

MEETING OF DÚN LAOGHAIRE-RATHDOWN COUNTY COUNCIL

12th May 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 Housing Development at Leopardstown Road, Dublin 18

1. PC/H/01/2025

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 21st February 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 8th April 2025.

Submissions and observations with regards to the proposed development could have been made up to and including 8th of April 2025.

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

2. SITE LOCATION AND DESCRIPTION

The subject site comprises c. 0.886 hectares and is bordered by the M50 to the North and Leopardstown Road to the south. The site currently comprises a single storey dwelling and associated garage building, and open field to the east of the dwelling. 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. In the wider surrounding area, recently approved developments comprising apartments are also present. 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 situated c. 900 metres to the southwest of South County Business Park and Central Park Business Park, offering a range of employment opportunities from multinational corporations including Vodafone, Microsoft and Mastercard.

The site is considered to be well-served by public transport. Dublin Bus Route Nos. 44 and 47 provide a frequent connection between the site and the city centre, DCU, Drumcondra, Dundrum, Enniskerry, Kiltiernan, Sandyford, Sandymount, Stepside and UCD. Additionally, the site is within a 10-minute walk of the Glencairn Luas Stop, 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 sites, nor is the site located in an Architectural Conservation Area (ACA).

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:

- 80 no. residential units comprising 70 apartment units and 10 duplexes. In the apartment block there are 31 no. two-beds, 18 no. two-bed (three-person), 21 no. two-bed (four-person). The 10 no. three-beds are split in 2 no. Duplex Blocks.
- Associated elements include open space and car/cycle parking and is a mixture of duplexes and apartments in 2 no. blocks ranging height from three to six stories with a set back of the top floor.
- To enable the development, preliminary works involving site clearance works and demolition of existing buildings are required, as well as 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 Leopardstown Road, complemented by additional pedestrian and cycle connections, thereby encouraging sustainable transport modes.

Open Space & Landscaping

Open space and landscaping are central to the design, with 1769 m² 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 views towards Dublin Bay. The proposal aligns with best practices in urban design, fostering a vibrant, safe, and well-integrated residential development.'

Parking

The proposed development provides for 64 no. car parking spaces, three 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 proximity to public transport services (bus and Luas). Additionally, 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. The site is within 450 metres of bus stops along Sandyford Road and Murphystown Way, and 800m from the Glencairn Luas Stop. This public transport access provides a frequent connection between the site and Ballyfermot, Crumlin, the city centre, DCU, Drumcondra, Dundrum, Enniskerry, Kiltiernan, Sandyford, Sandymount, Stepside and UCD, Cherrywood, Ranelagh, TUD Grangegorman and Broombridge. Due to the availability of public transport and proximity to employment centres, the proposed car parking quantum is considered acceptable.

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 156 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.

Overall, the proposed cycle parking has demonstrated compliance with guidance as set out in the Development Plan and the Standards for Cycle Parking and Associated Cycling Facilities for New Developments (2018).

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

The super-structure is a series of 2 blocks ranging varying in height, reaching up to 6 storeys. The buildings are constructed as an RC frame of loading bearing perimeter and internal walls which support floor slabs. The building façade will be constructed in accordance with the Architect's specification.

Works to the façade will commence following partial completion of the external envelope. Once the buildings are weather-sealed, the internal fit out and completion works will take place.

5. APPROPRIATE ASSESSMENT

To assess the potential impact on protected Natura 2000 sites, Openfield Ecological Services have carried out the Appropriate Assessment (AA) of the proposed development in accordance with the following guidance:

- Appropriate Assessment of Plans and Projects in Ireland - Guidance for Planning Authorities. (Department of Environment, Heritage and Local Government, 2010 revision);
- Appropriate Assessment under Article 6 of the Habitats Directive: Guidance for Planning Authorities. Circular NPW 1/10 & PSSP 2/10;
- Assessment of Plans and Projects Significantly Affecting Natura 2000 sites: Methodological Guidance on the Provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC (European Commission, 2001);
- Communication from the Commission on the precautionary principle (European Commission, 2000); and,
- Managing Natura 2000 Sites: The Provisions of Article 6 of the Habitat's Directive 92/43/EEC (European Commission, 2019).
- Assessment of plans and projects in relation to Natura 2000 sites - Methodological guidance on Article 6(3) and (4) of the Habitats Directive 92/43/EEC (European Commission, 2021).

The assessment highlights that there are no significant effects likely to arise from the proposed development. In this regard, the following conclusion in the Appropriate Assessment Screening report is noted:

'In carrying out this AA screening, mitigation measures have not been taken into account. Standard best practice construction measures have not been taken into account where these are to be implemented for the purposes of mitigating any effects on the environment which could have a potential impact on any Natura 2000 sites.

On the basis of the screening exercise carried out above, it was concluded that the possibility of any significant impacts on any Natura 2000 site, whether arising from the project itself or in combination with other plans and projects, can be excluded beyond a reasonable scientific doubt on the basis of the best scientific knowledge available. In reaching that conclusion, it was not necessary to consider any measures to avoid or reduce the impact of the proposed development'.

Based on the AA report the Council have determined that the proposed development would not give rise to any significant effects on any European site through surface water, land and air and groundwater pathways, and that the construction and operation of the development will not impact on the conservation objectives of the qualifying interests of European sites.

6. ENVIRONMENTAL IMPACT ASSESSMENT REPORT

An Environmental Impact Assessment Screening exercise has been completed by AWN Consulting Limited. The Proposed Development and component parts have been considered against the thresholds outlined in Schedule 5 in the Planning and Development Regulations 2001 (as amended). On the basis of the evaluation EIA for the proposed Project is not mandatory; the proposed project is considered to be a sub-threshold development and therefore there is discretion over the submission of an EIAR with the Part 8 application.

In summary, the screening report has concluded that an EIAR is not required for the proposed development as the characteristics of the proposal are not considered significant. As such, the following conclusion in the EIA Screening Report is noted:

'It is concluded, based on the evidence documented in Sections 3.0, 4.0 and 5.0, that having regard to the nature, scale and location of the subject site, there is no likelihood of significant effects on the environment arising from the Proposed Development on the environment (direct, indirect or cumulatively with other development) and therefore it is considered that an Environmental Impact Assessment Report (EIAR) is not required in this instance'.

The proposed development is therefore considered to be suitable for the subject site in this regard.

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

The proposed development would provide additional living accommodation in close proximity to frequent public transport within the built-up area of the County whilst protecting the amenity and character of the surrounding area. In addition, the proposed development, in terms of scale, form and finishing materials, seeks to enhance the visual amenity of the area by ensuring the use of high-quality materials and undulations to the façade to provide visual interest.

The proposed development has been designed to a high standard to contribute to the surrounding form of the area and is generally compliant and in accordance with the qualitative and quantitative standards as set out in the relevant statutory development plan and other national guidance documents.

The proposed development has considered the requirements of Section 179 of the Planning and Development Act 2000 (as amended) and the Planning and Development (Part 8) Regulations 2023, and the proposed development is therefore considered to represent a proposal which complies with these requirements.

8. INTERNAL REPORTS

1) ARCHITECTS DEPARTMENT

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

2) COMMUNITY & CULTURAL DEVELOPMENT

The department had no objection to the proposed development.

3) FORWARD PLANNING INFRASTRUCTURE

The department had no objection to the proposed development.

4) INFRASTRUCTURE & CLIMATE CHANGE

4.1 CAPITAL PROJECTS

No comments were received from department.

4.2 ENVIRONMENTAL ENFORCEMENT

No comments were received from department.

4.3 ESTATES OFFICER

The Estates Officer had no objection to the proposed development.

4.4 TRANSPORTATION PLANNING

The section had no objection to the proposed development.

4.5 ACTIVE TRAVEL

The section had no objection to the proposed development.

4.6 CLIMATE ACTION OFFICER

The Climate Action Officer had no objection to the proposed development.

5) MUNICIPAL SERVICES

5.1 BIODIVERSITY OFFICER

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

5.2 DRAINAGE PLANNING

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

5.3 PARKS

No objection to the proposed development.

5.4 ROAD MAINTENANCE

5.4.1 Public Lighting

The applicant is requested to discuss and agree details raised during the Part 8 circulation with the Public Lighting Section at detailed design stage.

5.4.2 Road Maintenance

No objection to the proposed development.

5.5 TRAFFIC

No objection to the proposed development.

6) PLANNING

No objection to the proposed development.

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: Uisce Éireann have no Objection in Principle.

Statutory Body: Transport Infrastructure Ireland (TII)

Response: Response received from Transport Infrastructure Ireland with recommendations.

Statutory Body: National Transport Authority

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

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 Leopardstown Road, Dublin 18, in the Irish Times on 21st February 2025. 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

38 submissions were received within the stipulated time period. These submissions are listed in **Appendix A**

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

Sub No.	Section No.	Issue Raised	Response
8,9,3,14,15, 16,17,18,19 ,20,21,22,2 3,24,27,28, 29,30,31,32 ,33,35	1 - Traffic	Will there be any new traffic calming measures in place to allow egress and safety for pedestrians? (traffic lights, yellow box junctions, crossings, signage etc.)	Traffic calming measures will be considered as part of the overall development plan to ensure pedestrian safety. This may include improved signage and crossings.
		Will the traffic in the area increase as a result of the development?	While the proposed development will introduce new residents, any increase in traffic is expected to be modest.
		Can an extra lane be added at the junction to improve traffic measures?	The proposed design has been developed to balance smooth traffic flow with safety, spatial constraints, and environmental considerations. It was determined adding an extra lane would impact pedestrian facilities and was not appropriate.
		What measures are being taken to mitigate the increasing peak-hour congestion on Leopardstown Road, as it serves as a diversion route from M50.	A Traffic Management Plan will be implemented to ensure smooth traffic flow during construction and operation.
		Can a Cumulative Traffic impact on all the current local developments be undertaken?	While a Cumulative Traffic impact assessment is outside the scope of this project, this point has been noted for future consideration.

Sub No.	Section No.	Issue Raised	Response
3,14,15,16,17,18,19,20,21,22,23,24,27,28,30,31,32,33,35	2 – Open Space/ Environment\ Impact on Health	The Playground is situated near high-traffic roads, what mitigation measures will be in place to reduce risk for children from potential accidents and air pollution,	Secure fencing, lighting, appropriate signage, and controlled access points will be implemented. Landscaping elements like trees or shrubs can be included to help reduce exposure to traffic-related pollutants.
		What mitigation measures will be in place to ensure safety for wildlife (in particular deer and foxes) and reduce the risk of wildlife / vehicle collisions? Can a Wildlife management Plan be introduced for Road safety?	The design incorporates measures to reduce vehicle speeds and improve visibility, which will help mitigate the risk of wildlife collisions. Signage showing potential wildlife crossings will be considered where appropriate. Ongoing monitoring and engagement with wildlife experts will help inform any required action. Road safety remains a key priority in the overall design approach.
		What measures will be in place to mitigate noise levels during construction, and ensure the health of the proposed residents from air pollution due to proximity to M50?	Measures such as limiting working hours to weekdays, using noise-reducing equipment, and employing noise barriers will be implemented. Regarding air quality, appropriate ventilation systems will be installed in the residential units.
		Can more green space be incorporated into the design and mature trees be retained where possible?	Green Space is provided, and mature trees are retained where feasible within the site constraints. Every effort is being made to enhance landscaping and biodiversity. Further refinement of planting schemes will be considered during detailed design.
		The lack of well-designed communal space may force families to shift playground to their balconies, which will pose safety hazards for children. what Measures are being undertaken to address this?	The proposal includes both communal and play areas designed to meet the needs of families within the available space.
		Can a CO ₂ emissions study for Leopardstown Road be undertaken to analyse the air pollution due to increase in the traffic?	The development follows the established building precedent along the existing motorway, where traffic and air quality considerations have been addressed in broader planning processes.

		The green spaces at the intersection of Kilgobbin Road, Leopardstown Road, and Hillcrest Road, should be preserved as small pocket parks, especially considering the surrounding buildings.	A robust design process has been undertaken to ensure that green spaces are appropriately integrated within the development. The design reflects a balance between functionality, safety, and environmental considerations.
3,12,14,15,16,17,18,19,20,21,22,23,24,27,28,31,32,33,35	3 – Bike+Car Park /Anti-social behaviour\ Litter	What measures have been considered in the proposal to avoid antisocial behaviour for the existing residents in the area?	The proposal prioritises resident safety, promoting a safe and welcoming environment for all. Safety features including appropriate external lighting, clear sightlines, and active surveillance of public spaces have been incorporated into the design.
		What measures will be in place to prevent unorganized parking in the surrounding areas due to limited parking spaces (0.79/unit)?	The development will implement strict parking management policies, including clearly marked parking spaces within the development, enforcement of parking regulations, and potentially the installation of parking permits for residents.

Sub No.	Section No.	Issue Raised	Response
1,9,16,18,19, 20,21,22,23, 24,27,28,31, 32,33,34,35	4 - Impact on Property Values	This area is overcrowded. Quality of life for the residents will reduce as a result of this development	This proposal has been carefully designed to integrate with the existing infrastructure and to comply with all relevant planning standards. The development includes provisions for adequate parking, green spaces, and amenities, which are intended to enhance the quality of life for residents. The potential impacts on the surrounding area, such as increased population density, as well as the positive effect that new developments can have on communities have been assessed, and measures will be taken to mitigate any negative effects on residents.
		The 1-bed units should be replaced with more 4-bed units.	The mix of unit sizes has been carefully considered to meet the diverse housing needs of the area, including the demand for smaller units. Replacing 1-bed units with 4-bed units is not aligned with the current housing need.
		This development is more suited to transient tenants and not the required mixed housing type specified in the DLR Housing Plan 2022-28.	The proposed development tenure mix aligns with the housing need outlined in the DLR Housing Plan 2022-28 and includes a range of unit types to accommodate various household needs. The development has been designed to foster long-term, sustainable communities, not transient occupancy.
		What is the justification for the demolition of existing building?	The demolition of the existing building is justified by its condition and the potential for redevelopment to meet current planning and housing needs. The proposal aims to provide more sustainable, energy-efficient housing that better serves the community and aligns with local development goals. Detailed assessments have been conducted to ensure that the new development is the most viable option for the site. The building is not a protected structure.

		What measures will be in place to reduce the visual impact of the development on the local area, and to ensure the privacy of residents of Leopardstown Rise, who will be exposed to the South facing balconies on the development?	The setback distances from existing buildings are significant, and the buildings are separated by a main road, further reducing any potential visual intrusion or impact on privacy for residents of Leopardstown Rise.
		The development is set back 30-40m from 2 storey dwellings in Leopardstown Rise. What measures will be in place to ensure sufficient natural light for the existing residents?	A comprehensive sunlight and daylight assessment has been carried out, which is fully supportive of the proposal and confirms that the existing residents will continue to receive adequate natural light.
		This new development will affect the property value of the Leopardstown Rise houses by blocking the city views and will lead to financial loss for the residents of Leopardstown Rise in future.	<p>The scheme complies with the zoning and design objectives of the County Development Plan.</p> <p>The proposed development is intended to enhance the area at this prominent location, and to improve the amenity value of the open space. As a residential scheme, there would be negligible noise being generated, and a further buffer would be provided between Leopardstown Rise and the M50 motorway.</p> <p>The development is set sufficiently far from the 2-storey dwellings in Leopardstown Rise, allowing the existing residents to continue to receive adequate natural light.</p>
		Can a consultation be held with the residents on the proposed tenure in the development, Specifically what mix of occupancy in the development will consist of social housing, affordable housing, cost-rental and part V housing?	The tenure mix is determined after the part 8 planning process, in accordance with the guidelines set out by the local authority and planning policies.
		The proposed position of bin storage for the development is beside the boundary of the adjacent property. What measures will be in place to reduce the unhealthy gathering of vermin, unpleasant odours and noise from bin and lorry collections?	Secure, enclosed storage units will be used in order to prevent access by pests, as well as regular waste collection schedules to avoid accumulation. Additionally, the collection process will be managed to ensure minimal disturbance to nearby properties, and appropriate noise mitigation strategies will be put in place during bin and lorry collections.

Sub No.	Section No.	Issue Raised	Response
2,4,5,6,7,10, 11,13,26	5 - In Favour of Proposal	I'm Very happy about this proposed development. I am hoping that some of the houses will be a part of the affordable housing scheme. A bike shed would be ideal as well.	DLRCC welcomes the positive feedback for the proposal and acknowledges the strong demand for housing for locals from the public consultation.
		The proposed housing scheme is a must for people like me who are couch surfing and at risk of becoming homeless through marriage breakdowns or many other reasons. These housing schemes can be life-saving for people who need a home environment in order to facilitate suitable housing for both parties after a marriage breakdown.	
		I am in support of this scheme. More houses needed in this area.	
		Needed badly for those who don't qualify for social housing but can't afford to buy in this current market.	
		I believe the proposed housing project on Leopardstown Road is a beneficial initiative that could meet the demand for additional residential accommodation in the area.	
		In favour of the proposal and would like to purchase one bed affordable apartment for me and my wife.	
		I'm in favour and interested in this scheme, in particular the one-bedroom unit.	

Sub No.	Section No.	Issue Raised	Response
8,9,14,15,16,17,18,19,20,21,22,23,24,27,29,31,32,33,34,35	6 – Local Capacity (School, doctors, facilities)	Shopping centre is not within walking distance and requires a means of transport.	The development is strategically located with access to public transport options. While the shopping centre may not be immediately within walking distance, the site is well-connected to key amenities and services, promoting sustainable transport options. Additionally, further improvements to pedestrian pathways and local infrastructure are considered to enhance accessibility.
		No creche facility in the proposed development. This is against the guidelines requiring one facility per 75 dwellings under DEHLG Childcare Guidelines (2001)	The proposed development has been designed in accordance with the most current planning guidelines, which consider local requirements for childcare facilities. The DEHLG Childcare Guidelines (2001) suggest a ratio of one facility per 75 dwellings, however based on the development's unit mix, location and existing surrounding infrastructure, the provision of a childcare facility is not deemed necessary. Alternative childcare options in the area are also available, ensuring that the needs of families are met.
		What are the plans to improve amenity in the immediate vicinity of Leopardstown, Carmanhall, Murphystown and Glencairn?	The development focuses on enhancing local amenities by improving public spaces, pedestrian connections, and providing new facilities within the project itself. Any additional improvements to the vicinity will be considered as part of ongoing community engagement and future planning initiatives.
		Is it possible to incorporate a small shop in the site for the residents and local neighbours?	The site is primarily intended for residential purposes. Any potential retail options would be considered in the context of the area's overall development plan.
		What is being done to address the insufficient residential amenities due to site's proximity to the M50 motorway.	The proposed design incorporates noise-reducing features, such as the timber fence noise barrier along the northern boundary, and appropriate landscaping to provide a buffer from traffic noise and pollution. Additionally, the layout includes communal spaces, green areas, and access to

			nearby local amenities to ensure a comfortable living environment for residents.
Sub No.	Section No.	Issue Raised	Response
12,14,15,16, 17,18,19,20, 21,22,23,24, 27,28,31,32, 33,35	7 -Infrastructure/ Construction Stage	Will there be piled foundations / rock breaking on the development? How will dust, noise, and vibrations be monitored? What mitigation measures will be in place to ensure there is no damage to nearby houses?	There will be minimal rock breaking required for the development, as no basement structure is included in the proposal. Piled foundations will be used where necessary, but the construction methods have been chosen to minimise disruption. Dust, noise, and vibrations will be closely monitored throughout the construction process. Measures such as regular dust suppression (e.g., water spraying), noise barriers, and vibration monitoring equipment will be put in place to ensure that any potential impact on nearby houses is minimised. These precautions will be outlined in the Construction Management Plan, ensuring no damage occurs to adjacent properties.
		Can a solid noise/privacy wall be added between the adjacent house and the proposed development?	While a solid noise/privacy wall could be considered, it is important to note that the proposed development has been carefully designed with appropriate setbacks and landscaping to mitigate any potential impacts on neighbouring properties.
		Can noise limits as per BS5228 standards be adhered to (≤ 75 dB daytime)? Can noisy activities be restricted to weekdays between 9:00 AM- 5:00 PM? Can it be ensured that no construction and associated noise will take place during evenings, nighttime and weekends? Can a detailed programme of noise and dust monitoring be provided for the demolition phase?	Yes, noise limits as per BS5228 standards (≤ 75 dB during daytime) will be adhered to throughout the construction process. Noisy activities can be restricted to weekdays between 9:00 AM and 5:00 PM to minimize disruption to the surrounding area.

		Can access to the development be improved for pedestrians and cyclists?	The design includes measures to improve pedestrian and cyclist access where possible, with safe crossings and connectivity to existing networks. Further enhancements to access for both modes will be considered during detailed design. The goal is to create a safe and accessible environment for all users.
		Can a fresh DMURS (Design Manual for Urban Roads and Streets) assessment be undertaken that incorporates traffic from all three developments?	The Construction management plan will assess construction traffic around the site where relevant. The expected additional traffic from this new development is expected to be negligible.
		Can Road-sweeping and dust dampening be coordinated to reduce dirt and dust from construction?	Yes, road-sweeping and dust dampening measures will be implemented during construction to minimise dirt and dust. These will be coordinated as part of the site's construction management plan. The aim is to reduce disruption and maintain a clean environment for residents.
		Can correct parking regulations and penalties be enforced (including clamping) for the duration of construction with appropriate signage installed?	Parking regulations and penalties, including clamping, can be enforced during construction with appropriate signage. These measures will be part of the construction management plan to ensure compliance and minimise disruption. The relevant authorities will oversee enforcement throughout the construction period.
		Can measures be incorporated during the construction stage to prevent the possibility of obstruction of the Leopardstown Road footpath and two-way cycle track?	Yes, measures will be incorporated during construction to prevent obstruction of the Leopardstown Road footpath and two-way cycle track. The construction management plan will include provisions for maintaining clear pathways and safe routes for pedestrians and cyclists. Regular monitoring will ensure compliance with these safety measures.
		Can it be ensured that the construction works be carried out only during the daytime on weekdays (08:00- 18:00)?	Construction works will be scheduled to primarily occur during weekdays from 08:00 to 18:00, in line with typical regulations. Efforts will be made to minimise disruption to local residents.

		Can residents of Leopardstown Rise be notified of the expected commencement date and build duration?	Yes, residents of Leopardstown Rise will be notified of the expected commencement date and the estimated build duration. Information will be provided in advance to ensure they are aware of any potential disruptions during construction.
		Is it possible for the council to provide the new residents with grants for e-bikes, to promote cycling in a challenging topographical areas like Leopardstown Business Park and Sandyford village?	DLR is committed to promoting active travel, and e-bike sharing initiatives are available in the area.
		Can an anti-glare opaque glass be added to the balconies?	The development follows guidelines that balance privacy, aesthetics, and safety. Alternative measures to address concerns can be explored during the detailed design phase.
		Can a Construction Traffic Management Plan be prepared, along with designated parking areas for workers, with parking restrictions enforced to parking problems during construction?	A Construction Traffic Management Plan will be prepared, including designated parking areas for workers. Parking restrictions will be enforced to minimise disruption during construction. These measures will be coordinated with local authorities to ensure smooth operations and reduce any local parking issues.

Sub No.	Section No.	Issue Raised	Response
9,14,15,22,23,24,27,35	8 - Public Transport Capacity	What will be done to improve the Public Transport in the area? It is currently unsuitable for an increased population dependant on Public Transport.	Proposals under the Bus Connects scheme and improvements to the Luas Green Line detail how Public Transport will be upgraded with more frequent and efficient service.
		Can a shuttle service to Sandyford LUAS station can be introduced to reduce car dependency?	The Glencairn Luas stop is within 10 minutes walking distance of the development, and a shuttle service is not deemed necessary.
8,12,14,15,16,17,18,19,20,21,22,23,24,27,28,31,32,33,34,35	9 – Suitability/ Excessive height and extents\ Compatibility with Surrounding area	The development is vulnerable to storm damage due to its exposure to Strong northern winds and its elevated position above the motorway. Can a risk assessment / design statement be prepared to comment on the ability of the proposed roof structure to withstand storm force winds?	A specific risk assessment for storm damage is not deemed necessary or relevant for this development. The design will comply with all building regulations, including those related to structural integrity and weather resilience. The proposed roof structure will be designed to meet industry standards for safety and durability.
		The location of this development would have been better on the Burton Hall site which has not been developed.	The DLR County Council Housing Delivery Action Plan 2022 – 2026 details the Need for the Proposed Development. Of note, as of 2023, there were 3,652 households on the Dún Laoghaire-Rathdown housing waiting list, a figure that, despite showing a decreasing trend in recent years, still represents a substantial and ongoing need for housing. The proposed development will compliment other potential development sites such as Burton Hall where appropriate.
		Can you provide justification of the 6-storey height of the proposed development in an area of prevailing 2-storey houses, as most of the developments are going on the other side of the motorway and closer to the Luas line?	The proposed 6-storey height is justified by the site's proximity to major transport links, including the motorway and future public transport connections. The design follows the strategic goals of increasing density in key areas to meet housing demand while balancing the surrounding context. The height is in line with local planning policies that encourage sustainable development near Key Public Transport hubs.

		<p>There is a concerning rise of dense housing developments in the area, with different developments in progress.</p> <p>What justification is provided for the violation of Strategic Objective CPO 2.6, due to combined proposal of Fernhill Gate (38 units), Rocklawn (112 units) and Wildrock (80 units) causing an increase of 921% units in the area?</p>	<p>The combined proposals for Fernhill Gate, Rocklawn, and Wildrock are in line with broader strategic planning objectives to accommodate population growth and housing demand in accessible areas. The number of units is supported by the area's proximity to key transport links and aligns with the objectives of urban regeneration, which is consistent with local and national planning policies promoting sustainable growth in well-connected areas.</p>
		<p>Can the pedestrian access be changed along the boundary of the adjacent property?</p>	<p>The current design ensures safe and efficient access while respecting neighbouring properties. Any potential adjustments can be considered during the detailed design phase.</p>
		<p>Can the position of the apartment blocks be interchanged with the duplex blocks, to reduce the visual impact on the streetscape?</p>	<p>This option and other options have been considered, while also taking into account the overall planning objectives, including provision of sufficient access, sunlight, and privacy. The current layout has been carefully designed to balance these factors while minimising visual impact.</p>
		<p>The development is excessive in height, scale and density. Can the height of the main block be reduced to 4 stories with setbacks for the top floor and reduce duplex heights from 3 to 2 stories?</p>	<p>The proposed height and density have been carefully considered (including setbacks and transitions) to align with local planning policies and meet housing demand in the area. Reducing the height of the main block and duplex units would impact the overall feasibility and density targets set for the site.</p>
		<p>The Tacked-on Balconies and plain rendering will lead to maintenance issues over time and is not in keeping with the palette of material and finishes in the locality.</p>	<p>The design of the balconies and the materials used have been carefully chosen for durability and minimal maintenance. The finishes are intended to complement the surrounding area while maintaining a modern aesthetic. The high-quality materials selected will be high-durability and low-maintenance and comply with local guidelines.</p>

		There is a conflict of boundary with the septic drainage/holding tank of the adjacent property, please provide a precise boundary.	A boundary map is included in the planning pack, which clearly delineates the boundaries of the proposed development site. If there are any qualified issues regarding the conflict with the septic drainage/holding tank of the adjacent property, these will be addressed through design coordination to ensure a satisfactory outcome for all stakeholders.
		The planning considerations that have been applied to both the Fernhill Gate (Planning Ref: D21A/0923) and the Rocklawn (Planning Refs: ABP31166921 & D07A/00100) developments on the same road have not been applied to the proposed development.	While Fernhill Gate and Rocklawn are nearby, differences in site characteristics and constraints lead to variations in conditions and design. The proposed development fully adheres to the applicable planning guidelines relevant to its location and context.
		Can balcony screening or reposition blocks be incorporated to minimize overlooking, and further CGI rendering, of the development so the scale can be truly appreciated from the road and the estate?	The design has carefully considered overlooking and privacy, with appropriate setbacks and orientation to minimize impact on neighbouring properties. Additional balcony screening or repositioning would affect the overall layout and design efficiency. The submitted CGIs and visual assessments provide an accurate representation of the scale and visual impact from key viewpoints, in line with standard planning practice.
		The housing mix of 12.5% three-bedroom units falls significantly short of the minimum requirement of 40%, falling to provide adequate family-sized housing in a residential zoned area.	The proposed housing mix reflects a balanced approach to meeting diverse housing needs, including singles, couples, and smaller households, in line with current demographic trends and policy guidance. While the percentage of three-bedroom units is below 40%, the overall mix supports compact, sustainable living near transport and amenities. The development has been designed to complement wider housing delivery across the area. As per section 12.3.3.1 of the County Development Plan the Council Part 8 residential schemes, may propose a different mix having regard to the specific needs of the Council Housing Department.

		Is it possible to change the housing mix to only duplex units, that will allow space for other facilities to be incorporated in the site?	Changing the housing mix to only duplex units is not aligned with the density and compact growth objectives of the development. The current mix has been carefully planned to balance housing need, site efficiency, and provision of open space and community facilities. A varied unit mix supports a more inclusive and sustainable community.
		What measures are in place to allow external storage for bulky items outside individual units (i.e., at ground or basement level)?	Adequate storage is provided within the individual units in line with current design guidelines. These provisions ensure residents have sufficient space for everyday and occasional storage needs without the requirement for separate external storage areas.
25	10 – Others	An bhfuil leagan Gaeilge ar fáil?	Specific queries in relation to the proposed development can be addressed through Irish by the council if required.
36,37,38	11- Statutory Bodies	The developer must hire a licensed archaeologist to conduct pre-development testing in areas of ground disturbance and submit an archaeological impact assessment report for approval. If archaeological material is found, measures such as avoidance, preservation in-situ, excavation, and/or monitoring may be required.	A suitably qualified archaeologist will be appointed to undertake pre-development archaeological testing in accordance with the recommendation.
		The developer must comply with any additional archaeological mitigation requirements specified by the planning authority, and no site preparation or construction can begin until the archaeologist's report is approved.	All subsequent recommendations and requirements will be fully complied with, and no groundworks will take place until written agreement is received from the Planning Authority following consultation with the Department.

		A final archaeological report detailing the results of all investigative and monitoring work must be submitted to the planning authority and the Department of Housing, Local Government and Heritage.	An Archaeological Impact Assessment (AIA) report, including appropriate mitigation strategies, can be prepared and submitted for review prior to the commencement of development.
		A plan must be prepared to resurvey the site before development begins and exclude any badger setts found, following NTA/TII guidelines. Breeding setts cannot be excluded during the breeding season (December to June) to avoid injury to badgers.	A Badger Conservation Plan will be prepared and implemented prior to any site works and will consider the seasonal timing constraints. A series of trail camera surveys have already been undertaken, and no badger activity has been detected on site.
		Vegetation clearance should only occur outside the main bird breeding season (March to August) to prevent destruction of bird nests, eggs, and nestlings.	Timing of vegetation clearance will be adhered to.
		Lighting design for the development must be bat-friendly, as recommended in the EclA. The installed lighting should be inspected by a project ecologist to ensure it avoids light pollution and does not adversely affect bats. A report confirming compliance with bat-friendly lighting guidelines must be submitted to the planning authority.	Bat-friendly lighting design as per the EclA will be implemented, with a post-installation review by the project ecologist and confirmation submitted to the Planning Authority.
		The applicant must enter into a connection agreement with Uisce Éireann for water and wastewater services before development begins.	All necessary Connection Agreement(s) with Uisce Éireann will be made prior to commencing development.
		All development must comply with Uisce Éireann's Standard Details and Codes of Practice. Uisce Éireann does not permit building over its assets. Written confirmation of feasibility for any diversions must be obtained before starting any works.	The project will comply with the Standard Details and Codes of Practice.

		<p>The proposed development includes a 2 metre-high timber fence noise barrier along the northern boundary, which must be installed separately from the existing motorway boundary and maintained to ensure no impediment to motorway management access.</p>	<p>The development will include a 2m high timber fence noise barrier along the northern boundary, designed to ensure no impact on motorway operations. We confirm that this boundary treatment will be installed independently of the existing motorway boundary and will not impede access or maintenance operations.</p>
		<p>The Construction Traffic Management Plan must include consultation with the MMarC Maintenance Area A Contractor.</p>	<p>A Construction Traffic Management Plan will include consultation with the relevant MMarC Network Area A Contractor via TII</p>
		<p>All boundary treatments must protect the existing M50 motorway area. Detailed plans and maintenance regimes for the boundary treatment must be submitted to TII for approval before development begins.</p>	<p>Detailed boundary proposals, including maintenance and access arrangements, will be submitted to TII for agreement prior to the commencement of works.</p>
		<p>No signage or lighting during construction or operation phases that could distract motorway users is permitted.</p>	<p>No claims will be made in respect of impacts arising from the existing or future road schemes and no distracting signage or lighting visible from the motorway will be used.</p>

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.

Gerard O'Sullivan
Director of Service
Housing Department