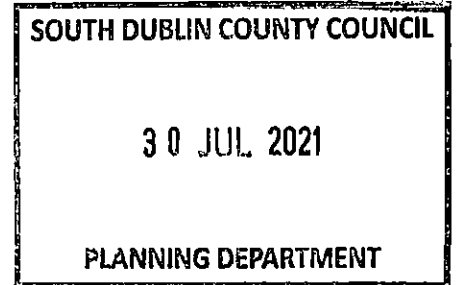


7 Ardeevin Drive,  
Lucan,  
Co. Dublin  
K78T9D7

28<sup>th</sup> July 2021

S.O.H.

FAO Planning Department,  
South Dublin County Council,  
County Hall,  
Town Centre,  
Tallaght,  
Dublin 24



20210722 planning application Ball Alley House.doc

**Planning Reference No.: SD21A/0179**

Dear Sir/Madam,

We wish to make the following observations on the planning permission that is being applied for at Ball Alley House, Leixlip Road, Lucan, County Dublin and make known our objections. The application in question relates to the proposed removal of 52 existing car park spaces and the construction of 4 storey apartment buildings comprising 14 apartments with associated ground works, drainage and landscaping. Our observations relating to this application are set out below.

The land use zoning for this area laid out in the County Development Plan 2016-2022 is RES. The objective of this zoning is "to protect and/or improve residential amenity". We believe that the proposed development runs contrary to that objective as it neither protects nor improves residential amenity in this area.

More specifically, and referring to the relevant points from the County Development Plan 2016-2022, we make observations on the following grounds:

**2 - HOUSING (H) Policy 7 Urban Design in Residential Developments**

**H7 Objective 2**

**To ensure that residential development contributes to the creation of sustainable communities in accordance with the requirements of The Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG (2009).**

We draw your attention to the following safeguards recommended in that guidance document in terms of dwelling design in city and town centres:

- **Avoidance of undue adverse impact on the amenities of existing or future adjoining neighbours**
- **Recognition of the desirability of preserving protected buildings and their settings and of preserving or enhancing the character of appearance of an Architectural Conservation Area**

The proposed development runs contrary to both these safeguards is so far as it would:

- seriously and adversely affect the amenity value of the neighbouring properties in the context of privacy, overlooking, perceived overlooking, overshadowing etc. In addition, the proposed development would generate significant additional traffic on Ardeevin Drive. Ardeevin is currently a safe haven for children at play and the proposed development would generate significant additional traffic which would adversely affect that amenity. Such a development, if granted planning permission, would set a precedent which in time could adversely affect the amenity value of many other neighbouring properties.
- The Ball Alley House is a protected structures and the proposed development is not at all sympathetic with that status. In addition, the proposed development is on the edge of an Architectures Conservation Area (Lucan village) and as such would have a significant and negative visual impact on approach to that ACA.

**HOUSING (H) Policy 12 Public Open Space -**

**H12 Objective 3: To enhance the recreational value of open spaces that serve existing residential areas as part of any future infill developments.**

This proposed development does not enhance the open space that serves existing residential area and so does not comply with this objective.

**HOUSING (H) Policy 17 Residential Consolidation**

**It is the policy of the Council to support residential consolidation and sustainable intensification at appropriate locations, to support ongoing viability of social and physical infrastructure and services and meet the future housing needs of the County.**

**H15 objective 5 – to ensure that new development in established areas does not impact negatively on the amenities or character of an area**

**H15 it is the policy of the council to promote a high standard of privacy and security for existing and proposed dwellings through the design and layout of housing**

**H17 Objective 1 – to maintain and enhance the council's existing housing stock thorough the consideration of applications for housing subdivision, backland development and infill development on large sites in established areas, subject to appropriate safeguards identified in Chp 11 implementation**

While we accept the objective of residential consolidation as outlined above, the proposed development falls short of all of the objectives above in that it does not protect the existing residential amenities and does not preserve the established character of the area. This proposed development constitutes overdevelopment of this area, does not fit in with its surrounding, would be visually intrusive viewed from any angle and has potential to depreciate the value of the property in the vicinity. It would seriously diminish the residential amenity value of the properties adjoining and would set a dangerous precedent that could affect many other properties nearby. The proposed development is not in line with the The Guidelines for Manual Authorities on Sustainable Residential Development in Urban Areas, DEHLG (2009), as outlined above. Much of residential planning policy is aimed at achieving a place with a strong character and sense of place. This is long established in the Ardeevin estate, long before such planning policy was written. It would seem ironic if a new development within the current planning context was to commence the demise of the very things that planners are seeking to achieve through their work.

**9 – HERITAGE, CONSERVATION AND LANDSCAPES (HCL)**

**It is the policy of the council to preserve and enhance the historic character and visual setting of Architectural Conservation Areas and to carefully consider any proposals for development that would affect the special value of such areas.**

**HCL4 Objective 2 – to ensure that new development, including infill development, extensions and renovation works within or adjacent to an ACA preserves or enhances the special character and visual setting of the ACA, including vistas, streetscapes and roofscapes.**

The proposed development differs significantly in size and scale to the row of houses on Ardeevin Drive, on Leixlip Road and the Ball Alley House itself, all adjacent to Lucan village ACA. The extent of the misfit and the overshadowing is particularly evident from the drawing no 3.1.303, Proposed Contextual Elevations. As such the proposed development would diminish the special character and visual setting on approach to the Lucan village ACA by seriously disrupting the streetscape and roofscape.

**11 - BUILDING HEIGHT**

**11.2.7 - Varied building heights are supported across residential areas, urban centres and regeneration zones in South Dublin County, subject to appropriate safeguards to protect the amenity of the area. Development proposals that include 'higher buildings' that are greater than the prevailing building height in the area should be supported by a strong urban design rationale (as part of a Design Statement) and provide an appropriate series of measures that promote the transition to a higher building. Proposals for higher buildings of over three storeys in residential areas should be accompanied by a site analysis (including character appraisal) and statement that addresses the impact of the development (see also Section 11.2.1 – Design Statements). The appropriate maximum or minimum height of any building will be determined by: The prevailing building height in the surrounding area. The proximity of existing housing - new residential development that adjoins existing one and/or two storey housing (backs or sides onto or faces) shall be no more than two storeys in height, unless a separation distance of 35 metres or greater is achieved. The formation of a cohesive streetscape pattern – including height and scale of the proposed development in relation to width of the street, or area of open space. The proximity of any Protected Structures, Architectural Conservation Areas and/or other sensitive development.**

The proposed development has not been designed in accordance with the objective above.

The design statement has been provided but does not justify the design, the site analysis is lacking site specific detail and the appropriate buffer zones from neighbouring houses have not been applied. The design statement suggests that the scale and massing is in keeping with the surrounding built form, which is clearly not the case given that the houses immediately adjacent are bungalow or dormer bungalow. Neither has the proposed height been justified in the context of the adjoining protected structure.

#### **11.6.1 WATER MANAGEMENT**

*(ii) Surface Water Development proposals should provide suitable drainage measures in compliance with the Greater Dublin Strategic Drainage Study (GSDS) and Greater Dublin Regional Code of Practice for Drainage Works. The maximum permitted surface water outflow from any new development should not exceed the existing situation. On greenfield lands the permitted outflow of a development should be the equivalent to a greenfield Site. All new development must allow for climate change as set out in the GSDS Technical Document, Volume 5 Climate Change.*

*(iii) Sustainable Urban Drainage System (SUDS) In general, all new developments will be required to incorporate Sustainable Urban Drainage Systems (SUDS). SUDS include devices such as swales, permeable pavements, filter drains, storage ponds, constructed wetlands, soakways and green roofs. In some exceptional cases and at the discretion of the Planning Authority, where it is demonstrated that SUDS devices are not feasible, approval may be given to install underground attenuation tanks or enlarged pipes in conjunction with other devices to achieve the required water quality. Such alternative measures will only be considered as a last resort.*

The drainage design includes a green roof and an underground attenuation tank. While the green roof is welcome, there is no evidence that it has been used to reduce the volume of surface water attenuated in the underground tank. The use of Stormtech is disappointing as it simply holds back the flows rather than attempting to reduce the volume and make it sustainable. Regardless of what is being replaced, current best practice is to achieve greenfield runoff. We cannot find calculations to Stretch prove that this has been achieved and that the proposal is sustainable. As such the design is not in accordance with the Greater Dublin Drainage Strategic Study or, the more up to date, CIRIA design manual for Sustainable Drainage Systems. It does not align with the County Development Plan's objective IE2 Objective 5 which aims to "limit surface water runoff from new developments through the use of Sustainable Urban Drainage Systems and avoid the use of underground storage and attenuation tanks". Nor is it in line with the actions recently published in your Climate Change Action Plan.

**11.4.2 CAR PARKING STANDARDS** Tables 11.23 and 11.24 set out the Maximum Parking rates for non-residential and residential development. Parking rates are divided into two main categories: Zone 1: General rate applicable throughout the County. Zone 2 (Non Residential): More restrictive rates for application within town and village centres, within 800 metres of a Train or Luas station and within 400 metres of a high quality bus service (including proposed services that have proceeded to construction). Zone 2 (Residential): More restrictive rates for application within town and village centres, within 400 metres of a high quality public transport service 5 (includes a train station, Luas station or bus stop with a high quality service)'.

#### **11.4.5 TRAFFIC AND TRANSPORT ASSESSMENTS**

*Traffic Impact Assessments will be required to demonstrate that sufficient, realistic and verifiable levels of public transport carrying capacity and road capacity will be provided for, in a sustainable, phased manner, so as to cater for all new trips to be generated by the development. Traffic Impact Assessments will be required to take account of up-to-date traffic surveys (within six months of date of application) and of the cumulative quantum of traffic to be generated as a result of planned developments (which are subject to current planning applications or have been granted permission and not yet developed or which may be permitted in line with an approved plan) which would result in traffic using the same immediate road network and junctions as the development which is the subject to the Traffic Impact Assessment.*

Assuming this proposed development falls within Zone 2, the design standard demands a minimum of 14.25 car park spaces which is not achieved (1x0.75 and 11x1 and 2x1.25 ). It must be noted that while there is proximity to a bus service, there is no proximity to Train or Luas and as such the design standard should be applied. The layout is such that 8 parking spaces are proposed at the North side

of the development, 6 proposed to the South. While it would appear that there is no vehicular connection between North and South, this is not explicit.

Reason for access/egress to Ardeevin Drive

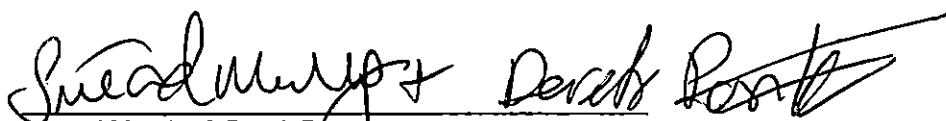
- Enhanced permeability - Permeability through cul de sacs is normally proposed to open up access to public transport and/or services and amenities. Access for the proposed development through Ardeevin Drive does not provide quicker or better access to public transport, services or amenities. All of the above are available in Lucan village or on the Leixlip Road.
- Poor sight line - the sight lines onto the Leixlip road are adequate in accordance with current standards and are currently acceptable for the 52 potential cars that use the car park. As such there is no technical limitation to the whole development accessing/egressing from the Leixlip Road on the North side.
- Public parking – Pedestrian access is available through the proposed development. As such residents have ample opportunity to live here and park their second or third car on the public road that is Ardeevin Drive. There is no facility proposed for visitor car parking, which inevitably would end up on Ardeevin Drive with access/egress also. On the parking subject, sometimes planning theory and planning practice do not match. Lucan Lodge, in its planning application for the nursing home, proposed 40+ parking spaces and stated that their development would not negatively impact on the residents in this cul de sac. That is not the case with parking on their staff and visitors parking on the street regularly. The Paddocks, closeby, has limited parking space to promote sustainable living. Instead the public space, because it's available, is the subject of much neighbourhood conflict. The policy should be implemented so that it works.
- Optimising developer's space/profits – Given that there is no impediment to the proposed development to access/egress onto the Leixlip Road, I see this as a lazy design, worked to optimise the developers space and as such necessitating rear access/egress to the endangerment of the residential amenity of those living in Ardeevin Drive. It would appear that vehicular access is not available through the proposed development, although that is not explicit. Pedestrian access is available through the proposed development and this has potential to cause particular concern as it connects from a pub through to a quiet residential development., with significant potential for disruption.

Planning policy promotes sustainable living and the standards suggest the proposed development would only generate 14 vehicles (proposed 14 spaces). If the development is granted permission as proposed, there is ample opportunity for the future residents to have many more cars and park them on the public road that is Ardeevin Drive. This is not possible on the Leixlip Road. There is no other advantage to the pedestrian and vehicular access onto Ardeevin Drive, as outlined above. If access/egress was only allowed to the Leixlip Road where you have the sight lines, you have public transport, you have close access to all the amenities and services required, future residents could truly live that sustainable life that planners are promoting. Planners have an opportunity to ensure that the sustainable living that is national and county policy is truly promoted in this situation.

Given all the points outlined above and given the principles of "protection of the residential amenity of existing dwellings" and "sustainable development" we understand that granting of such planning permission would be contradictory to the guidelines and objectives laid out in the County Development Plan 2016 - 2022 for residential development.

In conclusion, we strongly recommend that South Dublin County Council refuse this planning permission. Please find enclosed the receipt for the payment of €20 and we would be grateful if you would inform us of your deliberations.

Yours sincerely,

  
Sinéad Murphy & Derek Porter  
7 Ardeevin Drive, Lucan, Co. Dublin, K78T9D7

Sinéad Murphy & Derek Porter  
7, Ardeevin Drive  
Lucan  
Dublin

Date: 30-Jul-2021

Dear Sir/Madam,

**Register Ref:** SD21A/0179  
**Development:** Removal of selected hedging, the removal of the existing 52 car parking spaces and the construction of a 4-storey apartment building with setbacks at third floor level, total 14 apartments comprising of 1 one-bedroom, 11 two bedroom; 2 three bedroom apartments, all with associated private open spaces areas in the form of balconies; access to the development from existing vehicular and pedestrian entrance from Leixlip Road (R835) and from proposed new vehicular and pedestrian access from Ardeevin Drive; all with associated landscaped courtyard at ground floor level, sedum roof (main roof), bicycle storage, bin storage, signage, associated drainage and site development works (Protected Structure RPS No. 094).  
**Location:** Ball Alley House, Leixlip Road, Lucan, Co. Dublin  
**Applicant:** Gerry Teague  
**Application Type:** Permission  
**Date Rec'd:** 01-Jul-2021

I wish to acknowledge receipt of your submission in connection with the above planning application. The appropriate fee of €20.00 has been paid and your submission is in accordance with the appropriate provisions of the Planning and Development Regulations 2001 (as amended). The contents of your submission will be brought to the attention of the Planning Officer during the course of consideration of this application.

This is an important document. You will be required to produce this document to An Bord Pleanála if you wish to appeal the decision of the Council when it is made. You will be informed of the decision in due course. Please be advised that all current applications are available for inspection at the public counter and on the Council's Website, [www.sdblincoco.ie](http://www.sdblincoco.ie).

You may wish to avail of the Planning Departments email notification system on our website. When in the **Planning Applications** part of the Council website, [www.sdblincoco.ie](http://www.sdblincoco.ie), and when viewing an application on which a decision has not been made, you can input your email address into the box named **"Notify me of changes"** and click on **"Subscribe"**. You should automatically receive an email notification when the decision is made. Please ensure that you submit a valid email address.

**Please note:** If you make a submission in respect of a planning application, the Council is obliged to make that document publicly available for inspection as soon as possible after receipt. Submissions are made available on the planning file at the Planning Department's public counter and with the exception of those of a personal nature, are also published on the Council's website along with the full contents of a planning application.

Yours faithfully,  
M. Crowley

Senior Planner on  
Facebook, Twitter, YouTube  
[deisighdoshraid.ie](http://deisighdoshraid.ie) - [fixyourstreet.ie](http://fixyourstreet.ie)