

Comhairle Chontae Atha Cliath Theas

PR/0255/22

Record of Executive Business and Chief Executive's Order

Reg. Reference: SD21A/0359 **Application Date:** 22-Dec-2021
Submission Type: New Application **Registration Date:** 22-Dec-2021

Correspondence Name and Address: Brenda Butterly, McGill Planning Limited 45, Herbert Lane, Dublin 2

Proposed Development: Construction of a residential development comprising 3 three to five storey blocks of 74 apartments (20 one bed, 48 two bed and 6 three bed) all with associated private balconies/terraces to the north/south/east/west elevations; vehicular and pedestrian access from Hayden's Lane to the north west of the site and closure of the second existing vehicular entrance at south west of site; pedestrian access from Griffeen Park to the south east of the site; provision of car and cycle parking, public and communal spaces, bin stores and all associated site development and clearance works, landscaping, boundary treatments and other servicing works.

Location: Hayden's Lane, Adamstown, Lucan, Co. Dublin

Applicant Name: Jackie Greene Construction Limited

Application Type: Permission

(COS)

Description of Site and Surroundings

Site Area: stated as 1.09 Hectares on the application.

Site Visit: 27th of January 2022.

Site Description

The subject site is located on Hayden's Lane, to the east of this road. The site is bounded by existing residential development to the west, north and part east. The site adjoins Griffeen Valley Park to the part east and south. The site is currently vacant with hardstanding surfaces and mature vegetation along the boundaries. There is a fence along the boundary with Hayden's Lane with 2 existing vehicular accesses that are currently closed.

Proposal

Permission is being sought for the construction of a residential development comprising:

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- 3 three to five storey blocks of 74 apartments (20 one bed, 48 two bed and 6 three bed) all with associated private balconies/terraces to the north/south/east/west elevations;
- vehicular and pedestrian access from Hayden's Lane to the north west of the site and closure of the second existing vehicular entrance at south west of site;
- pedestrian access from Griffeen Park to the south east of the site;
- provision of car and cycle parking, public and communal spaces, bin stores and all associated site development and clearance works, landscaping, boundary treatments and other servicing works.

Zoning

The subject site is largely subject to zoning objective 'RES': *'To protect and/or improve residential amenity'* under the South Dublin County Development Plan 2016-2022. Part of the site overlaps with 'OS': *'To preserve and provide for open space and recreational amenities'*.

Consultations

Water Services – no objection subject to conditions.

Irish Water – no objection subject to conditions.

Roads Department – further information requested.

Public Realm Section – further information requested.

H.S.E. Environmental Health Officer – further information requested.

Waste Management – no report received.

Heritage Officer – no report received.

Housing Department – report received.

Irish Aviation Authority – report received.

Inland Fisheries Ireland – no report received.

Councillor Liona O'Toole – observation received.

Councillor Paul Gogarty – observation received.

SEA Sensitivity Screening – no overlap is recorded in the SEA monitoring system.

Submissions/Observations/Representations

A number of third party submissions were received raising the following points in summary:

Residential Amenity

- Overlooking, overbearing and overshadowing impacts onto neighbouring existing residential sites.
- Proximity to existing residential development.
- Proposed walkway impacts privacy.
- Detrimental to existing resident's visual amenity, privacy and safety on Hayden's Lane.

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- Increase in development to what was previously applied for.
- Query building heights.
- Excessive density, heights and scale and out of keeping with existing development. Contravenes objectives of the County Development Plan.
- Intrusive to streetscape.
- Welcome the development of this underutilised brownfield site but for community or light industrial units. If housing proposed should be a lower density.
- Lack of open space and amenities.
- Original planning application for a nursing home is a more suitable use of the site.
- Plans encroach onto neighbouring residential lands. Boundary incorrectly marked within centre of boundary ditch.
- Lack of capacity in schools and amenities to cater for existing let alone proposed population.

Traffic, Access and Parking

- Increase in traffic volumes, congestion and hazards. Hayden's Lane is not designed to facilitate the proposed volumes (old country lane). The lane is used frequently by walkers and joggers.
- Concerns regarding the traffic assessment submitted, including that the traffic survey was carried out during Covid-19 restrictions. Failed to consider that to access Griffeen Avenue, traffic must pass through Grange Manor. Does not address traffic impact on the Old Forge and Grange Manor estates.
- Proposal overstates the proximity and efficiency of public transport links. There will be a reliance on cars.
- Insufficient resident car parking. Does not account for parking for visitors and service vehicles. Will likely lead to cars poorly parked within the development or along Hayden's Lane. Lead to issues with emergency and service vehicle access. Potential safety risks for children.
- Concern with use of junction on lane serving Grange Manor and The Old Forge. Considered to be an already hazardous junction.
- Increased traffic would bring elevated levels of traffic noise.
- Alternative traffic route suggested by re-opening the railway bridge to exit onto Newcastle Road via Hayden's Lane upper. Close lane at the Lucan Boxing Club giving access to pedestrians and cyclists only. Or exit through a connecting road onto the Adamstown link road and have no exit onto Hayden's Lane.

Landscape & Ecology

- Object to removal of (mature) trees. Removal of trees to the south of the site cannot be completed without removing significant native hedgerow and shrubbery.

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- Impact on wildlife and habitat, including bats.

Flooding & Other

- Flooding impact through removal of trees and development. Existing flooding issues at the Old Forge.
- Asbestos buried onsite.

Councillor Liona O'Toole

- Density and height are out of character. Precedent set for lower density. Impact from overlooking and overshadowing.
- Significant increase in traffic levels.
- Insufficient car parking for residents, visitors and service vehicles. Result in cars poorly parked within the development or along Hayden's Lane. Lead to issues with emergency and service vehicle access. Potential safety risks for children.
- Concern regarding the removal of existing trees and vegetation and ecological impact.
- Impact existing flooding issues.
- Lack of open space or community infrastructure.
- Previous planning permission for nursing home more suitable.
- Site checked for asbestos.
- Concerns regarding proximity to public transport. Changes to the network.
- Existing roundabouts at either end of Hayden's Lane have been approved for upgrading.
- Lane used by walkers, joggers, cyclists etc. One of a few country lanes left in the greater Lucan area.

Councillor Paul Gogarty

- Context and location of site should act as natural limiter in density, along with precedent set by Coolamber development.
- Density and housing types suitable for the site need to be revised and reduced by at least 75%.
- Inappropriate along essentially a country lane abutted by low density housing.
- Poor public transport links. No shops within reasonable walking distance.
- Increase in traffic volumes and congestion
- Spill over from insufficient car parking spaces. Issues for emergency vehicle access.
- Increased flood risk.
- Overlooking onto existing residential development.
- Concerns regarding potential openings onto the Old Forge and into Finnstown estate.
- Removal of large trees.

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- Suggestions made regarding asbestos on site. Information required on this.
- Previous permission for a nursing home is a better fit for the site.

The Irish Aviation Authority has submitted a report stating that they have no observations on the application from the Safety Regulation Division Aerodromes.

These submissions/observations have been reviewed in full and taken into consideration in the assessment of the proposal.

Relevant Planning History

Subject site

SD21A/0144

Construction of a residential development comprising of 3 three storey blocks made up of 54 duplex units (27 two bed and 27 three bed) all with associated private balconies/terraces to the north/south/east/west elevations; vehicular and pedestrian access from Hayden's Lane to the north west of the site and closure of the second existing vehicular entrance at south west of site; pedestrian access from Griffeen Park to the south east of the site; provision of car and cycle parking, public and communal spaces, bin stores and all associated site development and clearance works, landscaping, boundary treatments and other servicing works. **Application withdrawn. The applicant states that the subject application seeks to resolve a number of issues that arose with this previous application.**

SD14A/0271

Demolition of the two storey industrial/factory building (2,691sq.m) and the construction of a Residential Nursing Home; the development will comprise a 120 bedroom residential nursing home ranging in height from 1 storey to part 3 storey with associated ancillary/common facilities and office/administration areas; the development also provides for the utilisation of existing car parking and 1 existing vehicular access (and removal of existing second access), landscaping, boundary treatments, upgrades to existing footpath along Hayden's Lane and all associated site development and engineering works. **Permission granted.**

SD15A/0301

Demolition of existing 2 storey industrial/factory building (2,691sq.m) and construction of residential nursing home on lands at the former factory building, Hayden's Lane. The development will comprise 124 bedrooms (147 bed spaces) with associated ancillary/common facilities and office/administration areas. The new building will range in height from 1 storey to part 2 storey and part 3 storey. The development will also include car parking, site works, landscaping, retention of and modification to one existing access and removal of one secondary access plus boundary

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treatment, upgrade to footpath along Hayden's Lane. **Permission granted. Appeal to amend conditions.**

S99A/0102

Re-location of canteen and other staff facilities to first floor in existing factory, together with demolition of existing and construction of new stores block, extended carpark and other alterations. **Permission granted.**

Adjoining and surrounding sites

S01A/0664

Development comprising 292 dwellings; a single storey creche building (c.522 sq.m.), together with associated car parking; site development works, including the provision of surface water drainage infrastructure connecting to the recent improvements undertaken to the Griffeen River; vehicular access to be via new 6 metre wide vehicular access off Lock Road (R120) approx. 140 metres south of the existing access to the adjoining Finnstown Cloisters housing scheme; a second vehicular access is also proposed via a new 7.5 metre wide entrance to link ultimately to the planned future Adamstown Link Road approx. 79 metres west of Haydens Lane; provision of traffic management improvement measures on Lock Road (R120) in the vicinity of new vehicular access to the proposed development, including the relocation of existing maintenance access to Iarnrod Eireann lands. **Permission granted. Appeal granted.**

Relevant Enforcement History

None identified in APAS.

Pre-Planning Consultation

PP012/21

Redevelopment of this brownfield, vacant site measuring c. 0.89 ha for residential use. The proposed development will provide 54 apartments, consisting of 27 x2 bed and 27 x3 bed duplex apartments over three storeys within 2 blocks. All units will have east/ west facing private open space. The proposed development will also provide for 54 car parking space, along with communal and public open space.

Relevant Policy in South Dublin County Council Development Plan 2016 – 2022

Policy CS2 Metropolitan Consolidation Towns

Policy H6 Sustainable Communities

It is the policy of the Council to support the development of sustainable communities and to ensure that new housing development is carried out in accordance with Government policy in relation to the development of housing and residential communities.

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Policy H7 Urban Design in Residential Developments

It is the policy of the Council to ensure that all new residential development within the County is of high quality design and complies with Government guidance on the design of sustainable residential development and residential streets including that prepared by the Minister under Section 28 of the Planning & Development Act 2000 (as amended).

Policy H8 Residential Densities

It is the policy of the Council to promote higher residential densities at appropriate locations and to ensure that the density of new residential development is appropriate to its location and surrounding context.

Policy H9 Residential Building Heights

It is the policy of the Council to support varied building heights across residential and mixed use areas in South Dublin County.

Policy H10 Mix of Dwelling Types

It is the policy of the Council to ensure that a wide variety of adaptable housing types, sizes and tenures are provided in the County in accordance with the provisions of the Interim South Dublin County Council Housing Strategy 2016-2022.

Section 2.3.0 Quality Of Residential Development

Policy H11 Residential Design and Layout

It is the policy of the Council to promote a high quality of design and layout in new residential development and to ensure a high quality living environment for residents, in terms of the standard of individual dwelling units and the overall layout and appearance of the development.

Policy H12 Public Open Space

It is the policy of the Council to ensure that all residential development is served by a clear hierarchy and network of high quality public open spaces that provides for active and passive recreation and enhances the visual character, identity and amenity of the area.

Policy H13 Private and Semi-Private Open Space

It is the policy of the Council to ensure that all dwellings have access to high quality private open space (incl. semi-private open space for duplex and apartment units) and that private open space is carefully integrated into the design of new residential developments.

Policy H14 Internal Residential Accommodation

It is the policy of the Council to ensure that all new housing provides a high standard of accommodation that is flexible and adaptable, to meet the long term needs of a variety of household types and sizes.

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Policy H15 Privacy and Security

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.

Policy H15 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.

Section 3.2.0 Community Facilities

Section 3.13.0 Open Space Management & Use

Policy C12 Open Space

It is the policy of the Council that a hierarchical network of high quality open space is available to those who live, work and visit the County, providing for both passive and active recreation, and that the resource offered by public open spaces, parks and playing fields is maximised through effective management.

Policy UC6 Building Heights

It is the policy of the Council to support varied building heights across town, district, village and local centres and regeneration areas in South Dublin County.

Section 6.3.0 Walking And Cycling

Policy TM3 Walking and Cycling

It is the policy of the Council to re-balance movement priorities towards more sustainable modes of transportation.

Section 6.4.3 Road and Street Design

Policy TM12

It is the policy of Council to ensure that streets and roads within the County are designed to balance the needs of place and movement, to provide a safe traffic-calmed street environment, particularly in sensitive areas and where vulnerable users are present.

Section 6.4.4 Car Parking

Policy TM7 Car Parking

Section 7.1.0 Water Supply & Wastewater

Policy IE1 Water & Wastewater

It is the policy of the Council to work in conjunction with Irish Water to protect existing water and drainage infrastructure and to promote investment in the water and drainage network to support environmental protection and facilitate the sustainable growth of the County.

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Section 7.2.0 Surface Water & Groundwater

Policy IE2 Surface Water & Groundwater

It is the policy of the Council to manage surface water and to protect and enhance ground and surface water quality to meet the requirements of the EU Water Framework Directive.

Section 7.3.0 Flood Risk Management

Policy IE3 Flood Risk

It is the policy of the Council to continue to incorporate Flood Risk Management into the spatial planning of the County, to meet the requirements of the EU Floods Directive and the EU Water Framework Directive.

Section 8.0 Green Infrastructure

Policy G1 Overarching

Policy G1 Green Infrastructure Network

Policy G3 Watercourses Network

Policy G4 Public Open Space and Landscape Setting

Policy G5 Sustainable Urban Drainage Systems

Policy G6 New Development in Urban Areas

Section 9.3.1 Natura 2000 Sites

Policy HCL12 Natura 2000 Sites

Section 10.0 Energy

Policy E4 Energy Performance in New Buildings

Section 11.2.0 Place Making and Urban Design

Section 11.2.1 Design Statements

Section 11.2.2 Masterplans

Table 11.17: Masterplan Considerations

Section 11.2.7 Building Height

Section 11.3.1 Residential

- (i) Mix of Dwelling Types*
- (ii) Residential Density*
- (iii) Public Open Space/Children's Play*
- (iv) Dwelling Standards*
- (v) Privacy*
- (vi) Dual Aspect*
- (vii) Access Cores and Communal Areas*
- (viii) Clothes Drying Facilities*

Table 11.20: Minimum Space Standards for Houses

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Table 11.21: Minimum Space Standards for Apartments

Section 11.4.1 Bicycle Parking Standards

Table 11.22: Minimum Bicycle Parking Rates

Section 11.4.2 Car Parking Standards

Table 11.24: Maximum Parking Rates (Residential Development)

Section 11.4.3 Car Parking for Electric Vehicles

Section 11.4.4 Car Parking Design and Layout

Section 11.4.5 Traffic and Transport Assessments

Section 11.6.1 (i) Flood Risk Assessment

Section 11.6.1 (ii) Surface Water

Section 11.6.1 (iii) Sustainable Urban Drainage System (SUDS)

Section 11.6.1 (iv) Groundwater

Section 11.6.1 (v) Rainwater Harvesting

Section 11.6.1 (vi) Water Services

Section 11.7.2 Energy Performance In New Buildings

Section 11.8.1 Environmental Impact Assessment

Section 11.8.2 Appropriate Assessment

Relevant Government Guidelines

Project Ireland 2040 National Planning Framework, Government of Ireland, (2018).

Regional Spatial & Economic Strategy 2019 - 2031, Eastern & Midlands Regional Assembly, (2019).

Section 5 – Dublin Metropolitan Area Strategic Plan, in Regional Spatial and Economic Strategy 2019 – 2031.

Sustainable Residential Development in Urban Areas - Guidelines for Planning Authorities, Department of the Environment, Heritage and Local Government (2009).

Urban Design Manual: A Best Practice Guide, A Companion Document to the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, Department of the Environment, Heritage and Local Government, (2009).

Quality Housing for Sustainable Communities-Best Practice Guidelines, Department of the Environment, Heritage and Local Government, (2007).

Sustainable Urban Housing: Design Standards for New Apartments, Department of Housing, Local Government and Heritage, (2020)

Urban Development and Building Heights Guidelines for Planning Authorities, Department of Housing, Planning and Local Government, (2018).

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Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities, Department of the Environment, Heritage and Local Government, (2009).

The Planning System and Flood Risk Management - Guidelines for Planning Authorities, Department of the Environment, Heritage and Local Government & OPW, (2009).

Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice, Building Research Establishment, (1991).

Smarter Travel – A Sustainable Transport Future. A New Transport Policy for Ireland 2009 – 2020, Department of Transport, (2009).

National Cycle Manual, National Transport Authority, (June 2011).

Childcare Facilities Guidelines for Planning Authorities, Government of Ireland (2001)

Assessment

The main issues for assessment relate to:

- Zoning and Council Policy;
- Part V;
- Residential and Visual Amenity;
- Landscaping and Ecology;
- Traffic, Access and Parking;
- Services and Drainage;
- Environmental Health;
- Environmental Impact Assessment; and
- Appropriate Assessment.

Zoning and Council Policy

Land Use Zoning

The subject site is largely zoned 'RES': *'To protect and/or improve residential amenity'* under the South Dublin County Development Plan 2016-2022. Residential development is Permitted in Principle under this zoning.

Part of the site, along the southern and part eastern boundaries, overlaps with open space zoning 'OS': *'To preserve and provide for open space and recreational amenities'*. It appears that this area would be landscaped and form open space, which is acceptable to the Planning Authority. However, this should be confirmed through the submission of a map showing the land use zoning overlapped with the subject site. **This should be requested via additional information.** The lands to the south of the site are zoned OS and form part of Griffith Valley Park.

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Design Statement

In accordance with Section 11.2.1 of the County Development Plan, the applicant has submitted a design statement, which includes a site analysis (zoning, layout options and building height justification), description of development and CGIs.

As per Section 11.2.1 the following guidelines should be considered:

- Sustainable Residential Development in Urban Areas, DECLG (2009) and the companion Urban Design Manual – A Best Practice Guide, DECLG (2009)
- The Design Manual for Urban Roads and Streets, DTTS and DECLG (2013)

It is not apparent that the above guidelines have been taken into consideration when preparing the design statement. The design statement also lists photomontages in the table of contents; however, none have been submitted.

Overall, it is considered that the design statement is deficient and does not adequately address the prescribed guidelines. **An updated Design Statement should be submitted via additional information. The applicant should ensure this fully complies with Section 11.2.1 of the County Development Plan.**

Part V

SDCC's Housing Department has provided a report in relation to Part V, which states the following: I refer to the above application for planning permission, Planning Reg Ref; SD21A/0359 and I wish to advise that a Part V condition should be attached to any grant of permission for this application. The Developer is required to submit a Part V proposal and to engage directly with the Housing Department regarding the Part V obligation for this site.

The Part V percentage liability is dependent on the date the applicant purchased the subject site and the applicant is required to provide proof of same to the Housing Department.

It is South Dublin County Councils preference to acquire a mixture of units on site in line with the ratio of units proposed in the development. South Dublin County Council can only agree Part V in respect of the permitted development subject to costing approval from the Department of Housing, Local Government & Heritage. Please note that the Council would require a fully completed Part V submission prior to commenting on costs.

The report from the Housing Department is noted. A Part V condition should be included in the event of a grant of permission.

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Residential and Visual Amenity

Unit Mix and Type

The proposed development would involve the construction of 74 duplex and apartment units with a mix of:

- 20 1-bed units (27%)
- 48 2-bed units (65%)
- 6 3-bed units (8%)

Policy H10 of the County Development Plan relates to providing a wide variety of adaptable housing types, sizes and tenures in accordance with the Housing Strategy. Section 11.3.1 requires that proposals that include more than 10% 1 beds, such as this one, to demonstrate the need for such accommodation. The inclusion of own door duplex units (6) in Block 1 is welcomed by the Planning Authority.

The applicant states that the surrounding area is predominantly low density, low rise housing in the form of detached, semi-detached single and two storey housing. They state that the mix is appropriate considering the dominance of larger family homes in the area. While the Planning Authority welcomes the mix of unit types and sizes to the area, the implications the proposal has in relation to residential density and impact on existing residential development is a concern. This is discussed further in the following sections.

It is noted that the units have been assessed against the Build to Sell standards of the 2020 Apartment Guidelines. The applicant proposes that a management company would be set up.

Residential Density

The proposed residential density is 68 units per ha (gross) and 85 units per ha (net). The subject site is located within a 'Metropolitan Consolidation Town' in the Settlement Hierarchy under the County Development Plan. Policy H8 Objective 6 of the County Development Plan provides for a recommended density of 35 – 50 dwellings to sites such as this one.

The 2020 Apartment Guidelines provide further guidance on residential density. Under these Guidelines, there is criteria to determine 'intermediate urban location' (suitable for >45 dph) or a 'peripheral and/or less accessible urban location' (<45 dph) depending on how the site's accessibility is assessed. The site is not considered to fully meet the criteria for an 'intermediate urban location' due to access to public transport and amenities. It should therefore be considered a 'peripheral and/or less accessible urban location'.

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The 2009 Guidelines for Planning Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas encourages increased densities within city and town centres, proximate to public transport corridors and social and physical infrastructure. These guidelines state that the design approach should be based on a recognition of the need to protect the amenities of directly adjoining neighbours and the general character of the area and its amenities.

The Planning Authority considers that the site does not currently have appropriate access to public transport and local facilities and services to support the proposed density. The site is not located within a reasonable walking distance of a town or suburban centre, employment location or high frequency public transport. The site is over a 20 min walk to Adamstown Station, which is not considered a reasonable distance.

The site is just under a 10 min walk from bus services along Griffeen Avenue and Adamstown Road (R120). The bus services along these roads are Spine/Branch Routes under BusConnects. However, the route to Griffeen Avenue would be either via Hayden's Lane, which has poor pedestrian infrastructure, or Griffeen Valley Park, which has limited lighting to make this a safe and easy route at all times. The route to Adamstown Road would be via the Hansted estate. However, the overall limited access to public transport services is a concern.

It is therefore considered that the proposed residential density is too high. **The applicant should be requested to submit a revised proposal with a reduced density more appropriate to the site's context.**

Building Heights

The proposed development would vary in building heights from 1 to 5 storeys. Block 1 would be 1 to 3 storeys in height and Blocks 2 and 3 would be 3 to 5 storeys. Under the County Development Plan proposals for buildings greater than the prevailing building height in the area should be supported by a strong urban design rationale and provide transitional elements. The appropriate height of a building will be determined by proximity to existing housing, including that new development adjoining 1 or 2 storey housing shall be no more than 2 storeys in height, unless a separation distance of 35 m or greater is provided.

Block 3 would be approx. 14.8m to 18.0m from existing single storey residential dwellings on Hayden's Lane to the west. The proposed block would be 3 storeys at this boundary. The proximity of Blocks 1 and 2 to existing residential housing would also appear to be under 35m. Block 1 would be approx. 34.0m and Block 2 would be approx. 27.8m from the closest dwelling. A further setback or reduction in height of Block 2 should be considered. The design and bulk of this building and Block 3 should also be addressed.

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The proposed heights in proximity to existing residential development is not acceptable, in particular Block 3. Block 3 due to its height, design and proximity would have an unacceptable overbearing and overlooking impact on existing dwellings to the east on Hayden's Lane. There is also the potential for overshadowing impacts.

The applicant should be requested to revise Blocks 2 and 3 via **additional information**. This might involve setting Block 2 further back from residential development at the Old Forge. Block 3 should be significantly further setback and/or reduced in height from residential development at Hayden's Lane. An overshadowing analysis should also be submitted.

A more comprehensive site layout plan should be submitted, that fully shows the adjacent dwellings on all sides. The site plan should detail the separation distances of the proposed development from the existing buildings. The applicant should be requested to submit this via **additional information**.

General Layout & Permeability

The proposed layout would be 3 apartment blocks arranged in a semi-circle around an internal road. Block 1 would be located in the north of the site, at the start of the internal access road. Block 2 would be located in the east of the site, more southerly located on the site. Block 3 would be located in the south-west part of the site, in proximity to Hayden's Lane and at the end of the internal road. Surface car parking would be provided along the internal road. An area of open space is located to the front, enclosed by the internal road. Car parking encasing part of this area of open space is not ideal.

The blocks to the south are positioned so that they would interact with and overlook the public park adjoining the site to the east and south. This is welcomed by the Planning Authority. At the closest point Blocks 2 and 3 would be approx. 9.0m from each other. While it is noted these buildings are at different angles, there could still be a potential for overlooking between the blocks. **The applicant should be requested to address this.**

A low level stone wall and railing would be provided to front along Hayden's Lane. The vehicular access and 2 pedestrian accesses would be provided from Hayden's Lane. A pedestrian link would be provided southwards between Blocks 2 and 3 to the adjoining park. These proposed accesses are welcomed.

Standard of Accommodation

A Housing Quality Assessment has been submitted as part of the Design Statement. This demonstrates that the proposed development meets or exceeds all the required standards. The

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applicant has stated that 52 (70%) of units would be dual or triple aspect. The labelling of Blocks 2 and 3 are incorrect on the floor plans, elevations and sections. It appears that the labels for each block have been swapped around.

This means that the aspect of some units is incorrect in the Housing Quality Assessment. As currently presented, it would appear that there are a number of north facing single aspect units. Any single aspect north facing units are not acceptable to the Planning Authority given the size of the site. **The applicant should be requested to address this via additional information.** A daylight, sunlight and overshadowing analysis should be requested **via additional information.**

All duplexes and apartment would have private open space in the form of a terrace or balcony. The ground floor plans of Blocks 2 and 3 show the private amenity spaces in the form of balconies (whereas it's noted in documentation as terraces). **The applicant should be requested to clarify this via additional information.**

The proposal would provide for approx. 1,805sq.m of communal open space. Figure 26 of the Planning Report shows that part of the southern open space would be included as communal. This space is not considered to contribute to communal open space given its obvious link with public open space. Even with this space excluded, however, it is considered sufficient communal open space would be provided.

No analysis of the proposed development in relation to the Childcare Facilities Guidelines for Planning Authorities (2001) has been provided. **The applicant should be requested to address this via additional information.**

Visual Impact

The proposed materials and finishes are brick, render finish and zinc cladding. The proposed blocks are considered to be bulky and monolithic. The variation in height and materials is welcome, however, it is not considered to go far enough for the proposal to be acceptable visually.

As previously stated, the proposed density and height, in proximity to existing residential development, is not acceptable to the Planning Authority. **A revision to the development is requested.** This is also an opportunity to revisit the design and improve the visual impact of the proposal. Any reductions in height should result in revisions in design and bulk.

Photomontages and CGIs of the proposed development should be submitted. These should include views from Hayden's Lane, surrounding residential estates and the adjoining public park.

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Landscaping and Ecology

The proposal would provide for approx. 3,630sq.m of public open space. This equates to 33% of the gross site area and 41% of the net site area. This would consist of the central area to the east (front) of the site, to the north of the entrance and access road, north of Block 2, and between Blocks 2 and 3. **As previously mentioned the car parking encasing the central open space should be reconsidered.**

Third-party submitters raised concerns in relation to the impact of existing trees and wildlife. An Ecological Impact Assessment and Bat Assessment have been submitted. These assessments refer to the previously withdrawn application last year. The Ecological Impact Assessment recommends a preconstruction bat assessment, removal of vegetation outside of nesting season, measures outlined in the Bat Assessment, and monitoring. The Bat Assessment recommends minimising the removal of mature trees, where possible, procedures around felling trees, bat boxes, reducing the impact of lighting, suitable landscaping, and monitoring.

The proposed development would involve the removal of trees and vegetation that have been identified as potential bat roosting sites. Every effort should be made to retain existing vegetation on site. It is also requested that the assessment reports are updated to reflect the current proposal. **This should be addressed via additional information.**

Public Realm has reviewed the proposed development and has concerns in relation to the following:

- 1. Impact of proposed development on existing trees and hedgerows: Public Realm are concerned about the proposed removal of a mature willow Salix alba (T013 - category B2) identified by the Bat Eco Services Bat Assessment (2021) as a having a moderate potential as a bat roost that has been recommended for retention. It is important that every effort is made to retain as much of the existing mature planting and where it is found to be of low value that proposals are made to enhance and maximize the ecological and amenity value. A tree bond will be required for trees agreed for retention.*
- 2. Potential Ecological Impact – impact of development on bat foraging routes and potential bat roosts. There are proposals to remove a mature willow tree that has a moderate potential for bat roost. Every effort should be made to avoid removal of this tree. As a condition of planning bat boxes will be required to be installed in Griffeen Valley Park prior to felling of any tree with bat roost potential.*
- 3. Insufficient Street trees -lacking in the car park areas. Additional trees are required in the car parking areas to break up hardstanding. SDCC require one street tree every 5 No.*

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perpendicular car spaces and for these trees to have SuDS bioretention tree pits. The current tree pit proposals are not suitable as SUDS tree pits.

4. *Lighting Design The landscape plans should include proposed external lighting to ensure there is no conflict with proposed tree planting and they are not casting light onto areas of ecological sensitivity.*
5. *Conveyance Swale. Conveyance swale should also act as an attenuation feature, holding water back close to where it falls and creating opportunity for habitat.*
6. *Boundary Treatment*
 - (i) *SDCC do not fence off water features within Parkland. The proposed timber post and rail fence along the southern boundary of the site with the Parkland should be removed. We require a planted shelf in this area for safety.*
 - (ii) *The proposed fencing alongside the perimeter dry ditch should be removed to allow access for maintenance.*
7. *Bridge Detail: We require a detail of the proposed crossing of the water feature indicated as an earth bank in the landscape plan and as a bridge in the cross-section on page 11 of the Landscape Rationale.*
8. *Accessible play: The carousel should be replaced by an accessible carousel to address the lack of accessible play. Engineered wood chip is the preferred safety surface for natural play areas.*

The Public Realm Section requests the following **additional information**:

1. *Landscape Proposals*

The applicant should provide a revised and fully detailed landscape plan, proposals and details that addresses the main concerns outlined above, i.e.

- (i) *Retention of the mature willow tree (T013) with bat roost potential. Appropriate measures such as no dig solutions and/or revised path layout to be proposed. It is important that every effort is made to retain as much of the existing mature planting.*
- (ii) *Incorporation of additional street trees within the car parking areas to break up hardstanding. SDCC require street trees every 5 No. perpendicular car park spaces.*
- (iii) *SuDS bioretention Tree pits to be installed in trees within /draining areas of hard standing. Tree Pits to incorporate SuDS bioretention features and sufficient*

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growing medium. SUDS details need to show how the water drains from the road/pavement hard surface into the SUDS tree pit, clearly outlining how SuDS features within the tree pits will function. The applicant is requested to contact Public Realm section for tree pit details and refer to the recently published 'SDCC Sustainable Drainage Explanatory, Design and Evaluation Guide 2022'.

- (iv) Landscaping details of the conveyance swale referred to on Drainage Drawings to be included in the landscape plans. This swale should also act as an attenuation feature, holding water back close to where it falls and creating opportunity for habitat. Planting proposals are required, for example, riparian wildflowers.*
- (v) Planting plan and section through southern attenuation swale showing profile and planting on southern side for safety reasons. Refer, 'SDCC Sustainable Drainage Explanatory, Design and Evaluation Guide 2022'.*
- (vi) Proposed external lighting to ensure there is no conflict with proposed tree planting and light is not cast onto areas of ecological sensitivity.*
- (vii) Removal of the proposed timber post and rail fence along the southern boundary of the site with the Parkland and removal of the proposed fencing alongside the perimeter dry ditch to allow access for maintenance.*

2. Detailed Bridge Design

We require a detail including section of the proposed crossing of the water feature. This is indicated as an earth bank in the landscape plan and as a bridge in the cross-section on page 11 of the Landscape Rationale. Although SDCC do not normally fence off watercourses in Parkland, the proposed flat bar metal railing boundary treatment could continue beyond the site access to the site for a short stretch along the water feature where it interfaces with the public open space to create an access feature.

3. Lighting Design

Detailed lighting proposals are required that comply with the recommendations of the Bat Eco Services Bat Assessment (2021) who has highlighted this element of the application as an important aspect in relation to local bat populations.

4. Play

(a) Detailed play proposals should include accessible play features. We require:

- (i) An accessible play feature - the proposed carousel could be replaced with an accessible carousel.*
- (ii) Tree trunks to be seasoned hardwood, logs to be branched and minimum 4m long*
- (iii) Large (1 tonne) boulders to be placed flat-side up to enable play*

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- (iv) *Engineered wood chip is the preferred safety surface for natural play areas.*
- (b) *Details of play proposals to be agreed with Public Realm.*
- (c) *Details of all play equipment, and safety surface, along with specifications and proof that all equipment conforms to European Standards EN 1176-1-11 and EN 1177 Playground equipment and surfacing shall be submitted.*
- (d) *Post installation certification by the Register of Play Inspectors International (RPII) will also be a requirement for all play area.*

The report from the Public Realm Section is noted. These items should be requested **via additional information**.

Traffic, Access and Parking

The proposed development would provide for 42 car parking spaces and 160 bicycle parking spaces. This provides for a car parking ratio of 0.57 spaces per unit. The site is not suitable for the density proposed as part of this application. In turn the proposed car parking ratio is not considered to be acceptable. In addressing the concerns in relation to residential density and height, a higher car parking ratio should be provided.

The Roads Department has reviewed the proposed development and requests additional information:

Access:

Main access is proposed from Hayden's Lane. There are minor details of how the access junction will function.

The applicant has submitted a traffic impact report, the report only details the traffic effects between the development access and Haydens Lane, it would be more beneficial to provide traffic information for both the Hayden's Lane/Old Forge junction and the Griffeen Avenue roundabout junction as these are where the greatest traffic impacts would occur.

Additionally, in the traffic report, the peak hour trips during the AM and PM peak periods appear to be very conservative (AM peak; 19 outbound. PM peak; 15 inbound).

Pedestrian access from Hayden's Lane to the south west of the site.

Pedestrian access from Griffeen Park to the south east of the site.

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Road Layout:

The internal road layout is acceptable.

Public Transport Linkages:

The nearest public transport is 2.5km away on Griffeen Avenue. The pedestrian link to Griffeen Avenue along Haydens lane is poor, the footpath is less than 1.8m wide in most locations the east side of Haydens Lane has no footpath. A pedestrian link towards Adamstown through Hansted estate would provide a reasonable desire line to amenities/bus routes.

Car Parking:

There are 42 car parking spaces provided, 2no. are mobility impaired and 6no. are for E.V. charging. The car parking provision is 59% of the maximum allowable (The TTA incorrectly calculates the maximum required parking spaces to be 67 as opposed to the correct figure which is 71). Roads Department recommends the minimum number of car parking spaces to be 49.

Bicycle Parking:

Provision for 160 bicycle parking has been provided by 3 external bicycle storage sheds.

- Condition: All bicycle parking spaces shall be designed in accordance with the requirements of the National Cycle Manual, NTA (2011)

Fire Tender and Bin Collection Access:

Swept path analysis for safe fire tender and bin truck access and egress the site have been submitted.

Boundary Treatments:

The proposed boundary treatment along Hayden's Lane will be a 0.4m high wall with 1.2m high metal railing on top.

Public Lighting:

No details of Public Lighting have been submitted.

- Condition: the applicant shall submit and agree a public lighting design with public lighting Department.

Taking In Charge:

No details of Taking in Charge have been submitted.

- Condition: All items and areas for taking in charge shall be undertaken to a taking in charge standard. Prior to development the applicant shall submit construction details of all items to be taken in charge. No development shall take place until these items have been agreed.

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Roads recommends that additional information be requested from the applicant:

- 1. The applicant is requested to submit a revised layout of not less than 1:200 scale showing the location and a minimum of 49 car parking spaces to be provided at the development. Please refer to Table 11.23: Maximum Parking Rates (Residential) – from the SDCC County Development Plan 2016-2022.*
- 2. The applicant is requested to submit Taking in Charge maps as per SDCC's Appendix 6 of the TIC standards.*
- 3. The applicant is requested to submit a revised layout showing a pedestrian access to Hansted estate and pedestrian crossing point to the footpath on the west side of Haydens Lane.*
- 4. The applicant is requested to submit a revised/updated traffic impact assessment highlighting the Hayden's Lane/Old Forge junction and the Griffeen Avenue roundabout junction.*

Should the permission be granted, the following conditions are suggested:

- 1. All bicycle parking spaces shall be designed in accordance with the requirements of the National Cycle Manual, NTA (2011)*
- 2. The applicant shall submit and agree a public lighting design with public lighting Department.*
- 3. All items and areas for taking in charge shall be undertaken to a taking in charge standard. Prior to development the applicant shall submit construction details of all items to be taken in charge. No development shall take place until these items have been agreed.*
- 4. Prior to commencement of development, the applicant shall submit a developed Construction Traffic Management Plan for the written agreement of the Planning Authority.*

The report from the Roads Department is noted. The requested items should be requested **via additional information**.

Services and Drainage

Water Services and Irish Water have reviewed the proposed development and have no objection subject to standard conditions. Water Services conditions relate to ensuring that there is a complete separation of foul and surface water drainage and that works comply with the Greater Dublin Regional Code of Practice for Drainage Works. Irish Water's conditions relate to connection agreements for water supply and foul water drainage. These reports are noted and should be conditioned as such in the event of a grant of permission.

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Environmental Health

The H.S.E. Environmental Health Officer has reviewed the proposed development and requests **additional information**:

- *A noise impact assessment, carried out by appropriately qualified acoustician and competent persons, must be submitted in order to assess the potential impact of environmental noise from traffic on Haydens Lane if the proposed development is completed.*
- *In addition the proposed noise assessment must assess if noise from the nearby train line will impact on the proposed development. Where deemed necessary a statement outlining recommended acoustic control measures that should be incorporated into the design and construction of the proposed residential units and/or site to ensure against adverse noise impacts on the occupiers must be included.*
- *South Dublin County Council Environmental Noise Action Plan 2018 – 2023 recommends that the noise impact assessment should demonstrate that all facets of the UK "Professional Practice Guidance on Planning & Noise" (2017) (ProPG) have been followed.*

Third party submitters raised concerns with the possibly of hazardous waste onsite. In the event of a grant of permission, a standard condition in relation to the appropriate treatment of hazardous waste should be included.

Screening for Environmental Impact Assessment

Having regard to the nature of the proposed development, and the distance of the site from nearby sensitive receptors, there is no likelihood of significant effects on the environment arising from the proposed development. The need for environmental impact assessment can, therefore, be excluded at the preliminary examination and a screening determination is not required.

Screening for Appropriate Assessment

An Appropriate Assessment Screening report prepared by Altamar Marine & Environmental Consultancy has been submitted. This report refers to the previously withdrawn development. It should be requested that an updated screening report is provided **via additional information**.

Conclusion

Having regard to the:

- provisions of the South Dublin County Development Plan 2016-2022,
- the established character of the area, and
- the scale, design and standard of the proposed development,

it is considered that **Additional Information** is required, to ensure the proposed development would be in compliance with Council policy, would not seriously injure the amenities of the area or

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of property in the vicinity and would, therefore, be in accordance with the proper planning and sustainable development of the area.

Recommendation

I recommend that **ADDITIONAL INFORMATION** be requested from the applicant with regard to the following:

1. The applicant is requested to revise and provide the following drawings and documents:
 - (a) A map showing the land use zoning overlapped with the subject site boundary, block and site layouts.
 - (b) An updated Design Statement that fully complies with Section 11.2.1 of the South Dublin County Development Plan 2016-2022.
 - (c) A more comprehensive site layout plan should be submitted, that fully shows the adjacent dwellings on all sides. The site plan should detail the separation distances of the proposed development from the existing buildings.
 - (d) Correct the labelling of Blocks 2 and 3 across the drawings. Any associated documentation, such as the Housing Quality Assessment, should be updated to ensure all the information is correct. No single aspect, north facing units should be provided.
 - (e) Clarify if terraces or balconies are being provided at the ground floor levels of Blocks 2 and 3. The Planning Authority would prefer terraces. The drawings may need to be updated in response to this.
 - (f) Update the Ecological Impact Assessment, Bat Assessment and Appropriate Assessment Screening Report so that they reflect the proposed development.
2. The Planning Authority has concerns in regard to the subject site's ability to support a proposed density of 68 units per ha (gross)/85 units per ha (net). The Planning Authority considers that the site does not have appropriate access to existing public transport and local facilities and services to support the proposed density. The Planning Authority has concerns that the site is not located within a reasonable and useable walking distance of a town or suburban centre, employment location or high frequency public transport. Some existing routes are also not considered appropriate. The overall limited access to public transport services is a concern. The applicant is requested to submit a revised proposal with a reduced density more appropriate to the site's context.
3. The Planning Authority has serious concerns in relation to the potential impact of the proposed development on existing residential development within the vicinity. The proposed heights in proximity to existing residential development is not acceptable, in particular Blocks 2 and 3. A further setback or reduction in height of Block 2, in relation to dwellings to the east at The Old Forge, should be considered. Block 3 due to its height, design and proximity would have an unacceptable overbearing and overlooking impact on existing dwellings to the east on Hayden's Lane. There is also the potential for overshadowing impacts. The applicant is requested to revise Blocks 2 and 3 to address

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these concerns. This might involve setting Block 2 further back from residential development at the Old Forge. Block 3 should be significantly further setback and/or reduced in height from residential development at Hayden's Lane. A daylight, sunlight and overshadowing analysis of the proposed development and its impact on existing development should be submitted.

4. In terms of the proposed layout of the development the following should be addressed:
 - (a) At the closest point Blocks 2 and 3 would be approx. 9.0 m from each other. While it is noted these buildings are at different angles, there could still be a potential for overlooking between the blocks. The applicant is requested to submit a revised proposal addressing this.
 - (b) Omit any single aspect, north facing units.
 - (c) Omit, reduce or relocate the surface car parking spaces around the central eastern area of public open space.
5. No analysis of the proposed development in relation to the Childcare Facilities Guidelines for Planning Authorities (2001) has been provided. The applicant is requested to submit an analysis of the potential childcare demand from the proposed development and how this would be addressed.
6. The proposed blocks are considered to be bulky and monolithic. The variation in height and materials is welcome, however, it not considered to go far enough for the proposal to be acceptable visually. In line with the requested amendments in relation to density and impact on residential amenity, the applicant is requested to revise the design of the buildings to reduce their bulk and monolithic appearance. Photomontages and CGIs of the proposed development should be submitted. These should include views from Hayden's Lane, surrounding residential estates and the adjoining public park.
7. SDCC's Public Realm Section request the following additional information:
 - (a) A revised and fully detailed landscape plan, proposals and details that addresses the main concerns outlined above, i.e.
 - (i) Retention of the mature willow tree (T013) with bat roost potential. Appropriate measures such as no dig solutions and/or revised path layout to be proposed. It is important that every effort is made to retain as much of the existing mature planting.
 - (ii) Incorporation of additional street trees within the car parking areas to break up hardstanding. SDCC require street trees every 5 perpendicular car park spaces.
 - (iii) SuDS bioretention Tree pits to be installed in trees within /draining areas of hard standing. Tree Pits to incorporate SuDS bioretention features and sufficient growing medium. SuDS details need to show how the water drains from the road/pavement hard surface into the SUDS tree pit, clearly outlining how SuDS features within the tree pits will function. The applicant is requested to contact Public Realm section for tree pit details and refer to the recently published 'SDCC Sustainable Drainage Explanatory, Design and Evaluation Guide 2022'.

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(iv) Landscaping details of the conveyance swale referred to on Drainage Drawings to be included in the landscape plans. This swale should also act as an attenuation feature, holding water back close to where it falls and creating opportunity for habitat. Planting proposals are required, for example, riparian wildflowers.

(v) Planting plan and section through southern attenuation swale showing profile and planting on southern side for safety reasons. Refer, 'SDCC Sustainable Drainage Explanatory, Design and Evaluation Guide 2022'.

(vi) Proposed external lighting to ensure there is no conflict with proposed tree planting and light is not cast onto areas of ecological sensitivity.

(vii) Removal of the proposed timber post and rail fence along the southern boundary of the site with the Parkland and removal of the proposed fencing alongside the perimeter dry ditch to allow access for maintenance.

(b) In relation to bridge design, detail including section of the proposed crossing of the water feature. This is indicated as an earth bank in the landscape plan and as a bridge in the cross-section on page 11 of the Landscape Rationale. Although SDCC do not normally fence off watercourses in Parkland, the proposed flat bar metal railing boundary treatment could continue beyond the site access to the site for a short stretch along the water feature where it interfaces with the public open space to create an access feature.

(c) Detailed lighting proposals are required that comply with the recommendations of the Bat Eco Services Bat Assessment (2021) who has highlighted this element of the application as an important aspect in relation to local bat populations.

(d) Detailed play proposals should include accessible play features. The following is requested:

(i) An accessible play feature - the proposed carousel could be replaced with an accessible carousel.

(ii) Tree trunks to be seasoned hardwood, logs to be branched and minimum 4m long

(iii) Large (1 tonne) boulders to be placed flat-side up to enable play

(iv) Engineered wood chip is the preferred safety surface for natural play areas.

(v) Details of play proposals to be agreed with Public Realm.

(vi) Details of all play equipment, and safety surface, along with specifications and proof that all equipment conforms to European Standards EN 1176-1-11 and EN 1177 Playground equipment and surfacing shall be submitted. It is noted that post installation certification by the Register of Play Inspectors International (RPII) will also be a requirement for all play areas.

8. SDCC's Roads Department requests the following additional information:

(a) In line with the requested amendments to density the applicant is requested to submit a revised car parking strategy. This should provide for a higher car parking ratio than proposed. Please refer to Table 11.23: Maximum Parking Rates (Residential) – from the South Dublin County Development Plan 2016-2022.

(b) Taking in Charge maps as per SDCC's Appendix 6 of the TIC standards.

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- (c) A revised layout showing a pedestrian access to Hansted estate and pedestrian crossing point to the footpath on the west side of Haydens Lane.
 - (d) A revised/updated traffic impact assessment highlighting the Hayden's Lane/Old Forge junction and the Griffeen Avenue roundabout junction.
9. The H.S.E. Environmental Health Officer requests the following:
- (a) A noise impact assessment, carried out by appropriately qualified acoustician and competent persons, must be submitted in order to assess the potential impact of environmental noise from traffic on Haydens Lane if the proposed development is completed.
 - (b) In addition the proposed noise assessment must assess if noise from the nearby train line will impact on the proposed development. Where deemed necessary a statement outlining recommended acoustic control measures that should be incorporated into the design and construction of the proposed residential units and/or site to ensure against adverse noise impacts on the occupiers must be included.
 - (c) The South Dublin County Council Environmental Noise Action Plan 2018 – 2023 recommends that the noise impact assessment should demonstrate that all facets of the UK 'Professional Practice Guidance on Planning & Noise' (2017) (ProPG) have been followed.

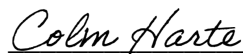
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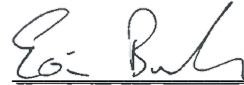
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REG. REF. SD21A/0359

LOCATION: Hayden's Lane, Adamstown, Lucan, Co. Dublin



Colm Harte,
Senior Executive Planner



Eoin Burke,
Senior Planner

ORDER: I direct that **ADDITIONAL INFORMATION** be requested from the applicant as set out in the above report and that notice thereof be served on the applicant.

Date: 24th Feb 2022



Mick Mulhern, Director of Land Use,
Planning & Transportation