

MEETING OF DÚN LAOGHAIRE-RATHDOWN COUNTY COUNCIL

13th January 2025

Report submitted in accordance with Part 8, Article 81 of the Planning and Development Regulations, 2001 (as amended), the Planning and Development Act 2000, (as amended), and Section 138 of the Local Government Act, 2001 (as amended)

Proposed Housing Development at the townland of Balally, Blackthorn Drive, Sandyford, Dublin 16

1. PC/H/01/2024

In accordance with Part 8, Article 81 of the Planning and Development Regulations, 2001 (as amended), Dún Laoghaire-Rathdown County Council (the Council) gave notice of the proposed development, in the Irish Times on 05th September 2024. Plans and particulars were made available for inspection during office hours at the Planning Department and Housing Department, County Hall, Marine Road, Dún Laoghaire; the Council offices, Dundrum Office Park, Dundrum and on the DLR Consultation Hub up to and including 03rd October 2024.

Submissions and observations with regards to the proposed development could be made up to and including 17th of October 2024.

<https://dlrcoco.citizenspace.com/housing/balall-blackthorn-drive-sandyford-dublin-16/>

2. SITE LOCATION AND DESCRIPTION

The proposed housing scheme is on Council owned land at Balally, Blackthorn Drive, Sandyford, Dublin 16. The 0.32-hectare site comprises maintained open space with young trees interspersed along the southern boundary with more robust mature trees along the western site boundary, adjoining the Balally Shopping Centre and the northern site boundary adjoining the existing Scouts Den building. Whilst there is no defining eastern site boundary, the adjoining open space is ultimately defined by a piecemeal hedgerow to the east with an existing wooden barrier / screen creating an edge to the Drummartin Link Road.

There is a fall across the site from southwest to northeast, from a high point of c. +96.95 to c. +93.0m OD, a differential of approximately 3.7 metres. There is also a slope from west to east. The eastern side of the site is typically 1m lower than the western side. The slope appears to be even throughout the site.

3. ZONING AND OTHER OBJECTIVES IN THE COUNTY DEVELOPMENT PLAN 2022 - 2028

The subject site is zoned for “mixed use neighbourhood centre facilities” where the objective is; “to protect, provide for and or improve mixed-use neighbourhood centre facilities”. The proposed development, when considered in conjunction with the adjoining neighbourhood retail centre and the extent of existing services and facilities provided therein, seeks to diversify use on the overall zoned site by providing for residential uses.

The site is located within the Transition Zone of the Dublin Bay UNESCO Biosphere where sustainable social economic and community development is promoted.

The proposed development will deliver an appropriately scaled level of residential development in this location and will contribute towards the housing target for the overall County over the Development Plan period, while also complementing the existing retail services located in the area, which will provide a mixed-use location, commensurate with the NC zoning of the subject site.

4. DETAILED DESCRIPTION OF PROPOSED WORKS

The project details are contained in the proposed development drawings and ‘Architectural Design Statement’ prepared by the project Architect (MCORM); the Engineering Report and associated engineering documents prepared by the project Engineer Malone O’Regan and all other associated environmental reports.

The proposed development includes:

- i.** 62 no. apartment units in a 5-6 storey building over undercroft area, including 31 no. one bed units; 21 no. two bed units; and 10 no. three bed units;
- ii.** 1 no. community facility of 249 sqm;
- iii.** Energy Centre at sixth floor level and an external plant area set back at fifth floor roof level.
- iv.** Undercroft area at lower ground level comprising (a) 1 no. ESB substation (b) car and bicycle parking; (c) bin storage; (d) bulk storage area; and (e) supporting mechanical, electrical and water infrastructure.
- v.** Landscaping works including provision of (a) communal open space; (b) new pedestrian and cycle connections linking Blackthorn Drive with Cedar Road; and (c) public realm area fronting onto Blackthorn Drive.
- vi.** All associated site development works including (a) vehicular access off Cedar Road; (b) pedestrian and cycle access off Blackthorn Drive; (c) public lighting; (d) varied site boundary treatment comprising walls and fencing; and (e) temporary construction signage.

Design Approach

The architect's design statement enclosed with the planning application (in accordance with the requirements of Section 12.1.1.2 of the Development Plan) reflects and states the intention of the local authority through the proposed design, to deliver a high quality residential development that responds to the existing context and site constraints and which seeks to create an integrated, permeable and sustainable mixed use development when considered in conjunction with the existing neighbourhood centre on adjoining land. The design and layout adhere to best practice design principles responding to the physical constraints presented by the site.

Open Space & Landscaping

Given the restricted nature of the site limited public open space / public realm (6.28%) has been accommodated at the front of the site, with a combination of soft and hard landscaping. However, communal open space of 638sqm is provided in excess of the 392sqm required, along the western flank of the site, between the proposed building and the adjoining site to the west. This area will accommodate a toddler and younger child playground with steps down to a further communal area.

In addition to this open space provision a comprehensive landscaping scheme has been prepared with extensive groundcover and shrub planting provided to the east of the building integrating existing slopes into the scheme. The southern facade presents a more civic character to Blackthorn Drive, as this marks the main point of arrival into the development. This area consists of a stepped and sloped access to the entrance of both the community facility and the southern entrance core to the apartment block. This area combines hard landscaping, planting bays and accommodates external cycle parking areas.

The palette of paving materials continues around to the eastern facade of the block into the pedestrian and cycle route, running along the sloping topography beside the building. This provides access to the second residential core along the facade as well as a dedicated access to the secure cycle parking in the undercroft. This route also provides service access to the refuse store and substation at the northeast corner of the building. The route provides a definition to the eastern edge of the development against the public open space.

It is proposed to plant 25 no. trees on site to mitigate removal of 32 no. trees from the site, particularly along the western and northwestern site boundaries. Proposed hedge planting, climbing plants, ground cover and rain gardens will further add to biodiversity on the site. In addition, it is proposed to include a number of biodiversity measures for fauna including bird nest boxes, swallow and swift bricks to the apartment structure and house martin nest structures to the apartment structure.

Parking

A total of 25 no. car parking spaces are provided, with 16 no. provided in the undercroft of the building and 9 no. spaces provided at surface level. This provides a car parking ratio of 0.4 per residential unit. In accordance with the requirement in the Development Plan (Section 12.4.11) to provide 20 per cent of car parking spaces within one fully functional EV Charging points and ducting for every space, a total of 5 no. EV Charging points have been provided. Provision is included in the car parking spaces provided for 2 no. disabled space in accordance with the requirements of Section 12.4.5.3 of the Plan. Provision has also been made for 2 no. motorcycle space in accordance with Section 12.4.7 of the Plan which requires a minimum of four or more motorcycle parking spaces per 100 (4%) car parking spaces.

A total of 121 no. bicycle parking spaces have been provided with 105 no. spaces provided in the undercroft and 16 no. visitor spaces provided at surface level, in accordance with SPRR 4 - Cycle and Storage, Sustainable Residential Development and Compact Settlements Guidelines for Local Authorities 2024 and in excess of the standards provided in the Development Plan, 'Standards for Cycling Parking & Associated Cycling Facilities for new Developments' 2018. Each bedspace has been provided with one long stay bicycle space and the community space has been provided with 2 no. spaces, that is 1 space per 5 no. employees. The 16 no. surface bicycle spaces are to accommodate short stay visitors to the community space and apartment units. A Cycle Audit has been prepared by Malone O'Regan Engineers to accompany the development proposal.

Water Services Infrastructure

An Engineering Services Report has been prepared by Malone O'Regan Engineers which details water service specifications.

Construction

Subject to securing consent, it is intended for the main works to commence in 2025. No 'out of the ordinary' construction processes have been identified or are expected.

5. APPROPRIATE ASSESSMENT

The proposed development is subject to the Guidance for Planning Authorities on Appropriate Assessment of Plans and Projects in Ireland (Department of Environment, Heritage and Local Government, November 2009), and the Planning and Development (Amendment) (No.3) Regulations 2011. These require that screening is carried out for all projects to examine if any impacts are likely on Natura 2000 sites, that is Special Areas of Conservation (SAC's) and Special Protection Areas (SPA's). NM Ecology Ltd reviewed the proposed development with respect to the requirement for an Appropriate Assessment and submitted a report.

Having reviewed and considered this Appropriate Assessment Screening Report and general information on the nature of the project, the Council has been able to conclude that there was no likelihood of any significant effects on European sites arising from the proposed works, either alone or in combination with other plans or projects.

Therefore, it has been concluded that an Appropriate Assessment is not required for these proposed works.

6. ENVIRONMENTAL IMPACT ASSESSMENT REPORT

The proposed development is subject to an assessment in accordance with Article 120 (1B) (b) (i) of the Planning and Development Regulations, 2001 -2018 (as amended). An Environmental Impact Assessment screening determination in relation to the proposed development has been made by Dun Laoghaire Rathdown County Council.

The decision has been informed by information prepared by NM Ecology Ltd on behalf of the Council – Environmental Impact Assessment Screening Report August 2024 – having regard to the Characteristics of the proposed development on ecosystems and their components, including designated sites, habitats, flora and fauna.

Having reviewed and considered this Environmental Assessment Screening Report and general information on the nature of the project, the council has determined that an EIAR (Environmental

Impact Assessment Report) is not required in this instance.

7. IMPLICATIONS OF THE PROPOSED DEVELOPMENT FOR THE PROPER PLANNING AND SUSTAINABLE DEVELOPMENT OF THE AREA

The subject land is in the ownership of Dún Laoghaire-Rathdown County Council and therefore can be efficiently utilised to meet some of the unmet demand for social housing arising in the area. Site selection was restricted to consideration of that land in the ownership of the County Council, zoned for a development purpose and which could be adequately serviced and integrated to provide much needed social housing. The land may be categorised as urban development land, well serviced by infrastructure, public transport and community services. The site is not subject to any beneficial use, save for functioning for informal, passive amenity purposes. The objective is to maximise the development potential of the land in the interests of sustainable development and compact growth.

The site is zoned for mixed use neighbourhood centre facilities zoning. The objective is “to protect, provide for and or improve mixed use neighbourhood centre facilities”. Residential use is permitted in principle and is generally acceptable, subject to compliance with those objectives as set out in other chapters of the Development Plan.

8. INTERNAL REPORTS

A. ARCHITECTS DEPARTMENT

Architects had no objection to the proposal. The applicant is requested to discuss and agree details raised during the Part 8 circulation with Architects Section at detailed design stage.

B. COMMUNITY AND CULTURAL DEVELOPMENT

- The Community and Cultural Development Department had no objection to the proposal.

C. FORWARD PLANNING INFRASTRUCTURE DEPARTMENT

- The Forward Planning Infrastructure Department had no objection to the proposal

D. INFRASTRUCTURE & CLIMATE CHANGE

- The Capital Projects Section had no objection to the proposal. The applicant is requested to discuss and agree details raised during the Part 8 circulation with Capital Projects Section at detailed design stage.
- The Property Management Section/ Estates Officer had no objection to the proposal.
- The Transportation Planning Section had no objection to the proposal. The applicant is requested to discuss and agree details raised during the Part 8 circulation with the Transportation Planning Section at detailed design stage.
- The Active Travel Section had no objection to the proposal.
- The Climate Action Officer had no objection to the proposal.

E. MUNICIPAL SERVICES

- The Biodiversity Officer had no objection to the proposal. The applicant is requested to discuss and agree details raised during the Part 8 circulation with Biodiversity Section at detailed design stage.
- The Water and Drainage Section have no objection in principle to the proposed development subject to the following conditions. The applicant is requested to discuss and agree the proposed conditions provided during Part 8 circulation with Drainage Planning, at detailed design stage, to ensure the development is in line with County Development Plan requirements.
- Parks had no objection to the proposal.
- The Road Maintenance Section had no objection to the proposal.
- The Traffic and Road Safety Section had no objection to the proposal.

F. PLANNING

The Planning section had no objection to the proposal. The applicant is requested to notify the Planning Section of any further details developed at detailed design stage.

9. STATUTORY BODIES/ORGANISATIONS

Details were submitted to the following Statutory Bodies/Organisations:

Statutory Body: Development Applications Unit - Department of Housing, Local Government and Heritage

Response: No response was received from the Development Application Unit- Department of Housing, Local Government and Heritage (DHLGH)

Statutory Body: Irish Water

Response: The applicant must engage with Uisce Éireann's Diversions team to assess feasibility of the proposed diversion of the 150mm watermain. A Diversion Enquiry must be lodged and the outcome of the engagement with Uisce Éireann's diversions team shall be submitted as a response to this Further Information request.

Statutory Body: Transport Infrastructure Ireland (TII)

Response: TII acknowledged receipt of the DLR enquiry, but no response received.

Statutory Body: National Transport Authority

Response: No response was received from the National Transport Authority.

Statutory Body: The Art Council

Response: No response was received from the Art Council.

10. SUBMISSIONS/OBSERVATIONS

10.1. Submissions

In accordance with Part 8, Article 81 of the Planning and Development Regulations, 2001 (as amended), the Council gave notice of the proposed development at Balally, Sandyford, Dublin 16, in the Irish Times on 05th September 2024. A site notice (in the prescribed format) was also erected on the site and maintained in place for the prescribed period.

10.2 TABLE A: List of persons/bodies who made submissions

146 submissions were received within the stipulated time period, which are listed in **Appendix A.**

10.3 10.3 Summary of the issues raised in the submissions/observations received

Certain issues in relation to the proposal were raised. The submissions (and the detail pertinent to the respective submissions) are noted and have been assessed accordingly. The pertinent issues raised, and the Chief Executive's responses are summarised as follows:

Sub No:	Issue Raised		Response
2, 3, 4, 6, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 22, 25, 26, 27, 28, 29, 30, 31, 33, 34, 35, 36, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 50, 51, 52, 55, 61, 62, 63, 64, 65, 67, 69, 70, 71, 72, 73, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 86, 87, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 105, 106, 108, 109, 111, 112, 113, 114, 115, 116, 117, 118, 119, 122, 123, 124, 126, 127, 128, 129, 130, 131, 132, 133, 134, 136, 138, 139	1	Traffic	
	1.1	How will the cycling infrastructure in the surrounding area be improved in order to support this plan.	At present there are good cycle facilities in the vicinity of the development along Blackthorn Drive and Drummartin Link Road. This includes cycle tracks on both sides of the road. DLR are committed to improving cycle infrastructure within the county and promoting sustainable modes of transport.
	1.2	The development will create additional traffic congestion to a local area that already severely congested. What will be done to fully address this?	Traffic Mobility Management Plan which concludes that the proposed development will not have a negative impact on the surrounding road network. It proposes an action plan to encourage more sustainable mobility patterns amongst the prospective residents. A public transport capacity audit has also been provided within the Traffic Mobility Management Plan to support the reduction in car parking provision on site.
	1.3	Specifically for the Wedgewood/Blackthorn and Moreen estates, it will be difficult to get in and out at junction with a car. What will be done at these junctions to fully address this?	Refer to the Traffic Mobility Management Plan (TMMP). The traffic impact of the proposed development is expected to be negligible primarily given the low level of car parking, 24no, proposed which will considerably reduce car-based trips to and from the development, particularly during peak hours. Traffic Mobility Management Plan which concludes that the proposed development will not have a negative impact on the surrounding road network. It proposes an action plan to encourage more sustainable mobility patterns amongst the prospective residents. A public transport capacity audit has also been provided within the Traffic Mobility Management Plan to support the reduction in car parking provision on site.
	1.4	The proposed entrance is on a dangerous bend for traffic, close to a primary school, with lots of children crossing. What	As mentioned above – The traffic impact of the proposed development is expected to be negligible given the low level of car parking, 24no. Section

		will be done to ensure the safety of this junction for school users, cyclists and pedestrians?	6.2.3 of the TMMP reviews the traffic impact of the development based on the TRICS database which gives a reasonable indication of traffic generation from the development. The analyses predict the development will produce 13 vehicle movements in the peak AM and 22 vehicle movement in the peak PM, the impact on the surrounding road network is expected to be negligible.
	1.5	What is the Traffic Plan for access for Emergency vehicles at peak traffic times.	Route from Blackthorn Drive
	1.6	In its current configuration, a new 'rat run' will be created from construction traffic going into & out of this scheme. What will be done to prevent this happening?	Refer to Section 5.3 of the Construction Environmental Management Plan. Construction access in and out of the site will be located at the existing entrance along Cedar Road adjacent to the rear of Balally Shopping Centre.
	1.7	Is there an improvement that can be made to the scheme, e.g. can the vehicular entrance for the scheme be situated off Blackthorn instead of Wedgewood, which is already congested with traffic to the shops and two schools. Or indeed another option proposed and made available for review.	Access to the scheme cannot be facilitated from Blackthorn Drive as it is located too close to the Blackthorn Drive/ Drummartin Link Road junction
	1.8	With limited public transport in the area, a 50:50 ratio of bike parking to car parking would be a welcomed improvement to the overall development	There is a provision of 126 bicycle spaces in the proposed development (consisting of 110 secure spaces and 16 external stands), with a provision of 24 car spaces, far in excess of 50:50.
	1.9	Concerned that the subject proposal amounts to a significant under-provision of car parking spaces within the subject site. The applicant has failed to provide a meaningful justification for the under-provision of resident car parking as part of this proposal.	Refer to Section 5.4 of the Planning Statement. The proposed development provides for an appropriate level of reduced car parking in accordance with the provision of SPPR8 of the Design Standards for New Apartments 2020, which is referred in the Development Plan as providing the relevant guidance on car parking provision. This is described and explained further in the Mobility Management Plan prepared by Malone O'Regan Engineers, supporting the proposed development. Based on the location of the site, the parking management and mobility measures proposed and DLRCC's general policy intention to reduce car parking, the proposed provision is considered appropriate to serve the development.

	1.10	The sightlines in both directions are deficient, and in the case to the west, are reliant on works on land that are not in the control of the applicant in this instance.	Sightlines are shown on MORCE drawing no. SHB5-BDR-DR-MOR-CS-P3-112, demonstrating adequate provision. This is not reliant on works to lands outside control of the applicant.
2, 3, 4, 27, 29, 33, 39, 40, 41, 42, 44, 45, 48, 51, 53, 55, 56, 59, 63, 66, 67, 71, 72, 73, 74, 75, 78, 84, 85, 87, 89, 91, 95, 97, 99, 101, 103, 108, 111, 112, 125, 126, 128, 129, 130, 131, 132, 133, 134, 143, 144, 145, 146	2	Open Space / Environment \ Impact on Health	
	2.1	There is a lack of adequate garden & open recreational space/s. Is there a roof garden planned for residents?	Section 9.6 of the Planning Statement deals with the provision of open space and rationalises the provision of 603m ² of secure communal open space which is well in excess of the minimum 392m ² required in the Apartment Guidelines.
	2.2	Have pollution levels from the congested traffic in the area been considered? Can this study be made available?	<p>An Environmental Impact Assessment screening was conducted as part of the planning process and was made available during public display. This screening includes consideration with regards to different types of pollution including air, water, noise. The potential significant impacts were considered to be unlikely.</p> <p>The development promotes a sustainable transport model which will reduce the demand to travel by car. The development is appropriately and sustainably located with easy accessibility to high quality and frequent public transport services and is also well served by pedestrian and cycle linkages locally.</p>
	2.3	I would like additional facilities to be added. A multi-use basketball/5-aside football court would be a great addition to the area.	Given the restricted nature of the site it is not possible to include such facilities, therefore at present there are no plans to introduce a multi-use basketball/5-aside football court within this development. This point has been noted and will be considered in future developments where possible.
	2.4	I would like more details on the proposed Community facility, can it be used by existing local residents?	Designed as a “white box” space ready to be used and can be adapted to suit future users- It is understood that the space will benefit and serve the community.
	2.5	The proposed site and surrounding areas include green spaces that are crucial for local wildlife and the community's well-being/ amenity. Local events are held on the green space, where will they take place once taken over by	There are no identified habitats or species of ecological note within the site according to the Ecological Assessment prepared by NM Ecology. It is proposed to plant 25 no. trees on site to mitigate removal of 32 no. trees from the site, particularly along the western and north western site

		development?	<p>boundaries. Proposed hedge planting, climbing plants, ground cover and rain gardens will further add to biodiversity on the site.</p> <p>The proposed development only occupies a fraction of the open space, and will provide passive supervision of this space, which is completely unsupervised.</p>
	2.6	There is no proposal to build an extra school, crèche, sports or other facilities to match the increase of residents in the area. The only amenity that has increased in the area is public library space.	<p>The Social Infrastructure Audit examines the availability of services in the area and includes an assessment of capacity of existing schools (Section 7.2).</p> <p>Further, it is noted that the Council did develop Blackthorn Park (8 hectares) on a former brownfield site along the Drummartin Link Road in 2021.</p>
2, 5, 8, 10, 12, 13, 17, 18, 20, 21, 22, 24, 25, 27, 28, 29, 33, 35, 38, 49, 51, 54, 55, 56, 59, 61, 65, 67, 69, 70, 71, 72, 73, 74, 76, 77, 80, 81, 84, 89, 90, 93, 97, 102, 105, 106, 110, 113, 115, 116, 117, 118, 119, 120, 122, 125, 128, 138, 145	3	Bike Park / Car Park Space / Anti-Social Behaviour \ Litter	
	3.1	As part of detailed design could the external short term bike parking be of a high standard with ether Sheffield or A frame stands, appropriately secured to the ground or each other.	Yes
	3.2	If each apartment has a car, where is it envisaged that the new residents will park, given that there are only 24 spaces?	Car parking is not allocated to each apartment in the scheme. See item 1.9.
	3.3	What measures will be in place to prevent additional anti-social behaviour, and to create a safe and comfortable environment and improve the community for the existing residents? there is a lot of anti-social behaviour already which is very concerning for locals.	The proposed development will provide a means of passive surveillance from 6 storeys of apartments into the open space to the south of the Scout Hall, where there is currently none. This will assist greatly in discouraging anti-social behaviour.
	3.4	The estates are used for parking for non-resident users of the local Luas Station. There is rarely parking available for local residents. What measures will be in place to prevent this?	The development has provision for 24no. car parking spaces for the residents of the development. Clear signs will be put in place to ensure parking for residents use only.
	3.5	Will there be new additional public bins in the local streets and parks, there is currently an issue with litter in the streets,	At present there are no plans to introduce additional public bins, however the council will continue to monitor litter activity within the area and adjust

		and with dumping in the hedge growth areas in particular.	if required.
67, 95, 99, 139	4	Impact on Property Values	
	4.1	<p>The construction of a new social housing apartment block would reduce the desirability of living here and could have a negative impact on local property values. This is due to concerns about increased density, light pollution, potential noise pollution, and the loss of green space.</p> <p>What measures are being undertaken to reduce / mitigate this negative impact?</p>	<p>The scheme complies with the zoning and design objectives of the County Development Plan.</p> <p>The development proposed is intended to enhance the area at this prominent location, and to improve the amenity value of the open space immediately adjacent to the east. The open space as it currently stands is unsupervised and not overlooked by any development. As a residential scheme, there would be little in any excessive noise being generated. External lighting provision is modest to the parking area at Cedar Road and along the frontage of the block facing the open space.</p> <p>Also directed lighting is specified and cowls to minimise light spill can also be specified.</p>
1, 8, 117, 120, 125,	5	In Favour of Proposal	
	5.1	I am supporting the scheme, subject to certain conditions. The reason for support is the chronic housing shortage we face in our city and country - and the need for my kids to have somewhere to live in the future.	Noted
	5.2	I am all for it. People need somewhere to live, and thus is a wonderful location. Bring it on.	Noted
	5.3	Overall, this development is very much needed in a growing community area. The development is well positioned and takes into account local accesses.	Noted
	5.4	We noted references to the "Traffic Mobility Management Plan. It is suggested that the existing Pedestrian & Cycling environment is good, in which we are in accord on this point.	Noted

	5.5	The residents of Wedgewood appreciate the need for housing for young couples in the area.	Noted
34, 71, 72, 73, 4 142	6	Community Engagement	
	6.1	Is there any planned physical engagement /representation from the developer to communicate with local residents, to address all concerns about construction and post construction. A lot of the local residents are severely upset and anxious about the new development, with no support available.	The development is currently at planning stage which will be followed by tender and construction stages. The Council are happy to engage with local residents regarding concerns. This can be further discussed closer to construction stage.
	6.2	What will the pricing structure be on these apartments?	The development is being delivered as a social housing scheme and will be carried out in accordance with the appropriate regulations as per the delivery of any social housing units within Dun Laoghaire Rathdown County Council.
	6.3	No potential for local people to be housed in this development	The development is being delivered as a social housing scheme. The units shall be occupied based on the social housing need for the area.
31, 34, 44, 45, 46, 51, 59, 64, 65, 68, 69, 71, 72, 73, 80, 84, 89, 100, 102, 107, 112, 113, 117, 118, 119, 122, 133, 146	7	Local Capacity (Schools, doctors)	
	7.1	What plans are in place to increase the capacity of each of the local amenities which are currently beyond capacity and a massive source of concern for locals – Primary and Post-Primary Schools, Dentists, GPs, Childcare, parking, shops.	The Social Infrastructure Audit examines the availability of services in the area and also includes an assessment of capacity of existing schools (Section 7.2)
30, 31, 34, 35, 38, 44, 47, 59, 64, 71, 72, 73	8	Infrastructure / Construction stage	
7, 11, 18, 27, 31, 38, 71, 72, 73, 80,	8.1	Can you provide a detailed plan (ahead of the construction stage) into how site trucks / vehicles will get in and out of site. How many trucks on average will be expected (a rough estimate), and what safety plans are in place to avoid collisions with the public. Will the roads and footpaths be	Please refer to the Construction Environmental Management Plan (CEMP).

83, 90, 91, 95, 99, 100, 104, 107, 116, 117, 118, 119, 121, 122, 140, 144, 145, 146		renewed/repared after construction?	
	8.2	Can you indicate where are the construction workers on the proposed development going to park? This needs to be provided within the site itself, there is no parking available outside the site.	Refer to Section 3.3 of the CEMP. The exact construction specifications of the proposed residential units and associated infrastructure are yet to be finalised. This section of the CEMP will be updated once a main contractor is appointed and a definitive construction program is established, in advance of the commencement of the project.
	8.3	Can you clarify the nature of Groundworks and Construction work required on site. Will there be piling / excavation? How much earth will be removed, how will dust be managed, what noise (dBa) and vibration levels are to be expected, what mitigation / monitoring will be in place and how will this affect the local homes? How will Vermin be controlled on site? How will waste / rubbish be managed? If a basement is being constructed how will it affect neighbouring properties?	The foundation options can range from piled, strip footing, pad/ raft. Refer to Currie & Brown Quantity Survey document for excavation details. Refer to Construction. Refer to the CEMP and Resource Waste Management Plan (RWMP) on the which covers the remaining items queried.
	8.4	We have Concerns for children with special needs in the adjacent school during construction. Noise and vibrations will easily upset children with sensory issues. What will developers do to stop the impact on these students?	Refer to Section 4.2 of the CEMP.
	8.5	What mitigation measures will be in place to prevent damage to existing Water, Drainage, Electricity Gas and broadband services? Will there be any outages to the infrastructure during construction? How will these be communicated in advance?	<p>Mitigation measures will be provided by the Main Contractor. Mitigation measures include, but not exhaustive:</p> <ul style="list-style-type: none"> • GPR survey of the grounds to identify the approximate location and depth of existing underground services. • Topographical survey to confirm locations of the existing foul and surface water manhole and all other hardstanding areas and surface features. • Public utility information from all utility providers. • Slit trenches using hand digging and scanning for services prior to machines excavation are to be carried out by the Contractor to verify the exact location of services.

	8.6	What additional future works are planned to increase / improve the existing capacity of utility services (drainage, water gas and broadband) in the area to accommodate the proposed development?	Uisce Eireann are upgrading the downstream foul water drainage network to accommodate the new Residential development at Balally and other future new developments.
35, 38, 47, 59, 63, 71, 72, 73, 77, 80, 81, 100, 102, 105, 112, 117, 118, 119	9	Public Transport Capacity	
	9.1	What are the planned improvements to be made to Bus routes and Luas services (i.e., how many services are being added in the morning and evening) for the locality, to be able to cope with demand, when there are other housing developments planned along the routes (especially for the Luas, as trams from Cherrywood are full at peak hours)	Refer to Section 4.4 of the TMMP which outlines the planned improvements to be made to Bus routes and the Luas.
31, 32, 37, 38, 39, 40, 41, 44, 47, 48, 49, 50, 51, 53, 54, 55, 56, 57, 58, 59, 60, 61, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 81, 82, 83, 84, 87, 88, 89, 90, 92, 93, 94, 96, 97, 98, 99, 102, 104, 105, 107, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 128, 131, 132, 134, 136, 138, 139, 144, 145, 146	10	Suitability of the Housing Type Proposed/ Development height/extends\ compatibility with surrounding areas	
	10.1	The proposed development is contrary to Neighbourhood Centre zoning under the County Development Plan (Reference to Policy Objectives MFC1, RET7 & MFC3). Can you please re-iterate how the development is compliant with these objectives?	Section 9.2 of the Planning Statement deals with the zoning provisions of the site. Having regard to existing commercial uses on the neighbourhood centre zoning, once the proposed development is complete the commercial and community uses will represent 30.3% of the overall floor area (8,729.4sqm).
	10.2	The height and scale of the proposed development is incongruous and out of keeping with the low-rise neighbourhood. A max height 17m would be more appropriate, can you please comment on why a height exceeding 17m is needed?	Section 9.4 of the Planning Statement deals with density & compact growth, whilst Section 7.3 (pp.25) and Section 10.0 deals with Building Height and an assessment of the development in accordance with the criteria specified in the Urban Development and Building Heights- Guidelines for Planning Authorities.
	10.3	Further Improvement to accessibility for the development would be good, step-free access and increase in accessible parking bays.	<p>Step free access is provided to all areas of the development, in compliance with the requirements of Part M of the Building Regulations</p> <p>A total of 2 accessible spaces are provided out of a total of 24 spaces; representing 8.33%, in excess of the minimum requirement of 5%.</p> <p>Disabled Access Certificate</p>

	10.4	Undesirable colour scheme of the proposed facade, can it be changed? It appears too dark and foreboding and should be constructed of a lighter colour brick.	The palette of materials comprises 2 brick types, a light buff coloured brick with contrasting panels of a darker coloured brick. Most of the elevations comprises the lighter coloured brick.
	10.5	The size of the development is similar to a nearby recent proposal by a private developer (Balally S.C.) which was rejected by An Bord Pleanála on the grounds of size, potential to increase population density, lack of access to green space, in stark contrast to the normal set up of the existing neighbourhood, potential to increase congestion, traffic hazard. What design changes have been made to this proposed development that address the shortcomings from the other development which was rejected.	The proposed development on the neighbouring site was not refused on height and density grounds (ABP-317996-23). In fact, the ABP Inspector in his report noted the transitional nature of the area and accepted that the 6-7 storeys (over basement) development was consistent with the increased height and density of development in the neighbouring Sandyford Business Park area. The proposed development at 5 – 6 storeys is lower than what was proposed on the adjoining site.
	10.7	Will the balconies be overhanging the footpath? Can they be set back from the footpath?	None of the balconies that are projecting overhang the public footpath.
	10.8	Can the scheme be amended to include a mix of Affordable and cost-rental housing? This will improve integration of new residents into an established neighbourhood.	The units are being delivered under a Public Private Partnership programme for social housing. Affordable and cost rental units will be considered on future schemes.
	10.9	Will the school playground be overlooked? What design measures will be in place to prevent this?	The proposed development is not located adjacent to the nearby Queen of Angels Primary School; it is separated by the shopping centre and is approximately 173 metres from the nearest playground.
	10.10	The development proposal conflicts with the long-term reservation line planned to the east of the site. What mitigation measures are in place to ensure that the proposed development will not hinder future infrastructure improvements or expansion of community services intended for this area.	Section 9.8 of the Planning Statement deals with the Dublin Eastern Bypass Reservation Corridor. Note that no buildings are located within the corridor.
	10.11	What fire safety features of the building will be in place? (e.g. fire stairs, sprinklers)	The proposed development is designed to comply with Part B (Fire) of the Building Regulations. As with any such development, a Fire Safety Certificate

			shall be applied for prior to any commencement of works.
	10.12	The scale of the building will dominate the skyline, significantly altering the visual character and reducing the sense of community cohesion. This height will also lead to overshadowing of neighbouring properties, causing loss of sunlight and creating an imposing structure that will detract from the residential nature of the area.	A Daylight and Sunlight Analysis has been prepared and is included as part of the Part 8 documentation. Section 4.3 of the report concludes that the proposed development meets the required recommendations for sunlight and shadowing.
	10.13	The proposed Blocks contain balconies on each elevation so that there will be direct overlooking between the Block and surrounding development, reducing the amenity of future residents if any redevelopment of the shopping centre site occurs, but will also result in the overlooking of residences to the south of the proposed development.	The dwellings to the south of the development in Blackthorn Court are situated at 45.6m-48.3m from the façade of the proposed block, with the rear gardens being 38-41 m from the frontage. A line of mature trees also provide screening between the rear gardens and Blackthorn Drive.
	10.14	The applicant seeks to remove 32 no. Trees from the site to facilitate the proposed development. Of these 23 are classed as Category B trees that are of arboricultural and landscape value. There is no justification for the degree of tree removal being proposed in this instance.	<p>The assessment of existing trees on site determined that 32 no. of the total 34 no. trees on site necessitated removal. Most of the trees on site are considered in the Arboricultural Assessment to be of moderate quality and value with 9 no. trees of low quality and value. These removals will be mitigated with the planting of 25 no. trees of various sizes and varieties, hedging, ground cover and a rain garden.</p> <p>A variety of native trees (e.g. crab apple, elder, hawthorn, hazel, birch, alder) and hedgerows will be planted throughout the scheme, as well as some hedgerows and patches of native flowers and other ornamental planting. Considering that the Site has negligible baseline value, and that non-native trees will be replaced by native species, the proposed development will result in a slight positive impact on biodiversity within the Site.</p>
139	11	EIAR Screening	
	11.01	That the cumulative impact of the development was not adequately assessed	Section 5.3.2 of the EIA Screening Report deals with cumulative assessment.

11.RECOMMENDATION:

The proposed development is considered to be in accordance with the provisions of the 2022-2028 Dún Laoghaire-Rathdown County Development Plan and with the proper planning and sustainable development of the area.

In accordance with the legislation, the proposed development may be carried out as recommended in the Chief Executive's Report, unless the Council, by resolution, decides to vary or modify the development otherwise than as recommended, or decides not to proceed with the development.

Subject to the above approval, Members are hereby notified in accordance with Section 138 of the Local Government Act 2001, as amended, of the intention to proceed with the proposed development, subject to the conditions outlined above and to any such minor or immaterial alterations to the plans and particulars of the development.

Appendix A – List of Persons Who Put in Submissions/Observations

**Catherine Keenan
Director of Service
Housing Department**

APPENDIX A – LIST OF PERONS WHO PUT IN SUBMISSIONS/OBSERVATIONS

No.	Ref.	Name
1	ANON-HYWG-5K2K-V	Michael Cotter
2	ANON-HYWG-5K2M-X	Molly Beckett
3	ANON-HYWG-5K2V-7	John Dunne
4	ANON-HYWG-5K29-A	David Scully
5	ANON-HYWG-5K22-3	Brian Lattimore
6	ANON-HYWG-5K2B-K	Noeleen Kealy
7	ANON-HYWG-5K2P-1	Sarah Crawford
8	ANON-HYWG-5K2T-5	Cillian Murray
9	ANON-HYWG-5K2H-S	Deirdre Sweeney
10	ANON-HYWG-5K2E-P	Fiona Tynan
11	ANON-HYWG-5K2W-8	Ruth Elmes
12	ANON-HYWG-5K2Q-2	Margaret Flynn
13	ANON-HYWG-5K2S-4	William Byrne
14	ANON-HYWG-5KW5-B	Darren Darcy
15	ANON-HYWG-5KWV-C	Terry Doyle
16	ANON-HYWG-5KWH-X	John Crean
17	ANON-HYWG-5KWW-D	Lara Campbell
18	ANON-HYWG-5KW3-9	Ciara Murphy
19	ANON-HYWG-5KWQ-7	Pamela Doyle
20	ANON-HYWG-5KD5-R	Andree Luke
21	ANON-HYWG-5KD6-S	Robert Long
22	ANON-HYWG-5KD4-Q	Darragh O Connor
23	ANON-HYWG-5KDE-8	No Name – No content
24	ANON-HYWG-5KP2-1	Sharon Seery
25	ANON-HYWG-5KP6-5	Alison Tyrrell
26	ANON-HYWG-5KP1-Z	John Saunders
27	ANON-HYWG-5KPP-Y	Ciara O'Connor
28	ANON-HYWG-5KPH-Q	Patrick Neeson
29	ANON-HYWG-5KPA-G	David Halligan
30	ANON-HYWG-5KPJ-S	Una lawless
31	ANON-HYWG-5KPE-M	Martin Ryan
32	ANON-HYWG-5KPR-1	Peter Melody
33	ANON-HYWG-5KVV-B	Mandy Finn
34	ANON-HYWG-5KV9-E	Martin Ryan
35	ANON-HYWG-5KVB-Q	Hannah Ann Murphy
36	ANON-HYWG-5KVC-R	Patricia Devins
37	ANON-HYWG-5KVP-5	Angela McGrath
38	ANON-HYWG-5KV4-9	Colin & Alice Byrne
39	ANON-HYWG-5KVG-V	Massimiliano Frino
40	ANON-HYWG-5KVA-P	Mina
41	ANON-HYWG-5KVX-D	Shahram
42	ANON-HYWG-5KVU-A	Paul Caffrey
43	ANON-HYWG-5KVS-8	Deirdre Sweeney
44	ANON-HYWG-5KV3-8	Tony & Michelle Gordon
45	ANON-HYWG-5KSK-W	Lynda Freeney
46	ANON-HYWG-5KSZ-C	Fiona Maguire

47	ANON-HYWG-5KSV-8	Matthew Moan
48	ANON-HYWG-5KS5-7	Muireann O'Sullivan
49	ANON-HYWG-5KS2-4	Derek McCormick
50	ANON-HYWG-5KSD-P	Orla Dunne
51	ANON-HYWG-5KSN-Z	Anne Dunne
52	ANON-HYWG-5KSP-2	Josselin ROGER
53	ANON-HYWG-5KS6-8	Ciara Dunne
54	ANON-HYWG-5KS4-6	Aideen Delaney
55	ANON-HYWG-5KS7-9	Harutyun Shahumyan
56	ANON-HYWG-5KSU-7	Naomi Leonard
57	ANON-HYWG-5KSX-A	Kelly Caul
58	ANON-HYWG-5KKK-N	Gerard McGrath
59	ANON-HYWG-5KKM-Q	Michael O'Mara
60	ANON-HYWG-5KKV-Z	Teresa OMara
61	ANON-HYWG-5KK5-Y	Xavier Tynan
62	ANON-HYWG-5KK2-V	Paula Lucas
63	ANON-HYWG-5KKD-E	Julia Streckfuss
64	ANON-HYWG-5KKN-R	Teresa Duffy
65	ANON-HYWG-5KKB-C	Michael Murray
66	ANON-HYWG-5KKC-D	Jessica Tynan
67	ANON-HYWG-5KK6-Z	Steven Howard
68	ANON-HYWG-5KKP-T	Karen Shelly
69	ANON-HYWG-5KK1-U	Alma Murray
70	ANON-HYWG-5KKG-H	Clive Felton
71	ANON-HYWG-5KKF-G	Paul Heffernan
72	ANON-HYWG-5KK7-1	Nicholas Heffernan
73	ANON-HYWG-5KKT-X	Angela Heffernan
74	ANON-HYWG-5KKE-F	Jeff Holland
75	ANON-HYWG-5KKR-V	Louis Heath
76	ANON-HYWG-5KKS-W	Aine Mc Grath
77	ANON-HYWG-5KBK-C	John Mc Grath
78	ANON-HYWG-5KKW-1	Brian Quinlivan
79	ANON-HYWG-5KBM-E	Jonathan Tynan
80	ANON-HYWG-5KBV-Q	Ailís Quinlivan
81	ANON-HYWG-5KB8-S	Roisin Mc Grath
82	ANON-HYWG-5KBN-F	Sarah Joyce
83	ANON-HYWG-5KB5-P	Mary Darcy
84	ANON-HYWG-5KB2-K	Tania Ghienne
85	ANON-HYWG-5KK3-W	Helene Quinlivan
86	ANON-HYWG-5KB1-J	Clodagh Daly
87	ANON-HYWG-5KBP-H	Rosie Kealy
88	ANON-HYWG-5KBT-N	John Downey
89	ANON-HYWG-5KB7-R	Tom Flynn
90	ANON-HYWG-5KBU-P	Breda Walsh
91	ANON-HYWG-5KBE-6	Jean Flynn
92	ANON-HYWG-5KBY-T	Karen de Veale
93	ANON-HYWG-5KBH-9	Gordon Sutherland

94	ANON-HYWG-5KBJ-B	Helen Morelli
95	ANON-HYWG-5KBQ-J	Helen Sutherland
96	ANON-HYWG-5KK8-2	Zdravko Manojlovic
97	ANON-HYWG-5KBR-K	Conor O'Byrne
98	ANON-HYWG-5K6M-2	Catherine Purcell
99	ANON-HYWG-5K68-D	Cesar Scrochi
100	ANON-HYWG-5K69-E	Bridget Nerney
101	ANON-HYWG-5KBS-M	Sandra Downey
102	ANON-HYWG-5K65-A	Emma Tynan
103	ANON-HYWG-5K6B-Q	Valerie Gannon
104	ANON-HYWG-5K66-B	Eamonn Moran
105	ANON-HYWG-5K64-9	David Egan
106	ANON-HYWG-5K6F-U	Fergal Slattery
107	ANON-HYWG-5K67-C	Darragh Hickey
108	ANON-HYWG-5KBC-4	Daire Hughes
109	ANON-HYWG-5K6U-A	Tom Culligan
110	ANON-HYWG-5K63-8	maireocarroll@yahoo.co.uk
111	ANON-HYWG-5K6H-W	Maire Lacey
112	ANON-HYWG-5K6A-P	Colleen Melwani
113	ANON-HYWG-5K6K-Z	Patricia Regan
114	ANON-HYWG-5KKH-J	Marie
115	ANON-HYWG-5K6X-D	Sinead Madden
116	ANON-HYWG-5K6W-C	Cara Callan
117	ANON-HYWG-5K6R-7	John Keaveny
118	ANON-HYWG-5K6S-8	Lorraine Sharkey
119	ANON-HYWG-5KMK-Q	Martina Ryan
120	ANON-HYWG-5KMM-S	Alan Mortell
121	ANON-HYWG-5K6P-5	Olive Hunt
122	ANON-HYWG-5KMZ-6	Paul Nolan
123	ANON-HYWG-5KM8-4	Sunil Adhikary
124	ANON-HYWG-5KMV-2	Kabita Adhikary
125	ANON-HYWG-5K6E-T	Eamonn Costello
126	ANON-HYWG-5KMD-G	Deirdre Naughton
127	ANON-HYWG-5KMN-T	Mary scally
128	ANON-HYWG-5K6J-Y	Geraldine Alvey
129	ANON-HYWG-5KMC-F	Rosetta Nulth
130	ANON-HYWG-5KM6-2	Rosetta Nulth
131	ANON-HYWG-5KMB-E	Robert Long
132	ANON-HYWG-5KMP-V	Saoirse Melwani
133	ANON-HYWG-5KM4-Z	Cillian Melwani
134	ANON-HYWG-5KM1-W	Gordon Sutherland
135	ANON-HYWG-5KMF-J	Elwin
136	ANON-HYWG-5KMG-K	Genevieve Whitfield
137	ANON-HYWG-5KM7-3	Christopher Maher
138	ANON-HYWG-5KMT-Z	Karl Matthias
139	Email Submittal	Anthony Marston
140	Email Submittal	Richard Elliot

141	Email Submittal	Orla Cosgrave
142	Email Submittal	John and Mary Feeney
143	Email Submittal	Noeleen and Pat Kealy
144	Email Submittal	Margaret Flynn
145	Email Submittal	Owen Reynolds
146	Email Submittal	Orla Murphy & Eugene Murray

PPP Bundle 5 Site 3: Balally



PUBLIC PRIVATE PARTNERSHIP (PPP) PART 8

Location: Balally, Sandyford, Dublin 16



Figure 1:
Four Pathways
to Housing for All

- Housing for All Plan, increase in supply of New Housing
- Social Housing PPP Programme
- Partnership with Department of Housing, Local Government and Heritage, the Local Authorities and a project company
- 7no. Bundles to date, Balally forms part of Bundle 5
- PPP to date has provided 1000 new social homes (Bundles 1 & 2)

Site Location

Balally



- Existing Greenfield Site (c. 0.32ha) beside shopping centre and near main interchange
- Existing Residential to west and south, Sandyford Business District to east

Proposed Development

Balally

The proposed development includes:

- 62 no. apartment units in a 5-6 storey building over undercroft area, including 31 no. one bed units; 21 no. two bed units; and 10 no. three bed units;
- 1 no. community facility of 249m² at upper ground level.
- Energy Centre at sixth floor level and an external plant area set back at fifth floor roof level.
- Undercroft area at lower ground level comprising (a) 1 no. ESB substation (b) car and bicycle parking; (c) bin storage; (d) bulk storage area; and (e) supporting mechanical, electrical and water infrastructure.
- Landscaping works including provision of (a) communal open space; (b) new pedestrian and cycle connections linking Blackthorn Drive with Cedar Road; and (c) public realm area fronting onto Blackthorn Drive.
- All associated site development works including (a) vehicular access off Cedar Road; (b) pedestrian and cycle access off Blackthorn Drive; (c) public lighting; (d) varied site boundary treatment; and (e) temporary construction signage.



PUBLIC PRIVATE PARTNERSHIP (PPP) PART 8

Summary

- **Height:** 5/6 Storeys in accordance with the County Development Plan (CDP) 2022 - 2028
- **Density:** In accordance with Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities
- **Road Design:** Quality Audit including DMURS Audit, Walk, Cycle & Access Audit and Road Safety Audit.
- **Car Parking:** 24no. spaces including disabled and electric vehicles spaces, site located in Zone 3 of the CDP Parking Standards
- **Cycle Parking:** 121 no. spaces (long term + visitor)

PUBLIC PRIVATE PARTNERSHIP (PPP) PART 8 TIMELINE

- Design Stage & Dlr Internal Circulation
- Council Briefing – September 2024
- Public Display & Submissions Period – October 2024
- Circulation of Part 8 Report
- Council Briefing 13th January