

MEETING OF DÚN LAOGHAIRE-RATHDOWN COUNTY COUNCIL

7th July 2025

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

Proposed Housing Development at the townland of Lamb's Cross, Enniskerry Road, Sandyford, Dublin 18

1. PC/H/02/2024

In accordance with Part 8, Article 81 of the Planning and Development Regulations, 2001 (as amended), Dún Laoghaire-Rathdown County Council (the Council) gave notice of the proposed development, in the Irish Independent on 15th November 2024. Plans and particulars were made available for inspection during office hours at the Planning Department and Housing Department, County Hall, Marine Road, Dún Laoghaire; the Council offices, Dundrum Office Park, Dundrum and on the DLR Consultation Hub up to and including 13th December 2024.

Submissions and observations with regards to the proposed development could have been made up to and including 7th of January 2025.

<https://dlrcoco.citizenspace.com/planning/planning-proposed-part-8-residential-development-s/>

2. SITE LOCATION AND DESCRIPTION

The subject site, measuring approximately 0.354ha, is largely brownfield in nature and is bound by Sandyford Road to the west and Hillcrest Road to the south. It occupies a prominent corner location at the intersection of Sandyford Road and Hillcrest Road, which has recently undergone significant widening works as part of the improvements to Blackglen Road opposite. The site is fully serviced by drainage and watermains infrastructure as it is in an existing suburban area. The site being located along Sandyford Road is served by regular public transport, with bus routes running between the city and Enniskerry. The Luas Green Line stop at Glencairn is an approx. 20-minute walk.



Figure 1: Site Location Plan

The site currently consists of a parcel of disused open space which was formerly part of the wider network of fields in the area. In recent times this was used as a site compound for the storage of building material and equipment associated with the adjacent road improvement works to Blackglen Road running from Lamb Doyle's further east as far as the crossroads intersection with Sandyford/ Enniskerry Roads. Upon completion of the road improvement works in 2024, the site was cleared and a layer of hardcore now covers much its surface near the corner. A palisade fence has been installed in the interim pending development running along the back of the newly installed footpath. Several boxes associated with the traffic signals and public lighting have been installed along the back of footpath and at the corner itself.

3. ZONING AND OTHER OBJECTIVES

The site is zoned for mixed-use neighbourhood centre facilities. The objective is “to protect, provide for and/or improve mixed use neighbourhood centre facilities”. Residential use is permitted in principle and is generally acceptable, subject to compliance with those objectives as set out in other chapters of the Development Plan. Whilst a community use is provided in the proposed development, there is no proposed commercial use, having regard to the level of existing and proposed neighbourhood facilities at Lamb's Cross.

Sandyford is identified in the Development Plan as a Mixed-Use District in the Core Strategy. The proposed development will be of an appropriate scale and will contribute towards the housing

target for the County Development Plan, while also complementing the existing retail services located near the subject site, which when considered together will provide a mixed-use location, commensurate with the NC zoning. The proposal has adopted a plan-led approach to development, consistent with development in the existing environment.

4. DETAILED DESCRIPTION OF PROPOSED WORKS

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

The proposed development includes:

- 37 no. apartment units in a 3 - 5 storey building over under croft area, including 29 no. one bed units and 8 no. two bed units.
- 1 no. community facility at ground floor of 171m².
- Energy Centre at first floor level and external plant area set back at third floor level.
- Under croft area at lower ground level comprising (a) 2 no. ESB substations (b) car, bicycle and motorcycle parking; (c) bin storage; (d) bulk storage area; and (e) supporting mechanical, electrical and water infrastructure.
- Landscaping works including provision of (a) communal open space; and (b) public realm area fronting onto Sandyford Road and Hillcrest Road
- All associated site development works including (a) vehicular access off Hillcrest Road; (b) public lighting; (c) varied site boundary treatment comprising walls and fencing; and (e) temporary construction signage.

Design Approach

The design approach provides for a 3 – 5 storey apartment block which wraps around the site in an East-West direction, creating a strong frontage to the road and defining the corner of the junction. The building can be described as having two wings, running North and East, each being five storeys (tallest) concentrated at its corner. This faces onto the newly widened traffic intersection at the meeting point of Sandyford Road, Hillcrest Road, Blackglen Road and Enniskerry Road. From here the height steps to three storeys running East and North, providing appropriate transition to existing adjacent housing. At its eastern end along Hillcrest Road there is a break in the building line to allow for an access point and to allow the existing topography of the site to remain undisturbed where it crops down toward a local stream at the eastern end. A proposed community facility anchors the South-western corner of the site. The ground floor community space forms a small hub at this location, spilling out to a small public space providing welcome to the community and passers-by. The community facility and the three ground floor units have own-door access from Hillcrest Road. The remaining apartment units are accessed via two separate cores to the east and west, with access from Sandyford Road and Hillcrest Road.

The proposed building height has been designed to take cognisance of the neighbourhood centre zoning on the land; the relationship of the site with the recently upgraded road network, recent precedence set by permitted development in the area, including development across the Sandyford Road from the application site; the Development Plan Appendix 5 Building Strategy; and the Urban Development and Building Height Guidelines (2018). The design of the blocks is contemporary in nature with glazing and high-quality materials proposed. The massing of the blocks has been broken up, reducing the appearance of the overall development.

Open Space & Landscaping

Given the restricted nature of the site, limited public open space (5.7%) has been accommodated at the eastern end and at the front of the site, with a combination of soft and hard landscaping. However, a total of 410m² communal open space is proposed, exceeding the 217m² required in accordance with the Sustainable Urban Housing: Design Standards for New Apartments - Guidelines for Planning Authorities (2023).

This area will accommodate a toddler and younger child playground area in accordance with the requirements of the Guidelines and notwithstanding that only 8 no. two bed units are provided.

In addition to this open space provision, a comprehensive landscaping scheme has been prepared with extensive groundcover and shrub planting maintained and provided to the east of the building, integrating the adjacent Brewery Stream into the development. The southern facade presents a more civic character to Hillcrest Road, addressing the proposed community space as this will mark the main point of arrival into the development. This area combines hard landscaping; planting bays and accommodates external cycle parking areas. The proposal includes pedestrian footpath, cycle lane, and a small plaza at Lambs cross junction, while respecting the local character.

The proposed development will necessitate the removal of all the scrub vegetation on the northern boundary of the site (as noted in the Arboriculture Assessment and Impact Report SHB5-LDR -RP-CMK-AR-P3-0001). The Leyland cypress hedge / tree planting which overhangs the site from the Lambs Brook housing development will be cut back to facilitate works and allow light to the residents in this area of the development. The mature sycamore (noted in the report as Sycamore #001) on the eastern boundary with the stream, along with the scrub bramble and willow will be retained and protected for the duration of the works. Whilst it is proposed to remove 9 no. trees of assorted quality including scrub bramble and crack willow, it is proposed to plant 42 no. trees of different and more substantive varieties as part of the development.

Parking

A total of 36 no. car parking spaces are provided, with 24 no. spaces provided in the undercroft of the building; 11 no. spaces provided at surface level for residents and 1 no. space provided for visitors to the development. This provides a car parking ratio of 0.97 per residential unit. In accordance with the requirement in the Development Plan (Section 12.4.11) to provide 20 per cent of car parking spaces with one fully functional EV Charging points and ducting for every space, a number of EV Charging points have been provided. Provision is included in the car parking spaces provided for 2 no. disabled space in accordance with the requirements of Section 12.4.5.3 of the Plan. Provision has also been made for 2 no. motorcycle spaces in the undercroft in accordance with Section 12.4.7 of the Plan which requires a minimum of four or more motorcycle parking spaces per 100 (4%) car parking spaces

A total of 71 no. bicycle parking spaces have been provided with 49 no. secure spaces provided at ground floor level within the building on the western façade and 2 no. spaces at surface level for visitors. A total of 20 no. visitor spaces are provided at surface level, in accordance with SPRR 4 - Cycle and Storage, Sustainable Residential Development and Compact Settlements Guidelines for Local Authorities (2024) and in excess of the standards provided in the Development Plan, 'Standards for Cycling Parking & Associated Cycling Facilities for new Developments' (2018). Each bedspace has been provided with one long stay bicycle space and the community space has been provided with 20 no. spaces, that is 1 space per 5 no. employees. These spaces can also be used

by short-stay visitors to the apartment units. A Cycle Audit has been prepared by Malone O'Regan Engineers to accompany the development proposal.

Several reports accompany the proposed development from a traffic management perspective including a Traffic Mobility Management Plan which concludes that the proposed development will not have a negative impact on the surrounding road network. It proposes an action plan to encourage more sustainable mobility patterns amongst the prospective residents. A public transport capacity audit has also been provided within the Traffic Mobility Management Plan to support the reduction in car parking provision on site.

Water Services Infrastructure

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

An Appropriate Assessment Screening Report prepared by NM Ecology has had regard to inter-alia: “Part XAB of the Planning and Development Act 2000 (as amended)”, “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), and “Appropriate Assessment of Plans and Projects in Ireland: Guidance for Planning Authorities” (Department of the Environment, Heritage and Local Government, 2010).

The screening report concludes that the development site is not located within or directly adjacent to any Natura 2000 site. The nearest European site is the South Dublin Bay Special Area of Conservation (SAC), located 5.3km to the northeast and South Dublin Bay and River Tolka Estuary SPA. The HRA Planning Lambs Cross Planning Statement 16 Brewery Stream provides a potential surface water pathway between the site and the two European sites (the South Dublin Bay SAC and South Dublin Bay and River Tolka Estuary SPA).

The AA Screening Report, based on objective information, concluded that upon examination, analysis and evaluation of the relevant information, and applying the precautionary principle, the possibility may be excluded that the proposed development could have a significant effect on any of the European sites. Considering the dilution capacity provided by 6 km of watercourse and the coastal waters of Dublin Bay, the AA Screening Report concludes that any pollutants generated at the site would be reduced to negligible concentrations before reaching the European sites. Therefore, there is no risk of significant effects, and no European sites will be affected by the proposed development.

6. ENVIRONMENTAL IMPACT ASSESSMENT SCREENING REPORT

An Environmental Impact Assessment (EIA) Screening Report was prepared by HRA Planning to assess the proposed development and to undertake a determination as to the likelihood of significant effects on the environment, and the requirement or otherwise, for Environmental Impact Assessment (EIA). The proposed development of 37 no. dwelling units is below the 500-unit mandatory threshold and represents 7.4% of the threshold number of dwelling units.

The site area of the proposed development measuring circa 0.35 hectares in area is not situated within a business district and is significantly below the 10-hectare threshold for urban development in the case of; 'other parts of a built-up area'. The site, therefore, does not trigger mandatory EIA.

The preliminary examination confirms that there is no real likelihood that the proposed development, by reason of its 'nature and size' is likely to give rise to significant effects on the receiving environment, save for localised, short-term temporary impacts associated with the construction stage. However, taking a precautionary approach and consistent with statutory provisions of Article 120 of the Planning Regulations, along with the published methodological guidance which this assessment is based; the information specified in Schedule 7A (of the aforementioned regulations) for the purposes of a screening determination was prepared.

The screening determination was therefore undertaken having regard to Schedule 7 criteria and Schedule 7A information. Having regard to the nature and scale of the proposed development which is below the thresholds set out in Class 10 of Part 2 of Schedule 5, the criteria in Schedule 7, the information provided in accordance with Schedule 7A of the Planning and Development Regulations 2001, as amended, and the following:

- 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.

It is considered that the proposed development would not be likely to have significant effects on the environment, and it is concluded that an environmental impact assessment report is not required.

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 social housing in Dún Laoghaire-Rathdown is clearly articulated in Section 2.5.2 of the Development Plan. The Housing Progress Report Q1 2023 provides relevant statistics for Dún Laoghaire-Rathdown up to the end of March 2023. This report confirms that the Social Housing Target 2022-2026 for delivery by the Council is 1,994 homes and the subject site is included in this delivery number with confirmation that the scheme is at Design/Tender stage. This target not only acknowledges but also emphasises the significant demand for social housing in the area.

The Housing Agency Guide delineates various methods through which social housing support is dispensed, reinforcing the pivotal role of local authorities in fulfilling these demands. 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 social housing. Of this number, there was a demand for 2,102 no. one bed units, 950 no. two bed units, 568 no. three bed units and 32 no. 4 bed units, reflecting the nuanced and specific requirements of the community and the absolute need for one bed units as proposed.

The proposed development of 37 no. units on site will accommodate 1.0 per cent of the overall social housing demand in Dún Laoghaire-Rathdown and seeks to deliver 1.8 per cent of the target supply between 2022 – 2026.

8. INTERNAL REPORTS

A. ARCHITECTS DEPARTMENT

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

B. COMMUNITY AND CULTURAL DEVELOPMENT

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

C. FORWARD PLANNING INFRASTRUCTRE DEPARTMENT

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

D. INFRASTRUCTURE & CLIMATE CHANGE

- The Capital Projects Section had no objection to the proposal. The applicant is requested to discuss and agree details raised during the Part 8 circulation with Capital Projects Section at detailed design stage.
- The Environmental Enforcement Section did not provide any feedback.
- The Property Management Section/ Estates Officer had no objection to the proposal
- The Transportation Planning Section had no objection to the proposal. The applicant is requested to discuss and agree details raised during the Part 8 circulation with the Transportation Planning Section at detailed design stage.
- The Active Travel Section had no objection to the proposal. The applicant is requested to discuss and agree details raised during the Part 8 circulation with Active Travel Section at detailed design stage
- The Climate Action Officer had no objection to the proposal

E. MUNICIPAL SERVICES

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

F. PLANNING

- The Planning Department were satisfied with planning matters

9. STATUTORY BODIES/ORGANISATIONS

Details were submitted to the following Statutory Bodies/Organisations:

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

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

Statutory Body: Uisce Éireann

Response: Uisce Éireann have no Objection in Principle.

Statutory Body: Transport Infrastructure Ireland (TII)

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

Statutory Body: National Transport Authority

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

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 Lambs Cross, Sandyford, Dublin 18, in the Irish Times on 15th November 2024. A site notice (in the prescribed format) was also erected on the site and maintained in place for the prescribed period.

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

56 submissions were received within the stipulated time period, and 3 submissions received within one day outside the period. These submissions are listed in Appendix A.

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

Certain issues and queries for information in relation to the proposal were raised from the Public Consultation, as well as messages for support. The submissions (and the detail pertinent to the respective submissions) are duly noted and have been assessed accordingly. The pertinent issues, and queries raised, and the Chief Executive's responses are summarised as follows:

Sub No:	Issue Raised	Section	Response
1,2,3,6,7,8,11,12,13,20,24,25,33,49,50,51,53,54,55,56	<p>Traffic</p> <p>Any conditions imposed by the Transportation planning section should be set out in the planning approval for this Housing Scheme at Lambs Cross.</p> <ul style="list-style-type: none"> What measures will be taken to improve road infrastructure for cars and bikes in the local area? It is currently insufficient for the existing level of housing. The current arrangement on hillcrest road is only just wide enough for two-way traffic, and at one point it is too narrow (where it crosses the stream 110m from the cross). There are minor accidents regularly. When any large vehicle passes through it causes a traffic jam. What measures are proposed to address this? Locals struggle to exit onto the main road due to the heavy traffic, at peak hours. Traffic jams are becoming increasingly common and severe, what measures are planned to tackle this? The heavy traffic along Hillcrest Road is causing drivers to divert through Sandyford Village. The blind spots and high speeds in this area pose safety risks to pedestrians and other road users. What measures are planned to tackle this? 		<p>A formal conditions document that notes all conditions related to transportation and other planning requirements that are to be met, has been prepared and will be shared with the design team and tracked to ensure compliance</p> <p>Further Road improvement works are planned in the area and a cycle safety audit has been carried out.</p> <p>A traffic Mobility Action Plan that encourages and embeds sustainable travel choices amongst the prospective residents has been prepared.</p> <p>A public transport capacity audit has also been provided within the Traffic Mobility Management Plan to support the reduction in car parking provision on site.</p> <p>The design has considered the proposed Hillcrest Road widening scheme (which includes for new cycle tracks). The Hillcrest Road scheme is progressing through the planning stage.</p>

		<ul style="list-style-type: none"> • The entrance to the proposed development is directly opposite the entrance to Hillcrest Downs, creating a "pinch point" for access/ egress. What can be done to remove this pinch point and improve safety for pedestrians and road users? 		<p>Turning circles have been examined for traffic entering and exiting lambs cross to ensure there is no pinch points with other road users. There are Seven houses on Hill Crest Downs and 37 car spaces on Lambs cross apartments, the volume of traffic exiting these two junctions will be very low. For cars turning southeast at morning peak times, currently there is a yellow box to allow cars enter and exit Hill Crest Down during heavy traffic, this can be extended to facilitate Lambs Cross development traffic.</p>
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7,9,18,19,26,27,29,30,34,35,36,37,38,39,40,41,42,44,45,46,47,48,49,50,51,52,53,54,55,56,57,59	<p>2</p> <p>Open Space / Environment \ Impact on Health</p> <ul style="list-style-type: none"> Has there been an environmental impact assessment carried out, has it identified native natural wildlife living along the Hill crest road? What impact would this development have on local Flora and Fauna? The development is less than 100 metres from smooth newt breeding ponds at Gorse Hill. 		<p>An EIA Screening Report was prepared which determined that an EIA was not required, having considered the scale, nature, type and characteristics of the development proposed. An Ecological Impact Assessment was also prepared which assessed flora & fauna.</p> <p>Fitzsimon's Wood Proposed Natural Heritage Area is located approx. 220 m north-west of the Site. There will be no direct effects on the site, and the proposed development poses no risk of impacts on the woodlands, heath or wetlands within the Site.</p>
	<ul style="list-style-type: none"> The development also proposes the felling of the existing line of mature trees that run along the boundary between Lambs Brook and the Lambs Cross site. In addition to providing essential screening, these trees also serve as a habitat for fauna and need to be kept. Can they be retained? 		<p>The Leyland Cypress trees adjoin the Lamb's Brook housing estate to the north of the Site. The trees that overhang the site will be cut back to facilitate works and allow light to the residents in this area of the Development.</p> <p>The mature sycamore #001 (as noted in the arboricultural impact assessment) on the eastern boundary with the stream, along with the scrub bramble and willow, will be retained and protected for the duration of the work.</p> <p>Whilst it is proposed to remove 9 no. trees of assorted quality including scrub bramble</p>

			and crack willow, it is proposed to plant 42 no. trees of different and more substantive varieties as part of the development.
	<ul style="list-style-type: none"> The location of the complex's facilities and back-up generator units will mean odours and fumes and noise will be carried downwind directly into Lambs Brook. What can be done to address this? 	<p>An Acoustic Assessment was prepared which considered the potential noise impacts arising during occupation including plant and traffic and the impact on the communal space and on the nearby houses. It was concluded that the proposed development will not have an adverse impact on nearby noise-sensitive locations (houses).</p> <p>The backup generator will only run during periods of maintenance, testing and power outage. This would be rare and for short periods only. This will likely amount to 12-24 hours a year.</p> <p>The complex facilities intend using sustainable forms of energy such as electricity and potential solar panels. As such, the output of fumes and odours are considered to be low.</p>	<p>The site was remediated in 2010 following the findings of the 2008 WYG report. Subsequent Site investigations carried out during November and December 2023 found the material on the remediated site to be inert.</p> <p>An Bord Pleanála also considered the development and concluded that the determination made by the council was</p>
	<ul style="list-style-type: none"> Determinations that that an Appropriate Assessment Environmental Impact Report and an Environmental Impact Assessment Report are not required, rely on reports including a report by Causeway Geotech/Malone O'Regan Consulting Engineers which states on page 7 that "The scope was reduced due to the small nature of the site and reduced working area due 		

		to Murphy's contractor's working on the site". The more comprehensive White Green & Young/DBFL 2007/08 Environmental Report recommends removing "all material from the site including both made ground and natural ground that is below the c3.5m level". Can you speak to this?		appropriate and that an Environmental Impact Assessment Report was not required.
		<ul style="list-style-type: none"> I am concerned about the proposed excavation and clean up works of the site without an assessment of the impact that the disruption will have on the local area and water courses adjacent to the site. Can you provide such an assessment? 		See response above
		<ul style="list-style-type: none"> A contamination assessment prepared in November 2007 by WYG following site investigation revealed significant environmental and health risks. What is your position on this assessment, what are the implications for the proposed project? 		See response above
		<ul style="list-style-type: none"> Can a statement be issued to clarify how the safety of local residents and the wider public will be guaranteed from groundwater contamination / exposure to toxic material? 		It is noted that the proposed development does not have a significant underground component (other than excavation for shallow foundations), so the works will not affect local groundwater.
		<ul style="list-style-type: none"> So much development has taken place in the area in the last 7 years that it is almost unrecognisable. A significant amount of green space has been cleared and specimen trees removed. What improvements will be made to the public 		<p>Biodiversity-enhancement measures for the site development include:</p> <ul style="list-style-type: none"> Native trees will be planted in public open space around the northern, eastern and southern boundaries of the Site. The

		realm to address this loss?	<p>retained scrub habitat will be enhanced by woodland planting</p> <ul style="list-style-type: none"> • Rain gardens / bioretention areas will be provided around the edges of the building. These features will temporarily hold water during periods of high rainfall, and are expected to develop some wetland vegetation • Bird nest boxes will be provided, including swift boxes on the new building and a range of other boxes at ground level suitable for tits, finches and other small passerine birds <p>These measures will introduce some habitats that are not currently present at the Site, notably the new trees, wetlands and swift boxes. They will also increase the number and diversity of trees within the Site.</p> <p>Considering that (a) the majority of the proposed development will take place on land of little ecological value, (b) that existing habitats of value will be retained, and (c) several ecological enhancement measures will be provided, the Ecological Assessment concludes that the proposed development will have a moderately positive effect on the Site, i.e. a</p>	
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4, 33				biodiversity net gain.
3	Bike Park / Car Park Space / Anti-social behaviour \ Litter <ul style="list-style-type: none"> The development is designated for social housing; Given that it overlooks homes and gardens and is a stone's throw from several schools, are there any measures in place to guarantee for safety and privacy for the community, esp. children? 		<p>The scheme is designed that it does not overlook nearby homes and private gardens. Most of the scheme abuts public roads, Sandyford Road to the west and Hillcrest Road to the south. The scheme adjoins a large area of open space along its northern boundary which is also bounded by existing mature trees. To the northwest the scheme gables onto that of house no. 12 Lambs Brook. There are 2 no. balconies at this location, and the scheme includes privacy screens to their northern side. In addition, the communal roof terrace at level 1 is also screened off along its northern edge.</p>	<p>The scheme is designed that it does not overlook nearby homes and private gardens. Most of the scheme abuts public roads, Sandyford Road to the west and Hillcrest Road to the south. The scheme adjoins a large area of open space along its northern boundary which is also bounded by existing mature trees. To the northwest the scheme gables onto that of house no. 12 Lambs Brook. There are 2 no. balconies at this location, and the scheme includes privacy screens to their northern side. In addition, the communal roof terrace at level 1 is also screened off along its northern edge.</p>
	<ul style="list-style-type: none"> With recent housing developments it does not feel as safe; what measures will be brought in to increase community safety? 		<p>The proposed development will provide a means of passive surveillance from apartments into the open space to the south and West, where there is currently none. This will assist greatly in discouraging anti-social behaviour.</p>	<p>The proposed development will provide a means of passive surveillance from apartments into the open space to the south and West, where there is currently none. This will assist greatly in discouraging anti-social behaviour.</p>
	<ul style="list-style-type: none"> What will be done to improve the standard of cycling facilities in the area? The main road into Dundrum has little or no segregated cycle lanes. 		<p>Cycle tracks form part of the recent road improvements in the immediate vicinity of the scheme, i.e. the road widening of Blackglen Road including its intersection with Sandyford Road. Further road improvement projects are progressing with the widening of Sandyford Road to the north and Enniskerry Road to the south. In addition, plans are developing for the</p>	<p>Cycle tracks form part of the recent road improvements in the immediate vicinity of the scheme, i.e. the road widening of Blackglen Road including its intersection with Sandyford Road. Further road improvement projects are progressing with the widening of Sandyford Road to the north and Enniskerry Road to the south. In addition, plans are developing for the</p>

				improvement of the entire length of Hillcrest Road; all of which includes upgraded cycle infrastructure. See responses above.
4, 5, 24, 25	4	<ul style="list-style-type: none"> Can cycle lanes be built before construction. Can a traffic survey be completed before the part 8 is approved. <p>Impact on Property Values</p> <ul style="list-style-type: none"> It's supposed to be a more upscale area of Dublin. The residents in this area do not want or support the development of council housing and cost-rental housing. What can be done to address this? Local residents want houses, not flats. Has there been any consideration for this? 		<p>The provision of social housing units on this site will facilitate diversity in tenure and facilitate housing mix in the area all in accordance with Objective PHP27 in the Development Plan.</p> <p>14 per cent of housing stock in the area comprise social housing, either rented from the local authority or a voluntary housing body. The proposed addition of 37 no. units increases the total provision of social housing in the area to 14.8 per cent and when considered in conjunction with the proposed Part 8 Scheme located adjoining Balally Neighbourhood Centre (62 no. apartment units), the cumulative increase is 2.14 per cent and final total of 16.14 per cent of housing stock.</p> <p>This ratio of private to social housing mix is considered acceptable on the plausible assumption that dominance by any single tenure should not exceed 50 per cent. Accordingly, the proposed development must be considered appropriate to the</p>

10,21,23, 14,15,16,17, 31	5	<p>In Favour of Proposal</p> <ul style="list-style-type: none"> • I think it's a great idea; I am in my thirties living with my parents in the local area. It would be a great thing for people in my position and other vulnerable groups. • Seems like a good idea. • I think this scheme will enhance the area and be a significant improvement on what is currently unused land. It will provide additional housing stock in an area that is well connected with both buses and the nearby Luas. • I am currently on the housing list and this development appeals to me. • I am for this proposal. I am on the housing list for this area, and I grew up in this area, with family still living nearby. • I am for this proposal. I am currently on the council housing list for 18 months I am also on the homeless HAP scheme. • I am in support of this development. This vacant site has been an eyesore since the works were completed on the Blackglen Road. This site's proposed use fits in with the ongoing urbanisation of this area. • Many of my friends and relatives are looking for housing in the immediate area and continued new supply is badly needed, this development is the correct type of density and size for helping to service this 		area providing for balanced and integrated housing tenure.
				DLRCC welcomes the positive feedback for the proposal, and acknowledges the strong demand for housing for locals from the public consultation

4, 5,7,11,12,13, 18,19,24,25, 58	6	<p>demand.</p> <p>Local Capacity (Schools, doctors, facilities)</p> <ul style="list-style-type: none"> What local provision will be made to increase the capacity for childcare facilities, local Primary and Secondary Schools (esp. Irish Language Schools), GPs and other local services? 		<p>A Social Infrastructure Audit assessing facilities in the area was undertaken and assesses the potential impact of the development on existing services and facilities insofar as possible. Having regard to the average household size, the proposed development will result in an additional circa 51 people to the area. Thus, the additional loading on existing services and facilities will be minimal.</p> <p>As per answer to Item 6 above</p>
6, 11, 12, 13 32, 33, 53, 58	7	<p>Infrastructure / Construction stage</p> <ul style="list-style-type: none"> The development will put additional pressure on the local infrastructure, including waste management, and other essential services. What is being done to develop the existing infrastructure to accommodate this development? The small river on the east side of the property performs an important drainage function. Will there be any downstream impact on homes from run-off of the new development? There could be a displaced rodent population which could come to our area – What can be done to address this? 		<p>The post development run-off will not exceed the greenfield runoff. The development will have rainwater attenuation to ensure surface run off doesn't exceed greenfield runoff.</p> <p>The size of the development is sufficiently small to have a negligible impact, and the Ecological Impact Assessment noted evidence of any small mammals was found to be low.</p>

		<ul style="list-style-type: none"> There are also references to an attenuation tank on the eastern boundary under the site entrance road to the proposed new development. Has this work already been completed? Have other works on the site been completed prior to any notification of the proposed site development? 		The attenuation tank will be built at the same time as the development.
40,42,44,45,46,48,50	8	<p>Public Transport Capacity</p> <ul style="list-style-type: none"> Public Transport in the area is insufficient and needs improvement. See below available buses, what are the proposed improvements to the below routes: <p>Route no. 44 has an hourly bus to the city.</p> <p>Route no. 44b has a bus to Dundrum three times in the morning and two in the evening, with no weekend services.</p> <p>Route no. 114 has an hourly bus to Dun Laoghaire</p> <ul style="list-style-type: none"> There is no reliable bus service that facilitates Hillcrest Road. What can be done to correct this, before construction begins? Are there any plans for a Quality Bus Corridor (QBC) for the area? 		<p>Bus network proposals under the Bus Connects scheme details how the bus network serving the site will be upgraded with a more frequent and efficient service.</p> <p>The proposed 86 and L33 bus services will provide a direct bus service to Sandyford Business Park and Stillorgan LUAS station from the site.</p>
6,11,12,13,18,19,22,24,25,27,28,29,32,37,40,41,42,43,44,45,46,47,48,49,	9	<p>Suitability of the Housing Type Proposed/ Development height/extends\ compatibility with surrounding areas</p> <ul style="list-style-type: none"> There is a half-built apartment block near this proposed site. Why start another development? 		<p>See response to item 4.</p> <p>There is currently a need and demand for housing in the area. The development will provide 37no. new homes for people in the area.</p>

50,54,55,56	What is the model for the delivery of the proposed Lambs Cross development, how is it funded?		<p>The units are intended to be delivered using an 'availability-based PPP model'. Under this model a consortium designs (in accordance with the Part 8 consent), builds, finances and maintains the social housing units on behalf of the local authority subject to a contract. The maintenance and upkeep services are provided for a period of 25 years after construction. After this the units are returned to the local authority in good, pre-defined, condition.</p> <p>The council could also explore other ways of delivering this project. This will be considered at post planning stage.</p> <p>The sites for this project always remain in State ownership and are made available to the PPP Company by way of a license. As the model is 'availability-based', the private sector partner is responsible for ensuring that units are available for occupation. The local authority is the landlord and is responsible for nominating tenants from the local authority social housing waiting list, based on the local authority's allocation scheme.</p>
	The Proposed Development is contrary to Policy 4.3.1.1 Policy Objective PHP: Residential Density Dun Laoghaire Rathdown County		Table 3.0 and Section 9.4 of the Planning Compliance Statement justifies the density of development on the site having regard

		Development Plan. The site is bordered by two-storey houses to the north in Lamb's Brook (at a lower level), bungalows to the east on Hillcrest Road and a mix of bungalows and two storey houses to the south on Hillcrest Road and Hillcrest Downs.	to the neighbourhood centre zoning on the lands, proximity to existing services and facilities, planning precedence and the evolving character of the area undergoing a period of change.
		The proposed development has 50% more residential units than previously proposed by the Council and contravenes Policy RES4 of the County Development Plan which states that developments should '...not be injurious to the existing built form, scale, character, heritage and residential amenity of the area concerned.'	The Planning Compliance Report demonstrates how and why the development proposal is in accordance with the provisions of the plan. Lambs Cross and the Sandycroft Road is a broad and busy thoroughfare with wide dimensions, grass verges, footpaths and landscaped areas presenting an opportunity for increased height and density. At 3 - 5 storeys, the proposed development is notably higher than its immediate traditional suburban context. However, buildings of a similar and greater height are already located / recently permitted in the wider context. The proposal will result in the creation of a strong urban edge at a prominent junction, at a significant intersection on Sandycroft Road.
		There are other social housing projects in the development pipeline for this area. All the new apartment complexes are either social and affordable or being bought by Housing Trusts. For example, Lisieux Hall, Mount Eagle square, "Gables" and "Whitethorn" site on Leopardstown Road, Whinsfield (100m away	Section 4.0 of the Planning Compliance Report 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

		from proposed development) and Woodside. Furthermore, there are currently over 350 housing units under construction, planned or proposed in the area Is additional social housing needed?		substantial and ongoing need for social housing.
		Has the design team considered building away from the road and moving the public space to the front? This would retain the opportunity to widen roads or add appropriate cycle and other future potential interests like trams and bus lanes.		This option and other options have been considered, while also considering the road widening works that have already occurred, Access to the shared space that can be utilised by the Public and other design considerations. The optimal design that addressed a variety of considerations was selected.
		the height of this building is excessive. Could not a three-storey development on the same site quite easily accommodate the same 37 units?		Section 10 of the Planning Compliance Report analyses the proposed building height in accordance with the provisions of the Development Plan, and Table 5.0 of the same report analyses the height in the context of the Building Height Guidelines.
		Why is the unit mix distributed disproportionately towards 1 bed units? Why are there not more 2 and 3-bed units in the development?		As detailed in Section 4.0 of the Planning Compliance Report of the 3,652 households on the social housing waiting list, the largest demand is for one bed units (2,102 no. one bed units), which accounts for 57.5% of total housing demand in the area. The provision of 29 no. one bed units in a scheme comprising a total of 37 no. units is intended to accommodate the pressing need for one bed units, while providing for diverse and mixed tenure in the immediate surrounding area.

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

APPENDIX A – LIST OF PERSONS AND OBSERVATIONS

No.	Ref.	Name
1	ANON-FZWQ-EYGE-J	Cormac Lawlor
2	ANON-FZWQ-EYGH-N	Patrika Mani
3	ANON-FZWQ-EYGB-F	Stephen Burnett
4	ANON-FZWQ-EYG8-F	Dh
5	ANON-FZWQ-EYGU-2	Kq
6	ANON-FZWQ-EYG6-3	Rachel Senior
7	ANON-FZWQ-EYGF-K	Stephen Murray
8	ANON-FZWQ-EYGW-4	Una Scollard
9	ANON-FZWQ-EYG3-Z	Claire Deighan
10	ANON-FZWQ-EYG2-Y	Sarah Molly
11	Email Submission	Caroline Mills
12	Email Submission	Glenn Mulville
13	Email Submission	Abigail Cornwell
14	Email Submission	Luke Kinso
15	Email Submission	Chloe Kavanagh
16	Email Submission	Kayleigh Railton
17	Email Submission	Luke Kinso
18	Email Submission	Simon Carroll
19	ANON-FZWQ-EYGU-2	Simon Carroll
20	ANON-FZWQ-EYGG-M	Jacqui
21	ANON-FZWQ-EY5K-6	Soren Thorvald
22	ANON-FZWQ-EY5D-Y	Conor Mc Mahon
23	ANON-FZWQ-EY54-F	Gordon Adam
24	ANON-FZWQ-EY5H-3	Olga Maguire
25	ANON-FZWQ-EY5Q-C	Olga Maguire
26	Email Submission	John Bergin
27	Email Submittal (refer to attached Letter)	Olga Maguire
28	ANON-FZWQ-EY56-H	Al O'Tuathaigh
29	Email Submittal	Olga Maguire
30	Email Submittal (refer to attached Letter)	Sophie Vard Ryan
31	ANON-FZWQ-EY51-C	Daniel Gilmer
32	ANON-FZWQ-EY5S-E	Mr. Christopher Cummins
33	ANON-FZWQ-EY5F-1	Frank Nolan
34	ANON-FZWQ-EY5M-8	Nigel Oglesby
35	ANON-FZWQ-EY5W-J	Jackie Oglesby
36	ANON-FZWQ-EY52-D	Barbara Kenny
37	ANON-FZWQ-EY53-E	Ambrose Munnelly
38	Email Submittal (refer to attached Letter)	Shay Brennan
39	Email Submittal	Mary O'Sullivan

40	Email Submittal	Conor Hannaway
41	Email Submittal (refer to attached Letter)	Noel Keating
42	ANON-FZWQ-EY55-G	Anne-Marie O'Friel
43	ANON-FZWQ-EY5Y-M	Sammy Ryan
44	Email Submittal (refer to attached Letter)	Oisin O'Connor
45	Email Submittal (refer to attached Letter)	John & Mary Wilkinson
46	Email Submittal (refer to attached Letter)	Dawn & Ronan Martin
47	Mail Submittal (Refer to attached Letter)	Tom & Carmel Cashell
48	Mail Submittal (Refer to attached Letter)	Loretto Callaghan & Brian Moulton
49	Email Submittal (refer to attached Letter)	Denis McCarthy
50	Email Submittal (refer to attached Letter)	Margaret Byrne
51	Email Submittal	Bartholomew White
52	Email Submittal (refer to attached Letter)	Wendy Vard Ryan
53	Email Submittal	Noreen Meleady
54	Email Submittal (refer to attached Letter)	Laura McCarthy
55	Email Submittal (refer to attached Letter)	Marion McCarthy
56	Email Submittal (refer to attached Letter)	John McCarthy
57	ANON-FZWQ-EY5C-X- Submission received after closing time	Murali Sayana
58	Email Submittal (email received after closing time)	Naomi English
59	Email Submittal (email received after closing time)	Murali Sayana

APPENDIX B-Letter Submission

Dear Sir / Madam,

As a long term resident of Hillcrest Rd, I write to advise our concern regarding the recent NY & Assessment, in particular, in relation to hazardous substances on the site - namely Mescaline, Benzene, Pyrene and Methane emissions; the fact that emissions were detected on this site surely presents a risk to human health, particularly during construction. Also, as a long term resident, we feel that the height is totally not in keeping with the original plan in early 2000.

We respectfully request that all the development plans for James Cross be halted until a comprehensive up to - date environmental study is conducted and all potential risks have fully assessed and mitigated.

Thank you for your attention on this matter. It is most appreciated.

Kind Regards,
Tommy Carmel Castle.