

PART 8 SERVICE DEPARTMENT REPORTS

SITE: RESIDENTIAL DEVELOPMENT LAMBS CROSS DUBLIN 18

PC/H/02/2024

1.0 HOUSING DEPARTMENT

Context for the proposed Part 8

The Social Housing PPP programme consists of the design, construction, financing and maintenance of approximately 3,000 homes in five project bundles of social housing developments on sites around Ireland to be delivered by Public Private Partnership (PPP). The Department of Housing, Local Government and Heritage is the approving authority for the programme with the NDFA as financial advisor, procuring authority and project manager.

The Design Team has advanced proposals on behalf of the National Development Finance Agency (NDFA) in consultation with Dún Laoghaire-Rathdown County Council. The units are 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.

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.

Bundle 5 includes ten sites, two of which are in the administrative area of Dún Laoghaire-Rathdown County Council. Each site includes a mixture of housing typology (for example apartment, duplex, detached or semi-detached house) and site development works. The subject site proposes the development of 37 no. one and two bedroom apartment units.

Description of proposed Part 8 Development

The proposed development includes:

- i. 37 no. apartment units in a 3 - 5 storey building over undercroft area, including 29 no. one bed units; and 8 no. two bed units;
- ii. 1 no. communal facility at ground floor of 171sqm;
- iii. Energy Centre at first floor level and external plant area set back at third floor level;
- iv. Undercroft 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.
- v. Landscaping works including provision of (a) communal open space; and (b) public realm area fronting onto Sandyford Road and Hillcrest Road
- vi. 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.

2.0 ARCHITECTS DEPARTMENT

Comment 1: There is no evident defensive space for the own door units at ground floor. Considering these units have no direct access to the communal open space, the quality of their private open space should be good enough to compensate. Currently, this space does not provide any level of screening to provide privacy.

Response 1: Following further review of the ground floor plan, we intend to set the apartments further back from the back of footpath, providing a 1.8m deep terrace/ patio space with a planted buffer plus 400mm deep stone wall of 1.2m high stone clad wall.

Comment 2: How will the bulk storage proposal will be divided across the 37 units? Both versions of bulk storage plan look too small to provide bulk storage which is accessed securely by individual units.

Response 2: We are reviewing the quantum of bulk storage being provided and an additional room has been identified to accommodate adequate storage for all 37 units.

Plan shows 19 no. double stacked storage cages (sufficient for 38 unit capacity).

Comment 3: Does this have to be agreed with the ESB as it appears no designated ESB parking space has been provided and access is proposed from the public road where there is no opportunity to park.

Response 3: This 3-metre wide hard standing area is purely for ESB personnel to access the substation and control room as per ESB requirements.

We don't need ESB agreement if we meet their requirements. See section from booklet below. No reference is made to requirement for parking, just access. We comply with the ESB requirements for unimpeded access.

“Unimpeded Access-

-MV substations are not only a point of supply but also provide a means of network isolation in the event of faults or emergencies.

-Therefore 24-hour unimpeded access for ESB Networks staff is essential.

-The substation shall be located at ground level.

-Access to the substation should be from a public road, as vehicular access to the substation is required at any time of the day or night. -This requires that the access route to be at least 3 m wide and 4 m high.

-The maximum allowable slope of the access road or driveway to the substation is 1:10.

-To facilitate the installation or replacement of heavy electrical equipment, the immediate area around the substation shall be level”

Comment 4: Proposed changes to the elevation are evoking a commercial rather than residential aesthetic. While the attempts at demarcation are welcomed, the additional fenestration for these units which are located directly off the public footpath are unsuited to additional glazing from a privacy point of view. If these units are to be proposed as UD, then a covered area at the entrance to each unit is required for protection from the elements. Perhaps this element can be incorporated on the elevation to provide the demarcation of each unit, instead of the additional glazing.

Response 4: Proposed amendment to elevation on right- Clere storey replaced by brick contrasting panel and introduction of projecting canopy over front door. It is intended that the door and window heights be slightly higher than the upper floors to allow better daylight penetration as well as complementing the taller ceilings in these units

Comment 5: If the open space is well in excess of the minimum requirement, then consideration should be given to providing more defensible space to the southern ground floor units as well as complying with BRE guidelines. Adequate levels of privacy screening in the form of planting and the 1.8m depth required for UD Private amenity space are not possible in the current arrangement.

Response 5: There shall be 1.8m deep terraces with a planting buffer and 1.2m high wall at these locations.

Comment 6: Please note that structural columns cannot be located in the 1200mm access zone around the Part M spaces.

Response 6: Noted- There will be no columns in these areas.

3.0 COMMUNITY & CULTURAL DEVELOPMENT

No objection to the proposed development.

4.0 FORWARD PLANNING INFRASTRUCTURE

No objection to the proposed development.

5.0 INFRASTRUCTURE & CLIMATE CHANGE

5.1 CAPITAL PROJECTS

No objection to the proposed development but do have some observations

Comment 7:

1. The proposed sight line when exiting the proposed development to the left doesn't work due to existing boundary walls and hedge lines. This sight line will most likely work once the Hillcrest Road Improvement Scheme is constructed. Currently the sight line is very poor.
2. An area should be left available to the right of their entrance/exit inside their boundary so that the Hillcrest Road Improvement Scheme Culvert and Bridge works can be installed.
3. CP must check on the as-builts of the new section of the Hillcrest Road constructed as part of the Blackglen Road Improvement Scheme with the consultants for the Hillcrest Road Improvement Scheme (HRIS) to ensure that there is sufficient space left for the future widening of the HRIS.

Response 7:

1. We would draw your attention to MORCE drawing SHB5-LDR-DR-MOR-CS-P3-113 "Proposed Sight Lines", that demonstrates compliance under the present conditions on Hillcrest Road, extract opposite. This will improve in due course once the road widening project is complete. The plan below illustrates the widening project superimposed on our proposal.
2. It is noted that the space shown hatched will impact on 2 parking bays within the proposed development. We would ask what is the proposed timeline for the road project, as it may run concurrently or even in advance of the proposed development.

Position of trees and landscaping within subject area to be considered at detailed design stage, to facilitate any future works in relation to Hillcrest Rd. Improvement Scheme.

3. The proposed development takes full cognisance of the future widening works for Hillcrest Road using the design to define the edge of the development itself. Therefore this will allow for the proposal to dovetail with the road widening and bridge as per the drawing opposite which shows the road widening superimposed on the layout

5.2 ENVIRONMENTAL ENFORCEMENT

No comments received from department

5.3 ESTATES OFFICER

No objection to the proposed development.

5.4 TRANSPORTATION PLANNING

Comment 8: The provision of 37 No. car parking spaces to serve the 37 No. units is noted. Consideration should also be given to visitor parking in accordance with Table 12.5 of the DLRCC CDP.

The accessible bay is noted as is a single space to serve the non-res element.

1 in 5 spaces should have an operational charging point for electric vehicles, and all spaces should be ducted to allow future provision without the requirement for intrusive works.

Response 8: We can allocate 3 of the parking spaces for visitors on the same basis as Table 12.5, i.e. 1 in 10; calculated on the basis of 10% of 36 spaces allocated for residential.

We would propose space nos. 35-37 inclusive located externally for this purpose.

Noted re. charging points for EV vehicles.

Comment 9: The provision of cycle parking in the form of 50 No. Sheffield type spaces is noted. Provision for cargo bike parking should also be included, which would be a standard Sheffield stand with a larger footprint, i.e. 3.5m x 2m or similar. This can be reduced if required and stands may be angled to reduced required manoeuvres and optimise space.

Response 9: Noted. There are 4 no. cargo bike spaces indicated in the proposal. Further commentary is provided in the Architect's Design Statement under Appendix D-"Cycle Audit".

Notwithstanding this, we are currently reviewing the layout in conjunction with other elements of the ground floor accommodation with a view to aligning more of the overhead structure as well as reducing circulation space, which has a slight impact on the bicycle store layout. However, this will not affect the required minimum provision of cycles (47). Work in progress opposite right showing 48 spaces including 4 cargo spaces.

Comment 10: It looks like Item 1.04 in relation to the vehicular entrance layout has not been addressed in the response. i.e. the junction to be tightened etc.

Response 10: Vehicular entrance amended as shown on drawing - radii and road width tightened, Stop line at the rear of the footpath.

Comment 11: In relation to the cycle land and public road arrangement, the drawing wasn't fully clear to me, but the proposed layout should match the as-built layout of the road in its current form.

Response 11: The design assumes the layout of both Sandyford Road and Hillcrest Road in their current form following the recent widening works, and is intended to accommodate future road widening along Hillcrest Road. The length of the taper on the cycle track has been reduced to allow cyclist to more safely return to the carriageway.

5.5 ACTIVE TRAVEL

No objection to the proposed development but some observation

Comment 12: Hillcrest Road is an objective of the GDA Cycle Network and I understand the Roads Project Office are in the process of developing a scheme to widen this road.

We have no objection to the scheme but it would be important that sufficient space is left on Hillcrest Road to widen into the future.

Response 12: Noted- The design has taken into account the proposed Hillcrest Road widening scheme (which includes for new cycle tracks) and does not encroach across the back of footpath line of this scheme.

5.6 CLIMATE ACTION OFFICIER

No comments received from department

6.0 MUNICIPAL SERVICES

6.1 BIODIVERSITY OFFICER

Comment 13: No objection to the proposal. However, I would request the following to ensure that all mitigation measures are implemented and reports provided on their implementation when completed to DLR's Biodiversity Officer:

1. A final Construction and Environmental Management Plan (CEMP) will be provided at least 3 weeks prior to the commencement of the development, for agreement with DLR Biodiversity Officer and will include the following:
 - a. Site specific details of the protection of the stream from site runoff and measures to prevent any impacts on the stream or surrounding vegetation including silt trap fencing.
 - b. Details of the areas of the vegetation (including trees) to be retained and protected during construction to be provided in the CEMP.
 - c. Provision of hoarding to fence off these areas from dust, noise and machinery, given the close proximity of the proposed works, for agreement with DLR Biodiversity Officer.
 - d. Ecological Clerk of works to be retained during construction phase, to implement all measures outlined in the CEMP and EcIA, where relevant and in consultation with DLR Biodiversity Officer

Reason: To ensure the implementation of protection measures for biodiversity during the construction phase

2. A Final Landscape Plan to be agreed with DLR Biodiversity and Parks to include the following:
 - a. Provision of fencing and gate as part of the Landscape Plan to protect the retained habitats and the stream during operation phase. The fencing specification and design to be provided in consultation and for agreement with DLR Biodiversity Officer and Parks Section.
 - b. Provision of a small wetland feature within the retained habitat to provide some wetland refuge for protected amphibian species known to the surrounding area.

Reason: To protect and enhance sensitive areas for biodiversity that are planned for retention and form part of the wildlife corridor for this area

3. No vegetation clearance will be undertaken during the bird breeding season (March 1st to August 31st).

Reason: To protect breeding birds during the breeding bird season.

6.2 DRAINAGE PLANNING

No objection to the proposed development.

Comment 14: Drainage Planning have no objection in principle to the proposed development subject to the following conditions. A number of changes are required at detailed design stage, as noted in correspondence dated 26/08/24, which may impact the volume of attenuation required on site as well as the allowable outflow. The applicant is requested to discuss and agree the proposed conditions with drainage planning at detailed design stage.

1. Prior to commencement of development, the applicant is requested to revise the analysis and drawings, following on from the revisions to soil types, and allowable run-off rates. The applicant is requested to submit these details to the Drainage Planning department, for written agreement.
2. Prior to the commencement of development, the applicant shall submit details of the Green/Blue Roof to the Planning Authority for its written agreement. The applicant is requested to provide a detailed cross section of the proposed build-up of the green roof, including dimensions and demonstrate that the green roof is designed in accordance with BS EN 12056-3:200 and The SUDS Manual (CIRIA C753). A construction plan and a post-construction maintenance specification and schedule should also be included.
3. The applicant shall ensure that trees shall not be planted in the area over the attenuation tank. Trees shall be placed at a minimum distance of 2m from the edge of attenuation tanks. Tree protection barriers may be required, depending on the tree species and the expected extent of root spread, to be advised by the landscape architect.
4. The applicant shall ensure that all drainage works are carried out in accordance with the agreed details and that a post-construction maintenance specification and schedule is implemented on site. Maintenance contractors with specialist training in SuDS care should be used. Thereafter, all elements of the surface water management system shall be maintained at all times in accordance the post-construction maintenance specification and schedule, which shall be included in the site Safety File.
5. Prior to the surface water connection to the public system, the applicant shall make a submission for the written agreement of the Planning Authority, showing that the

attenuation system, including the flow control device, has been installed according to the planning application plans and conditions, and set to the maximum permitted discharge limit. This shall include photo documentation of the installation process, and certification from who installed the system. The applicant shall then facilitate an inspection from the Planning Authority and will proceed to connection if the inspection was deemed satisfactory.

6.3 PARKS

Comment 15: If the surface carpark has to be retained, can we make sure that there is extensive use of porous surfaces and nature based solutions. It will be located adjacent to a water course which requires a green buffer.

Response 15: (M+A) No issue showing permeable paving for carparking from our side. We are showing a bioretention planting strip along the eastern side of the carparking as a buffer between car parking and stream.

(MOR) Car parking is set back from the stream by a minimum of 5m, this 5m landscape strip will act as a buffer trapping any sediment that could potentially wash off a draining hardstanding area.

6.4 ROAD MAINTENANCE

No objection to the proposed development.

6.5 TRAFFIC

No objection to the proposed development.

7.0 PLANNING

No comments received from department