ecology Ltd. which notes that the site is not within or adjacent to any Natura 2000 sites, there are no potential pathways for indirect impacts and the site is not a feeding ground for any overwintering populations of bird species that use the Natura 2000 sites.

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.

The application is accompanied by Information to support an EIA Screening Determination to Accompany a Part 8 Application for Residential Development. In relation to the requirement for an Environmental Impact Assessment it is noted that:

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 appears to fall under.

Information to support an EIA screening Determination, prepared by MacCabe Durney Barnes, was submitted with the documentation.

Having regard to the nature, scale and location of the development it is considered that the proposed development would not be likely to have significant effects on the environment the need for environmental impact assessment can therefore be excluded.

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.

Recommendation

It is recommended that a decision be made by Elected Members to approve the proposed development subject to the following recommendations.

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.) 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.

(b) 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.

(2.) 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.

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 21st February and 18th July respectively.

This project is being funded through a Public Private Partnership model. This 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. 232/2022 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

National Transport Authority (NTA), Harcourt Lane, Dublin, D02 WT20

Dublin Port Tunnel Project Office, East Wall Road, Dublin 3

Third Party Observations

Cathal Melinn

Ciaran Hanratty

Colm O'Brien

Michael Downey

Kieran & Elaine Weldon

Mick Downey

Deputy Roisin Shorthall TD

Deirdre McAuley

Appendix B

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 Planner's 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.



Notes:
Do not scale from this drawing.
Use figured dimensions only.
All errors and omissions to be reported to the Architect.
This drawing to be read in conjunction with relevant consultant's drawings.
All dimensions are in millimetres and all levels are in meters to match Datums unless otherwise noted.
Contractor Design Responsibility
It is noted that there are many elements within the works that require contractor design, and will be subject to certification as part of BCAR – see Preliminary Inspection Plan for clarity on certification required.
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PROPOSED SITE PLAN LEGEND:

Part 8 Planning Application Site

Where indicated, path width dimensions are minimum to be achieved

Asphalt to carriageways generally

Brushed Concrete Footpath

Pavior Type 1

Pavior Type 2 - Crossings

Permeable Paving

Soft landscaping see Landscape Architecture plan for details (boundary planting / front curtilage planting)

Landscaped vehicular access

Proposed Tree's to landscape architect's detail

Proposed Ground Floor Slab Level

Proposed Landscaping Levels

Proposed Disabled Parking

Proposed Motorcycle Parking

Proposed Bike Parking

Proposed Electric Car Charging Point

Proposed EV Charging Feeder Pillar

Dublin Port Tunnel and Lauch Pit Shaft

Revisions:

P1	Issued to Planning Const. and Costing	07-12-2021	GB
P2	Issue for DT members	17-12-2021	GB
P3	Issue for Pre-Planning Review	31-01-2022	GB
P4	Pre-planning comments incorporated	14-04-2022	GB
P5	Part 8 Planning	25-04-2022	GB
Rev	Description	Date	By

Project:
PPP Social Housing Bundle 3
Collins Avenue, Whitehall, Dublin 9

Client:
DUBLIN CITY COUNCIL

Title:
Proposed Site Plan

Drawing / Document Name:
Project Number Project Originator Volume Level Type Rate Sheet Number
2630 SHB3-WHL-AR-COA-DR-0704

Suitability Status : Code - Description Revision:
S4 For Stage Approval P5

Scale @ A1 Drawn: Checked: Date:
1 : 500 Garreth Byrne Stephan Carter 05/14/21

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