

MEETING OF DÚN LAOGHAIRE-RATHDOWN COUNTY COUNCIL

9th June 2025

Report submitted in accordance with Part 8 of the Planning and Development Regulations 2001 as amended, the Part XI of the Planning and Development Act 2000 as amended, and Section 179 of the Planning and Development Act 2000 (as amended)

Proposed Residential Development at Mount St. Mary's, Dundrum, Dublin 14

1. PC/H/02/2025

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 14th March 2025. 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 1st May 2025.

Submissions and observations with regards to the proposed development could have been made up to and including 1st of May 2025.

<https://dlrcoco.citizenspace.com/planning/planning-proposal-of-residential-development-at-mo/>

2. SITE LOCATION AND DESCRIPTION

The subject site comprises ca. 0.98ha and is situated between Robert Emmet House to the North, Churchfield Residential Estate to the East, Catholic University School Rugby Grounds on Bird Avenue to the south and Dundrum Road to the West. The site currently is an unused field with various trees across the area, with no structures present. The area is characterised by a variety of housing typologies, including one-off dwellings and planned residential developments of two-storey detached and semi-detached dwellings, as well as apartment blocks. The immediate area is mostly residential; however, the wider surrounding area comprises a variety of amenities and services inclusive of education, sports facilities, playground, religious, retail, restaurants and cafés. Additionally, the site is located ca. 750m West of the UCD Belfield campus, offering a range of employment opportunities, education and sports facilities.

The site is considered to be well-served by public transportation. Dublin Bus Routes S4 and 44 provide a frequent connection between the site and Ballyfermot, Crumlin, DCU, Drumcondra, Dublin City Centre, Dundrum, Enniskerry, Liffey Valley, Rathgar, Ranelagh, Sandyford, Stepside, Terenure and UCD. Additionally, the site is within a 15-minute walk of the Milltown and Windy Arbour Luas Stops, providing a frequent light rail connection to the city centre, Cherrywood, Ranelagh, TUD Grangegorman and Broombridge.

3. ZONING AND OTHER OBJECTIVES

The site is zoned Objective 'A' in the Dún Laoghaire-Rathdown County Development Plan 2022-2028 with the following objective: *'to provide residential development and improve residential amenity while protecting the existing residential amenities.'*

This zoning objective and the general provisions of the Development Plan permit residential development subject to suitable design proposals and the protection of adjacent residential amenity. The general objectives set out within the current Development Plan also aim to provide a measure of protection from unsuitable new development or certain 'bad neighbour' developments that would be incompatible with the overall residential function of the area.

The proposed development will achieve an appropriate separation distance from existing dwellings in the immediate vicinity of the site to protect the existing residential amenity. Furthermore, the development will provide a high standard of accommodation, and, as such, the development is appropriate in the context of the identified zoning objective. It is important to note that there are no protected structures on the site, nor is the site located in an Architectural Conservation Area (ACA). Emmet House, which is a protected structure (RPS No. 18), is bordering the site to the North of the site.

It is considered that in the context of the site, the proposed development is of an appropriate form, massing and design, consistent with Zoning Objective A.

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 (Reddy Architecture + Urbanism); the Engineering Report and associated engineering documents prepared by the project Engineer (Tent Engineering) and all other associated environmental reports.

The proposed development includes:

- 129 no. residential units comprising 72 no. one-bed, 23 no. two-bed (three-person) and 34 no. two-bed (four-person) apartments. These units are located within three blocks, ranging from two to six storeys.
- Associated elements including open space, car parking and ancillary structures, e.g. covered bike shelter and waste stores.
- A construction phase to include new surface water drainage infrastructure and connection to electricity and wastewater networks

The proposed development satisfies current Department of Housing, Local Government and Heritage's specifications and Dún Laoghaire-Rathdown County Council's housing standards as expressed through the Dún Laoghaire-Rathdown Development Plan 2022 – 2028.

Design Approach

The proposed development adopts a considered design approach that responds to both the physical and contextual characteristics of the site, integrating seamlessly with its surroundings while delivering a high-quality, sustainable residential scheme. The layout and massing of the buildings have been carefully configured to engage with the public realm, create active frontages, and ensure a smooth transition in scale relative to adjacent properties. The scheme enhances permeability by introducing a new primary access point on Dundrum Road, complemented by additional pedestrian and cycle connections to both Dundrum Road and the Churchfield Estate, thereby encouraging sustainable transport modes.

Open Space & Landscaping

Open space and landscaping are central to the design, with close to 2,500m² of public open space, including a dedicated play area, ensuring high-quality communal amenities for residents and the wider community. Existing trees have been surveyed and incorporated into the design strategy, providing natural screening, while new landscaping interventions enhance biodiversity and soften the built environment. The positioning of the blocks optimises daylight access, minimises overlooking, and enhances visual connections to the surrounding landscape, including increased visibility of Emmet House. The proposal aligns with best practices in urban design, fostering a vibrant, safe, and well-integrated residential development.

Parking

The proposed residential development provides for 65 no. car parking spaces, 3 no. of which are provided as accessible parking spaces in compliance with Section 12.4.5.3 of the Development Plan which states that 'for both residential and non-residential car parking, 4% of car parking provision shall be suitable for use by disabled people. While the provided quantum falls short of the indicative standards as set out within the Dún Laoghaire-Rathdown Development Plan, it is considered to be an appropriate car parking provision, given the context of the site in close proximity to public transport services (bus and Luas). Additionally, we note the following with regard to a deviation from these standards: 'In certain instances, in Zones 1 and 2 the Planning Authority may allow a deviation from the maximum or standard number of car parking spaces specified in Table 12.5 or may consider that no parking spaces are required'. The site is served by bus stops within 100 metres of the subject site along Dundrum Road. The proposal provides 180 no. cycle parking spaces, which is in excess of the required provision in the Development Plan and demonstrates compliance with guidance as set out in the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities. As the Development Plan requires 155 no. spaces to be provided, these spaces are provided as Sheffield parking spaces in compliance with requirements as set out in the Standards for Cycle Parking and Associated Cycling Facilities for New Developments (2018). Additional bicycle parking is provided as stacked cycle parking.

Water Services Infrastructure

A Civil Planning Report has been prepared by Tent Engineering which details water service specifications. Uisce Éireann provided a Confirmation of Feasibility letter which stated that the proposed water connection was feasible without infrastructure upgrades, and the wastewater connection was feasible subject to upgrades.

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. Shallow strip foundations are proposed to construct the units. The timeline is indicative at this stage and is subject to change depending on consent approval, the tender process and other external factors including existing supply chain constraints at the time of going to market. It is assumed that all construction related activity will be undertaken in accordance with best practice / industry guidance and shall adhere to relevant emission, discharge and noise limit thresholds during construction. A Construction Environmental Management Plan (CEMP) has been prepared in support of the development proposal and will be implemented by the appointed Contractors on site.

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), OPR Practice Note PN01: Appropriate Assessment Screening for Development Management (Office of the Planning Regulator 2021) and the Assessment of plans and projects significantly affecting Natura 2000 sites: Methodological guidance on the provisions of Article 6(3) and (4), (E.C., 2021). These require that screening is carried to assess, in view of best scientific knowledge and in view of the conservation objectives of the site, if that plan or project, individually or in combination with other plans or projects is likely to have a significant effect on [any European sites]." To ensure compliance with this regulation, planning authorities must screen all planning applications for potential impacts on European sites. OPENFIELD Ecological Services reviewed the proposed development with respect to the requirement for an Appropriate Assessment and submitted a report.

On the basis of objective information and in view of best scientific, knowledge and applying the precautionary principle, for the reasons set out above and in the AA Screening Report, it has been concluded that the proposed development will not have a significant effect on any European Sites, in view of the sites' conservation objectives, and that there is no reasonable scientific doubt in relation to this conclusion.

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

6. ENVIRONMENTAL IMPACT ASSESSMENT SCREENING

The proposed development is subject to an assessment in accordance with Schedule 7A of the Planning and Development Regulations 2001, as amended. An Environmental Impact Assessment screening determination in relation to the proposed development has been made by DLRCC.

The decision has been informed by AWN Consulting Ltd on behalf of the Council - Environmental Impact Assessment Screening Report March 2025 - having regard to the characteristics of the proposed development on the scale, nature and location of the proposed impacts, the potential impacts and proposed mitigation measures and the results of the any other relevant assessments of the effects on the environment.

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 Dún Laoghaire-Rathdown County Development Plan (Chapter 4 Neighbourhood – People, Homes and Places) intends to accommodate the full spectrum of current and future housing needs of all members of society throughout the county. It aims to provide clear guidance on making provision for specialised housing requirements and addressing the needs of communities, ultimately delivering sustainable residential communities across the county.

The pressing need for housing in Dún Laoghaire-Rathdown is clearly articulated in Section 2.5.2 of the Development Plan. The Housing Delivery Action Plan 2022-2026 confirms that the housing target for delivery by the Council is 1,994 social homes and 1,057 affordable homes. This ambitious target not only acknowledges but also emphasises the significant demand for social and affordable housing in the area. The proposed development of 129 no. units on site will accommodate 4.2 per cent of the overall combined Social and Affordable housing demand in Dún Laoghaire-Rathdown.

8. INTERNAL REPORTS

1.0 ARCHITECTS DEPARTMENT

The department has no objection to the proposal. The applicant is requested to discuss and agree details raised during the Part 8 circulation with the Architecture section at detailed design stage

2.0 COMMUNITY & CULTURAL DEVELOPMENT

Community and Cultural Services have no objections to the proposed development.

3.0 FORWARD PLANNING INFRASTRUCTURE

Forward Planning Infrastructure have no objections to the proposed development.

4.0 INFRASTRUCTURE & CLIMATE CHANGE

4.1 CAPITAL PROJECTS

Capital Projects have no comments on this Mount Saint Mary's, Dundrum Road proposed development of 129 no residential units.

4.2 ENVIRONMENTAL ENFORCEMENT

No comments received from department.

4.3 ESTATES OFFICER

No objection from Property Management to the proposed development.

4.4 TRANSPORTATION PLANNING

No objection to the proposed development.

4.5 ACTIVE TRAVEL

No objection to the proposed development.

4.6 CLIMATE ACTION OFFICER

No comments received from department.

5.0 MUNICIPAL SERVICES

5.1 BIODIVERSITY OFFICER

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

5.2 DRAINAGE PLANNING

Drainage Planning have no objection in principle to the proposed development.

5.3 PARKS

The Parks department have no objection in principle to the proposed development.

5.4 ROAD MAINTENANCE

6.4.1 Public Lighting

The department has no objection to the proposal. The applicant is requested to discuss and agree details raised during the Part 8 circulation with the Road Maintenance section at detailed design stage.

5.5 TRAFFIC

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

6.0 PLANNING

The planning authority are generally supportive of the proposal subject to the matters raised in the planning departments Part 8 report being addressed at the 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: Response received from the Department of Housing regarding Archaeological & Nature Conservation recommendations.

Statutory Body: Uisce Éireann

Response: Response received from Uisce Éireann recommending conditions relating to public water supply and wastewater collection.

Statutory Body: Transport Infrastructure Ireland (TII)

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

Statutory Body: National Transport Authority

Response: NTA acknowledged receipt of the DLR enquiry, but no response was received from the National Transport Authority.

10. SUBMISSIONS/OBSERVATIONS

9.1 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 Mount St. Mary's, Dundrum, Dublin 14, in the Irish Times on 14th March 2025. A site notice (in the prescribed format) was also erected on the site and maintained in place for the prescribed period.

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

69 submissions were received within the stipulated time period, which are listed as follows:

No.	Ref.	Name	Submission Type
1	ANON-M5G7-NKWT-4	Anne Lebrun	CitizenSpace
2	ANON-M5G7-NKWF-P	Sheryar Syed	CitizenSpace
3		Aidan Magennis	Email Submission
4		Vishnu Bisht	Email Submission
5		Claire O'Neill	Email Submission
6	ANON-M5G7-NKWY-9	Robbie Payne	CitizenSpace
7	ANON-M5G7-NKW3-3	Monica Walsh	CitizenSpace
8	ANON-M5G7-NKWR-2	Sandra Doody	CitizenSpace
9	ANON-M5G7-NKWN-X	Ms Bebhinn Sheil	CitizenSpace
10	ANON-M5G7-NKWU-5	Tony Sheil	CitizenSpace
11	ANON-M5G7-NKXG-R	India Jasar	CitizenSpace
12	ANON-M5G7-NKXC-M	Stuart McCabe	CitizenSpace
13		Mary Conway (also #31)	Email Submission
14		Alan Pollock (also #15)	Email Submission
15		Alan Pollock (also #14)	Letter
16		Darragh Geoghegan	Email Submission
17		Geraldine Rodgers	Email Submission
18		Gwen Adams	Email Submission
19		Ronan McGreevy	Email Submission
20		Deirdre Coyle	Email Submission
21		David Carton	Email Submission
22	ANON-M5G7-NKXA-J	Sonya Pigot	CitizenSpace
23	ANON-M5G7-NKXV-7	Jennifer Mahon	CitizenSpace
24	ANON-M5G7-NKX4-5	Noel Clinton	CitizenSpace
25	ANON-M5G7-NKXE-P	Yunjia Gao	CitizenSpace
26	ANON-M5G7-NKXD-N	Neil Harrison	CitizenSpace
27	ANON-M5G7-NKX1-2	Paul Rodgers	CitizenSpace
28	ANON-M5G7-NKX8-9	Tom Mulholland	CitizenSpace
29	ANON-M5G7-NKXJ-U	Simon Griffiths	CitizenSpace
30	ANON-M5G7-NKXS-4	Chloe Harrison	CitizenSpace
31	ANON-M5G7-NKWC-K	Mary Conway (also #13)	CitizenSpace
32	ANON-M5G7-NKXK-V	Christine Spillane	CitizenSpace
33	ANON-M5G7-NKXH-S	Louise Copas	CitizenSpace
34	ANON-M5G7-NKXX-9	Gillian O'Malley	CitizenSpace
35	ANON-M5G7-NKX3-4	Thomas Mintern	CitizenSpace
36	ANON-M5G7-NKX7-8	Warwick Hadley	CitizenSpace
37		Bernadette Tierney	Letter Submission
38		John Cruise	Letter Submission

39		Colm O'Rourke	Email Submission
40		Dave Kennedy	Email Submission
41		Ronan McGovern	Email Submission
42		Richard Godsil	Email Submission
43		Niall Duggan	Email Submission
44		Elayne Doyle	Email Submission
45		Thomas Brophy	Email Submission
46		Aoife Kidney	Email Submission
47		John Conway	Email Submission
48		Liam McKenna	Email Submission
49		Simon Griffiths	Email Submission
50		Damian Meehan	Email Submission
51		Simone Harrison	Email Submission
52		Richard O'Malley / Churchfields Management Company CLG	Email Submission
53		Rosemary Dempsey	Email Submission
54		Laurence Meyler	Email Submission
55		Dervilla McCann	Email Submission
56		Phil Campbell	Email Submission
57		Niall Cogley	Email Submission
58		Eimear O'Sullivan	Email Submission
59		Rachel O'Shea	Email Submission
60		Grace Feely	Email Submission
61		Denis Gannon	Email Submission
62		Shane Hillan	Email Submission
63		Pamela Wallace	Email Submission
64		Gary Valentine	Email Submission
65		Marie Tobin	Email Submission
66		Michael Ormond	Email Submission
67		Anne-Maree Maher	Email Submission
68		Uisce Éireann	Statutory Body
69		Department of Housing	Statutory Body

9.3 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 duly noted and have been assessed accordingly. The pertinent issues raised, and the Chief Executive's responses are summarised as follows:

Sub No:	Issue Raised	Action	Response
2, 5, 10, 16, 18, 20, 25, 24, 29, 37, 38, 40, 41, 42, 45, 48, 49, 55, 56, 58, 60, 61, 62, 63, 65, 66	1	Traffic	
		Has the impact of this development been assessed in terms of capacity on the neighbouring roads?	According to TII's Traffic and Transport Assessment Guidelines (2014), a TIA is typically required for developments exceeding certain thresholds (for example, generating over 100 peak-hour trips or comprising more than 200 residential units with 100+ parking spaces). The proposed development of 129 residential units with 65 parking spaces falls below all such thresholds. A traffic count confirmed the development's traffic would constitute under 5% of existing flows on Dundrum Road, well below the 10% impact threshold of concern. Peak-hour surveys showed the development would add under 0.51% to Dundrum Road volumes at rush hour. Accordingly, the submitted Transport Statement concludes that a simplified assessment is sufficient and that a full TIA is not deemed necessary.
		Have other vehicular access points been considered?	Several site access options had been evaluated, noting that Dundrum Road (R117) is the only practical vehicular access due to site boundaries. A single entrance on Dundrum Road was chosen as it is an arterial route suited for traffic access. Other vehicular access points (e.g. through adjacent estates) were not feasible without impacting residential areas. However, additional pedestrian/cyclist links are provided – for example, a dedicated pedestrian/cycle connection to Churchfields in the south – to integrate the development with the neighbourhood without adding new road junctions. This approach keeps vehicle entry to one controlled point on a main road, in line with best practice and DMURS guidance to minimise new traffic conflict points.
		Has the impact on traffic safety been considered of the additional entrance off Dundrum Road?	Traffic safety at the proposed Dundrum Road entrance has been carefully considered and audited. A Stage 1 Road Safety Audit was conducted by independent consultants. The new entrance will meet all required road safety standards (visibility, signage, lighting) and DMURS guidelines, ensuring safe ingress/egress without endangering Dundrum Road users. There is also a separate pedestrian entrance to the southwest. This was considered during the design and the stage 1 road safety audit, and no traffic safety risk have been identified.
		What is being done about the traffic flow in and out of the proposed development to ensure traffic safety on Dundrum Road and other surrounding roads?	The internal road layout and access strategy are designed to safeguard traffic flow and safety on Dundrum Road and nearby streets. Within the development, a one-way loop road system is proposed, which streamlines internal circulation and avoids cars reversing or queuing onto Dundrum Road. Traffic calming measures will slow

			<p>vehicles as they approach the Dundrum Road exit. At the junction with Dundrum Road, appropriate road markings and signage will be provided to regulate turns.</p> <p>Furthermore, the Mobility Management Plan commits to ongoing measures promoting walking, cycling, and public transport use to minimize vehicular trips (Section 2.6 of MMP) – all helping maintain safe, smooth traffic conditions on Dundrum Road and the surrounding network.</p> <p>A continuous footpath is proposed at the entrance, giving priority to pedestrians.</p>
		The Traffic Assessment was completed in August, has the effect of lower road usage due to school and university breaks been allowed for?	<p>To ensure that the assessment remained robust and conservative, the analysis applied “worst-case” assumptions to represent traffic movements from our site. Even if base traffic volumes were higher during term time, the relative percentage impact would likely be lower, further supporting the conclusion that the scheme will not materially affect road capacity.</p> <p>To test that the accuracy of trip generation forecast is conservative, the Trip Rate Information Computer System (TRICS) database was used, as is standard industry practice in Ireland.</p> <p>Appendix F of the Transport Statement presents the TRICS outputs for a traditional private residential apartment scheme. These trip rates are considered robust, and arguably conservative, as the proposed development features a lower-than-average car ownership profile and a constrained parking provision which will naturally I</p>
		The traffic and transport report mentions 'Leopardstown Road' rather than Mount St Mary's. Is this a case of oversight, or reuse by the engineer?	<p>The mention of “Leopardstown Road” in the Traffic and Transport report appears to be a typographical error and should refer to the Dundrum Road site entrance. It is confirmed that this typo has no impact on the analysis or conclusions – all traffic assessments, counts, and designs were carried out for the Mount St. Mary’s site on Dundrum Road specifically.</p>
		The Traffic Report states that footpaths around the site on Dundrum Road are 1.5m wide, which is false. How does this affect the design decisions?	<p>This does not affect the overall design. Continuous footpaths are available outside the site on both sides of the road. The variation on the 1.5m figure in the text has no bearing on the scheme.</p>
		Have additional traffic safety features been considered to ensure safe road usage for traffic as well as pedestrians?	<p>Yes - In line with DMURS principles, the internal shared surface streets prioritise pedestrians and cyclists, using raised tables and textured paving to calm traffic. Sightlines at the Dundrum Road junction are engineered to meet required</p>

			standards, and a Stage 1 Road Safety Audit has vetted the design for any safety shortcomings.
		The design proposal stated there are currently dedicated bike paths along Dundrum Road. This is incorrect. Will this have an impact on design decisions?	This does not affect the design decisions. The traffic design already reflects the real conditions (no bike lanes) and ensures that this does not compromise cyclist safety or require any redesign. All commitments to cyclist amenities remain valid, supporting safe and convenient cycling to and from the development.
1, 3, 5, 7, 8, 13, 17, 18, 19, 21, 22, 23, 24, 25, 26, 27, 28, 29, 31, 33, 35, 39, 40, 41, 44, 46, 47, 48, 49, 50, 51, 52, 53, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67	2	Open Space / Environment / Impact on Health	
		What is being done to ensure safety surrounding the gate from the development onto the Churchfield Estate?	<p>The open space will enjoy a good level of natural surveillance from the new apartments so that users of the open space will feel comfortable and safe. By creating a strong relationship between the private and public space, residents will be encouraged to feel a strong sense of ownership over the public realm.</p> <p>As part of the Landscape design bollards are included at the opening, and public light standards have been included along the pedestrian paths.</p> <p>Additional measures can be put in place to control access and prevent any safety concerns. This can include appropriate signage, secure gating subject to agreement, and monitoring to ensure that there is disruption to the surrounding area. Safety protocols will be reviewed with the local authority to ensure the well-being of residents and visitors.</p>
		What is being done about the protection and retention of trees on the site and are there plans to show exact locations for tree removal and retention?	<p>A comprehensive tree survey has been undertaken to assess the condition, species, and value of all existing trees on the site. This survey has directly informed the layout and design of the proposed scheme.</p> <p>Trees identified as healthy and contributing positively to the local environment have been prioritised for retention, with protective measures to be implemented during construction to prevent damage.</p> <p>The detailed Tree Protection Plan (TPP) indicates the exact locations of trees to be retained and protected or removed during the works. Where tree removal is</p>

			unavoidable, a compensatory planting scheme has been designed to ensure biodiversity is maintained and enhanced across the site
		What is being done to minimise damage and removal of the historic stone wall on Dundrum Road?	The proposed design has been carefully developed to minimise any disturbance to the historic wall. Only sections absolutely necessary for access, safety, or essential services will be affected in order to facilitate entry and passive surveillance. The integrity of the wall will be monitored throughout the construction phase, with a conservation specialist available to advise if any unforeseen issues arise.
		What is being done to minimise overlooking onto neighbouring properties from the Roof Gardens as proposed?	The only accessible roof terrace is that located within Block B, Block B is placed centrally in the site, and overlooking is not possible given the setback is in excess of 80 meters from the nearest existing dwellings.
		How does the design comply with the required minimum open space requirements.	The open space provision has been calculated based on a combination of communal, semi-private, and public open spaces. These spaces have been strategically distributed across the site to ensure accessibility, usability, and visual appeal. Public Open Space is provided in excess of the required 25% in a central and useable location in line with the requirements of INST Residential zoning.
		Has the design been made with reference to the Universal Design Principles?	The design of Mount Saint Mary's has been developed in line with Universal Design Principles, ensuring accessibility and inclusivity for all users. The Universal Access Statement specifies compliance with Technical Guidance Document Part M (2022), covering all aspects of accessibility. Key measures include disabled-accessible parking spaces, universally accessible landscaped areas, and clear, step-free access routes connecting parking facilities to building entrances. Each block is equipped with lifts and stairs suitable for ambulant disabled people, and all communal areas are fully accessible.
		Has the removal of the pedestrian connection to Churchfields been considered?	As noted in the Architectural Design Statement, the activation of the new public space and its pedestrianisation will assist in encouraging pedestrian movement through the development and connectivity with the surrounding areas. This in turn has a positive impact on the vitality of the space and the perceived security of the public realm.
		What is being done about the impact of removal of trees, in terms of green buffer, visual screening, privacy and noise reduction?	The Arboriculture Impact assessment sets out the extent of existing trees to be retained. The design prioritises retaining as many significant trees as possible, and a large range of existing trees are maintained that form screening along the east, and along Dundrum Road to the west. The majority of trees are retained within the

			public open space and along the existing southern boundary. Several mitigation measures are implemented to address the impact of tree removal, ensuring that the benefits of a green buffer, visual screening, privacy, and noise reduction are maintained.
		Has a reconfiguration of the site been considered, to improve accessibility to the proposed linear park?	The site configuration has been carefully designed to ensure accessible, safe, and convenient access to the proposed linear park. Multiple entry points are provided, designed with universal access principles, ensuring suitability for all users. The layout has been developed in consultation with landscape and accessibility experts, balancing connectivity with the quality of open spaces. Given this careful planning, we believe the current design effectively maximizes accessibility without compromising the site's functionality or character.
		Has the impact of the proposed development on the privately owned Churchfields been assessed? Maintenance and liability?	Yes. The design has been configured to minimize any direct impact on Churchfields, by respecting building heights and introducing a two-story transition zone to meet existing two-story housing and setting back the higher density development significantly away from existing properties. There will be no maintenance, or liability impacts on the existing estate, which sits entirely independent from this site.
		Has the ownership of the land at the pedestrian connection into Churchfield been considered, given the verge of the road is owned by the Churchfield Management Company?	Yes, the ownership of the land at the pedestrian connection into Churchfields has been carefully considered in line with the Easements and Rights of Way in place.
		Has the impact on local wildlife been assessed, given it currently is a green space?	Yes, the impact on local wildlife has been assessed as part of the environmental evaluation for the proposed development. The site, currently a green space, has been surveyed to identify any significant wildlife habitats or species present. AA Screening, EIA Screening, and ECIA have been carried out. Measures will be implemented to minimize disruption, including the retention of key habitats and the introduction of new biodiversity-friendly features such as planting, and green roofs. These efforts aim to enhance local biodiversity and ensure the development's environmental sustainability.
		Has the ownership of the Churchfields greens been considered when proposing	The proposed future pedestrian and bicycle routes towards Hawthorn Meadow are shown as indicative only and are subject to 3rd party consent and future agreement.

		the pedestrian and bicycle routes towards Hawthorn Meadow?	
7, 8, 12, 14, 15, 16, 17, 18, 19, 20, 23, 24, 25, 26, 28, 29, 33, 34, 35, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48, 50, 51, 52, 53, 55, 56, 57, 58, 60, 63, 64, 65, 66, 67	3	Bike Park / Car Park / Anti-Social Behaviour / Litter	
		What is being done about reducing impact on neighbouring estates for parking, given the low parking space to apartment ratio?	A comprehensive parking strategy has been developed, addressing concerns related to the low parking space to apartment ratio. The development includes designated parking for residents and visitors, along with measures to encourage the use of sustainable transport options such as bike storage and access to public transport. Additionally, the design encourages car-sharing. These efforts aim to reduce on-street parking demand and minimise the impact on surrounding areas.
		Have adequate secure bike parking spaces been accounted for?	Yes, secure bike parking is provided in line with requirements including covered and secure bike stores.
		Has the impact of this development on the neighbouring developments been considered in terms of safety?	The impact of the development on neighbouring areas in terms of safety has been thoroughly considered. The design incorporates appropriate traffic calming measures, clear sightlines, and pedestrian-friendly pathways to enhance safety for both residents and visitors. In addition, the development ensures proper lighting, secure entry points, and clear signage to promote safe movement throughout the site and in surrounding areas. These measures are intended to minimise any potential safety risks to neighbouring developments and provide a safe environment for all.
		Has a noise impact assessment been done, as to how the proposed development will impact Churchfields with additional (foot)traffic both during the day as by night?	A noise impact assessment is not a requirement for this development under current guidelines. However, the potential for increased foot traffic, both during the day and at night, has been considered in the design. Measures such as strategic site layout, the use of noise-reducing materials, and careful placement of pathways are aimed at minimizing any disturbance to neighbouring areas, including Churchfields. The design seeks to balance accessibility with residential comfort, ensuring minimal impact on the surrounding environment.
		The current plans limit passive surveillance on the east-west pedestrian and bicycle passage, and both pedestrian entrances, how will this be addressed in further design?	The open space will enjoy a good level of natural surveillance from the new apartments; passive surveillance of the proposed public open space is enhanced through large floor-to-ceiling windows on the north elevations of Blocks A, B, and C. The communal open space to the East and West of blocks A & C also subject to passive surveillance from the blocks. Quality public light standards have been

			included along the pedestrian paths to further promote visibility. The detailed design will explore ways to enhance sightlines and reduce any potential hidden or isolated areas, ensuring a safer and more accessible environment for all users.
		Has the parking strategy for the environment as a whole been assessed when determining the parking ratio?	Yes, the parking strategy has been carefully assessed in the context of the surrounding environment. The parking ratio has been determined based on a thorough analysis of local infrastructure, including public transport accessibility, and the availability of alternative transportation options. The development strikes a careful balance between providing sufficient parking for residents and minimising the impact on the surrounding area. Measures such as promoting sustainable transport options, bike storage, and access to public transport have been incorporated to further reduce reliance on cars.
		How many disabled spaces and EV charging points will be allocated?	Residence Parking = 65 Accessible Parking = 3 EV Charging Point = 12. There is potential to expand the EV charging service across all parking spaces, allowing the site to adapt in response to increased adoption of electric vehicles.
		Has an under croft / underground car parking solution been considered to allow for more parking and less surface car parking?	Yes, an under croft or underground car parking solution has been considered during the design process. However, due to the site topography, soil conditions, passive surveillance, and cost implications, this approach was deemed unfeasible for this development. Instead, the design prioritises an efficient surface parking layout that minimises visual impact while maintaining sufficient green space and maximising open areas for residents
		There are errors in the Traffic and Transport, can they be corrected?	The Traffic and Transport report has been prepared by qualified professionals and is both conclusive and accurate in its findings. It has been developed using industry-standard methodologies, incorporating up-to-date data and analysis to ensure a reliable assessment of traffic impacts associated with the proposed development.
		How does the proposed car parking ratio compare against the relevant guidelines?	The proposed car parking ratio is fully compliant with the relevant guidelines set out in the Dun Laoghaire-Rath down County Development Plan. It has been determined based on the site's location, access to public transport, and sustainability objectives, ensuring that it meets both local and national planning requirements.

3, 46, 59, 63	4	Impact on Property Values	
		What is being done about the uncertainty of the use of the Marist Fathers Building, as this can be a selling impact factor for the proposed 129 units?	The future use of the Marist Fathers Building is beyond the scope of this development. However, we are committed to maintaining open communication with stakeholders regarding any updates and future proposals. The design of the proposed 129 units has been developed to ensure a high-quality residential environment, independent of the adjacent building's future use, minimising any potential impact on marketability.
		Has the negative impact on the house prices in the Churchfield estate been considered? Given its impact on its quiet and private nature.	The proposed development has been carefully designed to minimise any negative impact on neighbouring properties, including those in the Churchfield estate. The layout, landscaping, and site boundaries have been planned to preserve privacy and maintain the quiet character of the area. Studies consistently show that well-designed, high-quality developments can have a neutral or positive impact on surrounding property values by enhancing local amenities and improving the overall area.
4, 6, 9, 10, 11, 12	5	In Favour of Proposal	
		I am in favour of this development	Noted and appreciated.
		I would like to register myself as interested in this scheme	Noted and appreciated.
		Our client does not object in principle to a residential development of these lands and recognises the need of the Local Authority. to provide social and affordable housing	Noted and appreciated.
		We broadly welcome this development proposal and believe the development could successfully integrate into its setting of the Mount St. Mary's lands and the Churchfields residential estate.	Noted and appreciated.

2, 63, 65	6	Local Capacity (School, doctors, facilities)	
		Has the impact of this development been assessed in terms of capacity in local schools, healthcare facilities and other local amenities?	Yes, the impact of the development on local schools, healthcare facilities, and other amenities has been assessed. Dundrum is one of the most well-served areas in Dublin, with a wide range of educational, healthcare, retail, and recreational facilities readily accessible. This robust local infrastructure ensures that the area is well-equipped to accommodate the proposed development without placing undue strain on existing services.
		How does the proposed development deliver on the principle of the '15-minute neighbourhood'?	The proposed development aligns with the '15-minute neighbourhood' principle by providing residents with convenient access to a wide range of amenities within a short walking or cycling distance. This includes access to public transport (LUAS and bus services), educational facilities, healthcare, retail, and recreational spaces. The site design promotes active travel through safe pedestrian and bicycle pathways, while a mix of open spaces and landscaped areas further enhances local accessibility and connectivity.
19, 28, 57	7	Infrastructure / Construction Stage	
		Has the impact of splitting the site into two different sites been considered, in terms of disturbance? Two different projects will extend the timeline.	This application only concerns the current proposal for the development and does not include any future plans for the balance of the land. While the site is divided into two areas, the current proposal is designed to be self-contained and fully operational once completed. No decisions have been made regarding the development of the remaining land, and any future plans will be subject to separate consultation and planning processes. Therefore, the impact of splitting the site is limited to this current phase, with efforts made to minimise disturbance during construction.
		Can the guarantee be given that the gate to Churchfields will remain closed during construction, to reduce nuisance of deliveries etc blocking the road?	Yes, we can guarantee that the gate to Churchfields will remain closed during construction.
		Has the impact of the foul water drainage connection to the existing infrastructure in Churchfield been considered?	Yes, the impact of the foul water drainage connection to the existing infrastructure in Churchfield has been carefully considered. A detailed engineering assessment has been carried out to ensure that the proposed connection will not overload or negatively affect the existing drainage system. The design includes appropriate measures to accommodate the additional capacity required, and all connections will

			<p>be made in accordance with relevant guidelines to ensure the infrastructure remains efficient and sustainable.</p> <p>The project team have been engaging with Uisce Éireann over the course of the design stage to ensure the Water and Wastewater infrastructure design meets the requirements of Uisce Éireann's Water and Wastewater infrastructure Standards.</p>
		Has the impact of this development on the occurrence of flash flooding been considered.	Yes, the impact of this development on the occurrence of flash flooding has been considered. A Flood Risk Assessment report has been submitted as part of the planning application, which evaluates potential risks, which were not evident in this case. The design incorporates sustainable drainage systems (SuDS) to manage surface water runoff and reduce the risk of flooding.
2, 16, 43, 50, 65	8	Public Transport Capacity	
		Has the impact of this development been assessed in terms of local public transport?	Yes, the impact of this development on local public transport has been assessed. The site is well-served by existing public transport options, including the LUAS and bus services, which provide excellent connectivity to key areas in Dublin. The development has been designed to ensure easy access to these transport links, encouraging the use of public transport and reducing reliance on private car use. Additionally, the proposed design supports sustainable transport options such as cycling and walking, further enhancing accessibility.
		What is being done about the lack of direct frequent links to Dublin City Centre within a 10min walk from the site, to allow for the site to be considered an accessible location?	The Milltown LUAS stop is located 900m from the development, providing fast and direct access to the city centre. This, combined with local bus services such as the S4 which departs every 10 minutes from the stop outside the development, on Dundrum Road offers excellent connectivity and makes the site a highly accessible location.
		How is the development an "accessible location" with respect to local bus networks, especially given the recent and proposed change in bus services and frequencies?	The development is located on the Dundrum Road, which is well-served by multiple local bus routes, making it an accessible location with respect to public transport. The S4, 44 and 44a, pass directly along Dundrum Road, providing frequent services to key destinations, including Dundrum Town Centre, UCD, and the city centre.

		Bus route 44 is too infrequent	While Dublin Bus Route 44 serves Dundrum Road, its frequency may not meet the needs of all residents. The route operates approximately every 30 minutes during off-peak times, which may be less convenient for those relying on public transport for daily commuting. However, the development's location offers alternative transportation options. The nearby Milltown LUAS stop, a 900m walk from the site, provides frequent and direct access to the city centre, enhancing overall connectivity. Similarly, the S4 runs at a frequency of 10 minutes at peak times, connecting with other bus routes to connect to the city centre, Dun Laoghaire and other key destinations.
3,7, 14, 15, 16, 17, 18, 19, 21, 23, 24, 25, 26, 32, 33, 35, 36, 39, 40, 41, 42, 44, 46, 48, 49, 50, 51, 52, 53, 54, 56, 58, 59, 60, 61, 62, 64, 65, 67	9	Suitability of the Housing Type Proposed/ Development height/ extents\Compatibility with Surrounding area	
		Has the mix of unit sizes been reviewed to match the current local market needs? Can the duplex units be expanded whilst reducing one-bed units?	The mix of unit sizes has been carefully reviewed and designed in accordance with local authority guidelines and housing list requirements. The current unit mix aims to meet the demand for a variety of housing types, ensuring a balance between one-bedroom units, larger apartments, and duplexes to accommodate a range of household sizes.
		Has a lower density been considered? This for instance to be in line with the INST zoning?	Yes. The proposed density is in line with the objectives of the development and the broader planning strategy and ensures efficient use of land while still providing sufficient open space, amenities, and sustainable infrastructure.
		Has a lowering of building height been considered, to better fit the surrounding neighbourhood?	The proposed maximum height of six stories in less-sensitive areas of the site is appropriate, as it aligns with local planning policies and the need for higher-density development. The massing has been designed to ensure that it integrates well with the surrounding area, minimising impact on neighbouring properties while maximising the use of available land. In more sensitive areas of the site, the design incorporates lower building heights to better fit with the existing character and scale of the neighbourhood. This approach ensures a sustainable and respectful integration with the surrounding environment.
		Have the surrounding neighbourhoods been considered when determining the Tenure Mix of this development?	The development is currently at planning stage where the scheme is tenure agnostic. Post planning, the scheme will be reviewed based on the housing needs within the county. The tenure mix will be assigned post planning.

		Has the abrupt transition of building height towards the CUS sports grounds been considered, given its transitional zoning boundary?	The transition of building height towards the CUS sports grounds has been considered in the design. The massing of the development is in line with established precedents across the city, where buildings are integrated into areas of varying zoning without the need for a dramatic reduction in height. The design ensures that the proposed height and massing are appropriate for the location, maintaining a balance between density and respecting the surrounding environment.
		Can the bin, substation and bicycle compound located in close proximity to the south of Block A be moved into the ground floor of Block B itself by removal of 3No. units at Block A – Units BA-00-09, BA-00-10 and BA-00-11.	The current layout has been carefully designed to ensure optimal use of space and functionality. Relocating these facilities to Block B would impact the overall design and efficiency of the development. The existing placement of these facilities is the most practical solution while maintaining the required building density and functionality.
		Why has the Tenure mix changed from a mixed tenure scheme as outlined and presented in the Information Evening, to 100% social (as detailed in the Planning Report), since the information evening?	The development is currently at planning stage where the scheme is tenure agnostic. Post planning, the scheme will be reviewed based on the housing needs within the county. The tenure mix will be assigned post planning.
		Has the impact of the proposed development on Robert Emmett House been considered, in accordance with the development plan?	Yes. A detailed conservation report has been included as part of the planning submission, which assesses the potential impact of the development on the heritage and architectural significance of Robert Emmett House. The report outlines the measures taken to ensure that the proposed development will not negatively affect the integrity of the building, while also ensuring the overall sustainability of the project.
		Can the bicycle compound located in close proximity to the north of Block C be removed to ensure unhindered passive surveillance of the amenity area to the north, and relocated into the ground floor of Block B by removal of 2No. units at Block B – integrate into the ground floor of Block	The loss of these units would negatively impact the overall viability and density of the development. However, the design team are open to exploring alternative measures to improve passive surveillance, such as adjustments to the design, layout, or placement of the bicycle compound, while ensuring that the overall project remains functional and in line with planning requirements.

		B by removal of 2No. units at Block B –Units BB-00-01, BA-00-02 & BB-00-03?	
		What is being done to maintain an "open lands" character, as required for institutional lands?	Key measures include preserving significant open spaces, ensuring that landscaped areas are integrated centrally within the development, and minimising the impact of built form on the overall open nature of the site. Additionally, the design allows for active, publicly accessible green areas, supporting both the functional and aesthetic qualities of open lands. These design elements aim to respect the site's institutional zoning while ensuring that the development is sustainable and well-integrated into the surrounding area.
		Has the change of Block C from 8 smaller units to 4 3-bed units been considered?	The mix of unit sizes was carefully developed to align with the Housing Need requirements in the area, focussing on the demand for smaller family-sized units and elderly living.
		Has the loss of suburban character and obstruction of scenic views in the neighbouring estates been considered?	The design of the development aims to respect and enhance the surrounding area by ensuring that the massing and building heights are appropriate for the location. Where possible, the layout and positioning of the buildings have been planned to minimise obstruction of views and maintain the visual amenity of the neighbouring estates. Additionally, the landscaping and open space strategies have been designed to enhance the surrounding environment, contributing positively to the overall character of the area.
		Has a more toned-down architectural design been considered, that fits the surrounding neighbourhoods better?	The building height has been carefully considered to ensure it is appropriate for the surrounding neighbourhoods. While the proposed height is in line with the planning requirements and allows for a sustainable and efficient use of land, the design takes into account the need to respect the scale of the surrounding area. The massing of the development has been planned to minimise the visual impact on the neighbouring estates, and the height is carefully positioned to avoid disrupting the character of the area. This approach ensures that the development integrates smoothly with the existing urban fabric while still addressing the housing needs of the community.

17, 21, 23, 26 28, 29, 30, 33, 35, 36, 39, 43, 44, 46, 49, 50, 51, 52, 53, 54, 56, 57, 61, 62, 65, 67	10	Others	
		Is this application subject to the criteria required for large scale Residential Developments? Can you outline why this is not required?	This application is not subject to the criteria required for Large Scale Residential Developments (LSRDs), as it is a Part 8 application. Part 8 planning procedures apply to developments by local authorities.
		How does this development comply with the INST guidelines?	This development complies with the INST (Institutional) zoning guidelines by adhering to the objectives set out for institutional lands. The design respects the requirement for maintaining open space, with careful consideration given to preserving the character of the site while introducing residential development. The proposed development ensures that the site is used efficiently while also maintaining adequate green areas and landscaped spaces, as outlined in the guidelines. The massing, density, and layout are all in line with the principles of sustainable development for institutional lands, providing both residential accommodation and public open space without compromising the overall character of the area.
		What is are the plans for the other half of the Mount St Mary's site?	The other half of the site is not part of the application presented. At present, there are no confirmed plans for the land adjacent to the proposed development. Any future development on this land will adhere to the necessary planning procedures and engage in stakeholder consultations to ensure transparency and community involvement.
		Has the full masterplan been considered for the whole of the Mount St Mary's site?	A masterplan drawing is included within the planning pack outlining the potential to incorporate a low-rise housing development within the remaining lands subject to necessary approvals.
		Has the precedent that is being set by DLRCC for density on the other half of the site been considered?	The precedent for density on the site will be carefully balanced with respect to the existing two-storey housing along the boundary. Any future plans for the remaining portion of the site will be developed to respect this character, with a focus on maintaining a similar typology to the current proposal. The aim is to ensure that future development complements the surrounding housing, preserving the existing scale and character of the neighbourhood while meeting the demand for new housing. This approach will ensure a harmonious transition between the new development and the established residential context.

		Is the correct procurement process being followed by DLRCC, to ensure compliance to European legislation?	This proposed scheme is part of a larger procurement strategy/process which complies to all relevant EU procurement regulations. An independent consultant has also been engaged to ensure compliance with any relevant legislation whilst going through our competitive dialogue process.
		What is the reason for splitting the site into multiple sites, rather than developing as a single development?	The site that was part of a previous planning application for a residential development has been split into phases to allow a more manageable and flexible development process. The existing buildings are being retained for the time being, which has influenced the decision to proceed with the development in stages. This approach ensures that the retention of these buildings is carefully integrated into the overall development strategy, while also allowing for phased construction and addressing any site-specific constraints. By splitting the site, we can respond more effectively to planning requirements and community feedback, ensuring that the development is delivered in a way that respects both the existing context and future needs.
		How does this proposed Part 8 development relate to the previous application for the combined site, which is subject to a decision by An Bord Pleanála, and is subject to an active Judicial Review?	This proposed Part 8 development is entirely separate from the previous application for the combined site that is currently subject to an active Judicial Review. The two projects are distinct, and the current Part 8 application is being pursued independently. If consented, the Part 8 scheme will proceed as the approved development, rather than the previous scheme.
		Has the impact on the International Protection Applicants been considered in terms of play areas being moved closer to the Churchfields estate?	During the construction phase, play areas will be retained for the residents' use, ensuring that there is minimal disruption to the availability of recreational spaces. The design aims to maintain access to these amenities while balancing the needs of all residents, including International Protection Applicants, with a focus on creating a safe and accessible environment throughout the development process.
68, 69	11	Statutory Bodies	
		The applicant shall enter into a Connection Agreement(s) with Uisce Éireann to provide for a service connection(s) to the public water supply and/or wastewater collection network and adhere to the standards and conditions set out by that agreement.	We agree that the applicant will enter into a Connection Agreement(s) with Uisce Éireann to provide the necessary service connections to the public water supply and wastewater collection network where required. We will ensure that all standards and conditions set out in the agreement are fully adhered to during the development process.

		The applicant shall enter into a works agreement, as deemed necessary by Uisce Éireann's Diversions team, prior to works commencing.	We agree that the applicant will enter into a works agreement, as deemed necessary by Uisce Éireann's Diversions team, prior to the commencement of works.
		The developer shall engage a suitably qualified archaeologist (licensed under the National Monuments Acts) to carry out pre-development archaeological testing in areas of proposed ground disturbance and to submit an archaeological impact assessment report for the written agreement of the planning authority, following consultation with the Department. The testing shall take place in advance of any site preparation works or groundworks (other than those which may be necessary to fulfil this condition, e.g. demolition) including site investigation works / topsoil stripping / site clearance / dredging / underwater works and / or construction works. The report shall include an archaeological impact assessment and mitigation strategy.	We agree that the developer will engage a suitably qualified archaeologist, licensed under the National Monuments Acts, to carry out pre-development archaeological testing in areas of proposed ground disturbance. This testing will be conducted prior to any site preparation works or groundworks, except those necessary to fulfil this condition. An archaeological impact assessment report, including a mitigation strategy, will be submitted to the planning authority for written agreement following consultation with the Department.
		Where archaeological material is shown to be present, avoidance, preservation in-situ, preservation by record [archaeological excavation] and/or monitoring may be required.	We acknowledge that, where archaeological material is shown to be present, appropriate measures will be taken to avoid, preserve in-situ, or preserve by record (through archaeological excavation). Additionally, monitoring during construction may be required to ensure that any further archaeological material is identified and handled in compliance with relevant guidelines and legislation. The archaeological impact assessment and mitigation strategy will outline the specific approach to be taken in such cases, ensuring that the development respects and protects any significant archaeological findings on the site.

		Any further archaeological mitigation requirements specified by the planning authority, following consultation with the Department, shall be complied with by the Developer. No site preparation and/or construction works shall be carried out on site until the archaeologist's report has been submitted to the Department and the Local Authority and approval to proceed is agreed in writing with the planning authority.	We agree to fully comply with any further archaeological mitigation requirements specified by the planning authority, following consultation with the Department.
		The planning authority and the Department shall be furnished with a final archaeological report describing the results of any subsequent archaeological investigative works and/or monitoring following the completion of all archaeological work on site and the completion of any necessary post-excavation work. All resulting and associated archaeological costs shall be borne by the developer.	We agree to furnish the planning authority and the Department with a final archaeological report that will describe the results of any subsequent archaeological investigative works and/or monitoring. This report will be submitted following the completion of all archaeological work on site, as well as any necessary post-excavation work.
		In order for the National Parks and Wildlife Service (NPWS) to make a fully informed decision with regards the granting of a licence to derogate from the Habitats Directive to interfere with bat roosts on the development site so as to allow the proposed Part 8 residential development to proceed, additional surveys of the development site should be undertaken in May-July period when bats are the most	The applicant has been liaising with National Parks and Wildlife Service (NPWS) for their consideration. Additional surveys have been carried out to meet the requirements. A derogation licence has been granted.

		active and bat maternity roosts may be present. These surveys should include dawn surveys of the site when bats may be returning to their roosts as well as evening emergence surveys.	
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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, 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.

Gerard O'Sullivan
Director of Service
Housing Department