



An
Bord
Pleanála

Inspector's Report ABP-301128-18

Development	Construction of residential development consisting of 42 no. new residential units and 1 no refurbished house (No 19 Watson Road)
Location	Site of c.0.9ha consisting of 'Arranmore' & 'San Michele', Church Road & No. 19 Watson Road, Killiney, Co. Dublin
Planning Authority	Dun Laoghaire Rathdown County Council
Planning Authority Reg. Ref.	D17A/0868
Applicant(s)	Crekav Trading GP Ltd
Type of Application	Permission
Planning Authority Decision	Grant with Conditions
Type of Appeal	Third Party x 4
Appellant(s)	Michael O'Brien Sean J Hayes Watson Killiney Residents Association Anthony & Mary Dalton

Observer(s)	Laurence & Patricia Finnerty Rosalind Matthews Hugh Jones Michael & Pascale Wolfe Mary Phillips Henry & Jennifer Moore John McManus Brian & Marie Forrester John Treston Alan & Mary Pinder Peter and Helen Bruce Denise Manning James & Bernice Lalor Ken and Julie Blackmore Hugh Mcloughlin Sinéad McGrane James and Anne Murphy Robert Wallace Wm G Kidd Thomas O'Brien Regina & Richard Parnell
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Date of Site Inspection	22 nd & 27 th June 2018
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Inspector	Mary Crowley
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1.0 Site Location and Description

- 1.1. The appeal site with a stated area of 0.8937 ha incorporates the sites known as Arranmore and San Michele located on Church Road and No. 19 Watson Road in Killiney. The site is bounded to the east by Church Road, where it currently has three vehicular accesses (one at Arranmore and two at San Michele). It is bounded to the west by Watson Road, to the south by Doneden House and to the north by Yarborough House. Church Road links Dún Laoghaire town centre to Wyattville Road, which in turn, links first to the N11 and then the M50.
- 1.2. Arranmore and San Michele are single-storey and fire damaged bungalows surrounded by generous gardens to their front and back and are well setback from Church Road (c.30 metres away). No. 19 Watson Road is a single-storey house located on a much smaller site within a residential estate. The subject site is located in an area characterised by large houses setback from the road within substantial grounds, generally located behind high walls bounding Church Road. The west of the site is predominantly residential, characterised by detached one-storey houses on Watson Road.
- 1.3. A set of photographs of the site and its environs taken during the course of my site inspection is attached. I would also refer the Board to the photos available to view throughout the appeal file together with the sites photos taken by the previous planning inspector that considered an appeal at this location.

2.0 Proposed Development

- 2.1. The planning application submitted to Dun Laoghaire Rathdown County Council (DLRCC) on the 27th September 2017 comprised the following:
 - Demolition of fire damaged 'Arranmore' (c.229 sqm) and fire damaged shed (c.13 sqm) and fire damaged 'San Michele' (c.250 sqm) at Church Road;
 - The closing up of three existing vehicular accesses onto Church Road, while maintaining one as pedestrian/cycle access

- Construction of residential development with new vehicular access through No. 19 Watson Road, consisting of 42 no. new residential units to include:
 - 1) 18 no. dwelling houses comprising:
 - a) 8 no. 2 storey terraced 3 bed Type A units,
 - b) 7 no. 3 storey terraced 4 bed Type B units,
 - c) 2 no. 3 storey semi-detached Type BB units,
 - d) 1 no. 3 storey end of terrace 4 bed Type B1 unit and
 - 2) 24 no. apartments within 2 no. 4 storey Blocks C and D with Block C comprising:
 - a) 4 no. 1 bed units and
 - b) 12 no. 2 bed units with balconies/terraces to south-east, north-west and south-west elevations and
 - c) 8 no. 2 bed units in Block D with balconies to north-east, south-east, north-west and south (ground floor only) elevations.
- Redesign of No. 19 Watson Road (c.175 sqm) to include removal of part of the house to provide a new access road and provision of a new rear extension (redesigned unit to be c.153 sqm) (domestic extension 47 sqm)
- All associated site development, landscaping, boundary treatment works, services provision and ancillary site works

2.2. The application was accompanied by the following:

- Planning Report
- Part V Validation Letter
- Construction and Demolition Waste Management Plan
- Architecture Drawings & Architecture Housing Quality Assessment
- Architectural Design Statement
- Energy Statement
- Traffic and Transport Assessment
- Road Safety Audit Stage I including Designers Response
- Road Quality Audit including Designers Response

- Civil Engineering Drawings
- Infrastructure Report
- Landscape Masterplan, Tree Planting Plan and Site Boundary Proposals
- Landscape Report
- Tree Constraints Plan and Tree Impacts Plan
- Arboricultural Report
- AA Screening Stage I
- Ecological Impact Assessment
- Flood Risk Assessment
- Photomontages
- Schedule of Accommodation

2.3. In response to a request for further information issued by DLRCC on the 20th November 2017 the applicant submitted the following information on the 18th January 2018. The main points are as follows:

- The site boundary to Church Road will be set back to facilitate the proposed R119 Wyattville Road to Glenageary Road Upgrade and QBC Scheme.
- The internal road network has been designed to accommodate future adjacent sites in particular the lands northwest of the proposed site.

2.4. The response was accompanied by the following:

- FI Response Report prepared by Martel
- Construction Environmental Management Plan (CEMP)
- Public Lighting Layout and Report
- Revised Landscape Architecture Drawings
- Engineering Report
- Revised Flood Risk Assessment
- Bat Survey Assessment and Badger Survey Assessment
- Letter from the applicant confirming that the area of land to be set back to accommodate the future QBC scheme is to be reserved free of development along the frontage of Church Road and will be offered to be taken in charge

by the Planning Authority and will be ceded to the Planning Authority to facilitate same.

- Revised public notices indicating that significant further information have been furnished to the planning authority

3.0 Planning Authority Decision

3.1. Decision

3.1.1. Dun Laoghaire Rathdown County Council issued a notification of decision to grant permission on the 14th February 2018 subject to 44 conditions that may be summarised as follows:

1. Compliance with the plans, particulars and specification lodged with the application as amended by the further information
2. Prevention of any mud, dirt, debris or building material being carried onto or placed on the public road or adjoining properties as a result of the site construction works
3. Each house and apartment unit shall be used as a single dwelling unit and shall not be sub-divided
4. Details of proposed boundary treatments to Church Road and to the rear garden boundaries, front garden boundaries and remaining site boundaries to be submitted
5. Constituted Owners' Management Company
6. All development works shall be designed and constructed to meet DLRCC 'Taking-in-Charge' requirements
7. Development and building works shall be carried out only between the hours of 8.00am to 7.00pm Monday to Friday inclusive, 8.00am to 2.00pm Saturdays and no works permitted on site on Sundays and Public holidays
8. Existing materials from demolished structures shall, where possible, be re-used and recycled
9. Compliance with Part V, Section 96(4) of the Planning & Development Act 2000, as amended

10. All service cables associated with the proposed development shall be located underground
11. Street/terrace naming and unit numbering scheme to be agreed
12. No additional development shall take place above roof parapet level
13. Surface water disposal shall be in accordance with the requirements of the County Council and Green Roofs details to include a construction plan and a post-construction maintenance specification and schedule
14. The Church Road reservation line to accommodate the future 'R118 Wyattville Road to Glenageary Road Upgrade and Quality Bus Corridor (QBC)', shall be set out by the Contractor and agreed with the Planning Authority (Road Projects Office).
15. The area of land between the public footpath and the required set back proposed front boundary wall on Church Road shall be, reserved free of development, ceded to DLRCC to facilitate the future 'R118 Wyattville Road to Glenageary Road Upgrade and Quality Bus Corridor (QBC)'
16. The Applicant shall carry out the recommendations in the 'Quality Audit' Report
17. All underground services shall be situated under impermeable pavement types
18. 22 no. basement level and 67 no. surface level car parking spaces shall be constructed so as to be capable of accommodating future electric charging points for electrically operated vehicles
19. The Radii at the vehicular entrance to the proposed residential development on Watson Road shall be a maximum of six (6) metres
20. The width of the proposed widened vehicular entrance for No. 19 Watson Road, Killiney shall be a maximum of 3.5 metres
21. All cycle parking areas be correctly designed in accordance with the DLRCC Standards for Cycle Parking
22. All works to be carried out on the public road/footpath shall be at the Applicant's expense to meet the DLRCC 'Taking-in-Charge' requirements
23. Road Opening Licence

24. All construction traffic would access the respective site off Church Road at the existing vehicular access, via a 'Left in / Left out' arrangement only to include temporary bollards along the central medium (off Church Road) to prevent right turning movements into the site, during the construction period
25. Construction access routes to and from the site, delivery times and off-loading proposals to be formally agreed with the Planning Authority
26. Details of site staff car parking during the construction phase
27. Compliance with the Construction Environmental Management Plan (CEMP)' (dated: 11th January 2018)
28. Details of the proposed public lighting at the newly formed junction with Watson Road and the proposed ducting to bollards 12B and 13B to be agreed
29. All mitigation measures relating to Biodiversity, outlined in the Ecological Impact Assessment report shall be implemented
30. Vegetation clearance and tree removal shall take place outside the bird breeding season (March 1st – August 31st)
31. Trees to be retained will be protected during site works
32. Pre-site clearance survey by a suitably qualified ecologist to examine the area for badgers or other mammals
33. Details that the buildings proposed for demolition and all mature trees proposed for felling have been re-examined for evidence of bats prior to demolition/felling by a bat specialist
34. Submission of a report from the bat specialist confirming that it is operating according to specification
35. Monitoring programme for the site clearance and construction phase by a suitable qualified ecologist
36. Revised planting plan comprising the following additional tree planting in rear gardens of terrace houses, increased spacing between all trees to minimum of 5.0 metres centres, reduction in the number of proposed trees on the north-western boundary, a Planting Pit Detail, a Planting Legend and Boundary Treatments

37. Developer shall retain the professional services of a qualified Landscape Architect, as his/her Landscape Consultant, throughout the course of the development works
38. Detailed Play Plan
39. Access to each green roof shall be restricted for the purposes of maintenance works only. No flat roof area shall be used as a garden / terrace
40. Development Contribution in the amount of € 9,881.34 in respect of the provision of Surface Water Public Infrastructure and Facilities benefiting development in the area of the Authority
41. Development Contribution in the amount of € 226,290.54 in respect of the provision of the Roads Public Infrastructure and Facilities benefiting development in the area of the Authority
42. Development Contribution in the amount of €146,890.80, in respect of the provision of the Community & Parks Public Infrastructure, Facilities and Amenities benefiting development in the area of the Authority
43. Bond in the sum of €225,700.00
44. Development shall not be carried out without prior agreement, in writing, between the Applicant and the Planning Authority relating to the payment of development contributions

3.2. Planning Authority Reports

3.2.1. Planning Reports

- The **Case Planner** in their first report dated 17th November 2017 recommended that further information be sought. The request largely reflects the recommendations of the internal technical reports as set out below. The further information request related to (as summarised) traffic, drainage, public lighting and biodiversity. Further information was formally requested on the 20th November 2017. The **Case Planner** in their second report dated 9th February 2018 and having considered the further information submitted recommended that permission be granted subject to conditions. The notification of decision to grant permission issued by Dun Laoghaire Rathdown County council reflects this recommendation

3.2.2. Other Technical Reports

- **Biodiversity Officer** in their report dated 6th October 2017 requested further information relating to a revised Bat Assessment, detailed Badger Survey, detailed lighting plan with input from the Bat Specialist, updated landscape plan with input from the Bat Specialist and updated CEMP. In a further report dated 16th November 2017 setting out items to be included in the Bat Assessment in order to determine the need for a derogation licence and any appropriate mitigation. The **Biodiversity Officer** in their second report dated 2nd February 2018 was satisfied with the information submitted and considered that no significant impacts were likely on the Natura 2000 sites. Several conditions are provided in the report.
- **Housing Department** in their report dated 11th October 2017 recommended that a condition be attached requiring the applicant / developer to enter into an agreement in accordance with Part V.
- **Public Lighting** in their report dated 12th October 2017 requested further information in relation to the provision of a lighting design layout, lux contour diagrams, ducting locations and bollard lighting. **Public Lighting** in their second report dated 23rd January 2018 and having considered the further information submitted considered the outdoor lighting to be acceptable save for the absence of lighting at the new junction with Watson Road. Stated that this will need to be considered.
- **Drainage Planning** in their report dated 27th September 2017 requested further information in relation to trial pit results, reassessment of the necessity for a tanked storage system, revised Qbar calculations, review of the hydrobrake models chosen, locations of the area and the corresponding volumes of interception and treatment volumes that are being provided, extent of proposed green roofs, any corrections to micro drainage calculations and revised Flood Risk Assessment. **Drainage Planning** in their second report dated 7th February 2018 stated as follows:

The development site lies within the catchment of a Surface Water Sewer system that has existing deficiencies, such deficiencies having been confirmed by the results of a CCTV survey. While Municipal

Services is not aware of these deficiencies causing problems in the public surface water sewerage system, they have been cite by An Bord Pleanála as a reason for refusal on previous applications on this site. In acknowledgement of the issues raised by An Bord Pleanála on previous applications, Municipal Services completed the first stage of a rehabilitation scheme to address these deficiencies in 2017, with further work expected to progress in 2018. It should be noted that the applicant proposes to reduce the maximum allowable runoff rate of 5.8l/s to 4l/s as a precautionary measure.

Drainage Planning had no stated objection to the scheme subject to 3 no conditions as set out in their report relating to surface water, hydrobrake manhole chambers and green roofs.

- **Parks & Landscape Services** in the report of 3rd November 2017 noted their serious concerns in relation to the extent of tree removal, the inadequacy and suitability of replacement tree planting, the design of the play lot and boundary treatments. Recommended that some revision are required which can be dealt with by way of conditions as set out in the report.
- **Transportation Planning** in their report dated 6th November 2017 requested further information in relation to future access roads to adjacent sites to accommodate future development, front boundary wall at Arranmore and San Michele, all development works to be designed to meet DLRCC “Taking in Charge Policy Document”, details of proposed ramped entry treatment, provision of a STOP sign at the new vehicular entrance, details of a footpath either side of the internal access road, provision of a “Children at Play” sign, dishing of footpaths, maintenance of adequate visibility, motorcycle car parking, provision of electric car parking spaces, wheel stoppers, redesigned vehicular entrance to have a maximum width of 3.5m, designated car parking spaces and provision of a Traffic Management Plan. **Transportation Planning** in their second report dated 6th January 2018 and having considered the further information submitted stated that they had no objection to the scheme subject to conditions as set out in their report.

3.3. Prescribed Bodies

- 3.3.1. **Irish Water** in their report dated 4th November 2017 have no stated objection to the scheme.

3.4. Third Party Observations

- 3.4.1. There are multiple third party observations recorded on the planning file (list provided in Appendix A). The issues raised relate to road access, Watson estate is a private estate, traffic impact, sewage and drainage capacity, water supply, road safety, parking, pedestrian access, development at No 19 Watson Road, precedence, visual amenity, residential amenity, overlooking, building line, Local Area Plan, density, surface water drainage, design, future development, contrary to the zoning objective for the area, loss of mature trees,, noise pollution, fire hazard, height, planning history and absence of a tree survey.

4.0 Planning History

- 4.1. There were two previous appeals on this site that may be summarised as follows:
- **PL06D.244195** (Reg Ref D14A/0106) – Permission was refused in 2015 for the demolition of Arranmore and San Michele, the construction of 8 houses and the redevelopment of No. 19 Watson Road for one reason relating to traffic hazard arising from access onto Church Road.
 - **PL06D.246229** (Reg Ref D15A/0777) – Permission was refused in 2016 for the demolition of 2 no. fire damaged houses, construction of 14 houses at “Arranmore” and “San Michele” Church Road and the demolition of part of No. 19 Watson Road and provision of new extension, Killiney, County Dublin for one reason relating to inadequate foul drainage capacity.
- 4.2. A recent Strategic Housing Development (SHD) application to An Bord Pleanála on lands to the south of the this appeal site may be summarised as follows:
- **ABP SHD Case ABP-301334-18** – Application to An Bord Pleanála for the demolition of existing buildings and construction of 102 no. residential units, existing vehicular access to be replaced with pedestrian and cycle accesses, provision of new vehicular and pedestrian access route to serve the proposed

development via Watson Road and all associated site works was granted permission subject to 23 conditions on 25th June 2018.

5.0 Policy Context

5.1. National Planning Policy & Guidance

5.1.1. The following is a list of Section 28 Ministerial Guidelines considered of relevance to the proposed development. Specific policies and objectives are referenced within the assessment where appropriate.

- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (including the associated Urban Design manual) (2009)
- Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities (2018)
- Design Manual for Urban Roads and Streets (2013)
- The Planning System and Flood Risk Management (including the associated technical Appendices) (2009)
- Framework and Principles for the Protection of the Archaeological Heritage (1999)
- Architectural Heritage Protection Guidelines for Planning Authorities (Revised 2011)

5.2. Development Plan

5.2.1. The operative plan for the area is the **Dun Laoghaire Rathdown County Council 2016 – 2022**. The site is zoned **Objective A** which seeks *to protect and / or improve residential amenity*. Land uses that are considered to be “permitted in principle” in Zone A include the following:

“Assisted Living Accommodation, Open Space, Public Services, Residential, Residential Institution, Travellers Accommodation”

5.2.2. Policies relevant to this scheme are set out as follows:

5.2.3. **Policy RES 3** - It is Council policy to promote higher residential densities provided that proposals ensure a balance between the reasonable protection of existing

residential amenities and the established character of areas, with the need to provide for sustainable residential development. In promoting more compact, good quality, higher density forms of residential development it is Council policy to have regard to the policies and objectives contained in the following Guidelines:

- 'Sustainable Residential Development in Urban Areas' (DoEHLG 2009).
- 'Urban Design Manual - A Best Practice Guide' (DoEHLG 2009).
- 'Quality Housing for Sustainable Communities' (DoEHLG 2007).
- 'Irish Design Manual for Urban Roads and Streets' (DTTaS and DoECLG, 2013).
- 'National Climate Change Adaptation Framework - Building Resilience to Climate Change' (DoECLG, 2013).

5.2.4. The Plan also states that, as a general rule, the minimum default density for new residential developments in the County shall be 35 units per hectare. It is acknowledged that this density may not be appropriate in all instances, but will serve as a general guidance rule, particularly in relation to 'greenfield' sites or larger 'A' zoned areas.

5.2.5. **Policy RES4** - It is Council policy to improve and conserve housing stock of the County, to densify existing built-up areas, having due regard to the amenities of existing established residential communities and to retain and improve residential amenities in established residential communities.

5.2.6. **Policy RES7** - It is Council policy to encourage the establishment of sustainable residential communities by ensuring that a wide variety of housing and apartment types, sizes and tenures is provided within the County in accordance with the provisions of the Interim Housing Strategy.

5.2.7. **Policy OSR5: Public Open Space Standards** - It is Council policy to promote public open space standards generally in accordance with overarching Government guidance documents 'Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities' (2009) and the accompanying 'Urban Design Manual - A Best Practice Guide'.

5.2.8. **Public/Communal Open Space –Quality** - Where any open space is to be provided on foot of a planning permission, the space in question should be well overlooked

and designed and located to sympathetically complement the layout of the development and should be visible from, and accessible to, the maximum number of dwellings.

- 5.2.9. **Trees and Hedgerows** - New developments shall be designed to incorporate, as far as practicable, the amenities offered by existing trees and hedgerow
- 5.2.10. Further, there is an objective for a 6 Year Road Proposal on the adjacent Church Road as well as objectives for a Quality Bus Corridor (QBC) route on both Church Road and Churchview Road.

5.3. **Natural Heritage Designations**

- 5.3.1. The site is not located within a designated Natura 2000 site. The relevant European sites that are proximate to the site are the **Rockabill to Dalkey Island SAC** (Site Code 003000), the **South Dublin Bay SAC** (Site Code 000210), the **Dalkey Islands SPA** (Site Code 004172) and the **South Dublin Bay and River Tolka Estuary SPA** (Site Code 004024). Further Natura 2000 sites that are removed from the appeal site are the **Ballyman Glen SAC** (Site Code 000713), **Knocksink Wood SAC** (Site Code 000725) and the **Wicklow Mountains SAC** (Site Code 002122).

6.0 **The Appeal**

6.1. **Grounds of Appeal**

There are four third party appeals recorded on the file from (1) Michael O'Brien, (2) Sean J Hayes, (3) Watson Killiney Residents Association and (4) Anthony & Mary Dalton. The issues raised are similar and can be summarised under the following general headings:

- Access – The proposed new access road through No 19 Watson Road is 3.5m wide and will run just 0.9m from one of the appellant's houses at No 17 Watson Road). Submitted that two averaged sized cars would have difficulty fitting on this narrow road and that for emergency vehicle this could be a major problem. Concern also raised that the sewer serving the 42 units, which is proposed to run under the access road would pose a health hazard due to its proximity to No 17 Watson Road.

- Watson Road - The width, alignment and capacity of Watson Road is grossly substandard and inadequate to accommodate the intensity of traffic movement proposed. The substantial intensification of traffic movements on the Watson Road which has insufficient capacity for traffic generation proposed under this application will have significant negative impacts on the residential amenity of the existing dwellings and will endanger public safety by way of traffic hazard.
- Upgrade of Church Road Strategic Route - Given the major shortcomings with the proposed access onto Watson Road and associated unacceptable and avoidable impacts on residential amenity and public safety for existing residents on Watson Road together with the significant intensification of traffic movements which existing junctions will experience as a result, it is submitted that the application is premature pending the identified and required upgrade of Church Road strategic route.
- Drainage Infrastructure Impacts – It is considered that the proposed development is premature by reference to existing deficiencies in the existing foul sewerage system serving the area and is premature pending an overall resolution of existing constraints in the system serving the wider Watson Estate. In the absence of any satisfactory evidence presented in the application to indicate that the deficiencies identified by the Board previously, and acknowledged by the Planning Authority and the applicant have been addressed, or are capable of being addressed within the lifetime of any permission, the proposed development must again be refused for the reason stated by the Board on the basis that “it would be prejudicial to public health and contrary to the proper planning and sustainable development of the area”.
- Residential Amenities - The height, scale, proximity to site boundary and elevated nature of the three storey dwellings and four storey apartment blocks would give rise to severe and unacceptable adverse impacts on the residential amenities of the area and adjoining properties, and in particular those fronting onto Watson Road, by reason, of presenting a visually dominant, overbearing and obtrusive form to adjoining properties and their private amenity space; and would adversely affect the use and enjoyment of residential properties. Accordingly the proposed development would

materially contravene the zoning objective “to protect and / or improve existing residential amenity”.

- Design & Layout - The density, form and layout of the proposed development does not adequately respond to or integrate with the existing character of the surrounding area. The development proposals provide for a visually dominant scheme which would be visually obtrusive and incongruous from both Church Road and Watson Road and would seriously injure the character of the area and or property in the vicinity.
- Property Values - The density, form, character and layout of the proposed development and the impacts on established residential amenities would significantly impact on property values in the surrounding area.
- Trees – The plan for the needless destruction of mature trees and the totally inadequate boundary treatment for such an extensive development is unacceptable. The failure to design the proposal around the existing trees is a deficiency of the plan.
- Construction Phase – Given the proximity of the scheme to existing dwellings submitted that the increased vehicular traffic on Church Road that will result from the construction will result in noise and air pollution particularly as work may start as early as 7am Monday to Friday and 8am on Saturday.
- Risk of Flooding – Concern is raised that there will be an increased risk of flooding particularly during the construction phase after the vegetation has been cleared.
- Conclusion - The proposed scheme represents a material contravention of the County Development Plan, is premature pending future road infrastructure and a plan led solution to identify deficiencies in surface water and foul drainage systems is grossly substandard, gives rise to unacceptable and avoidable impacts on established residential amenities and is not consistent with the proper planning and sustainable development of the area. To refuse permission would be consistent with the extensive planning history associated with the site and in the interest of the proper planning and sustainable development of the area.

6.2. Applicant Response

6.2.1. The first party response to the appeal may be summarised as follows:

- Residential Amenity – It is submitted to the Board that there is no risk of overshadowing from the proposed development. The separation distance between existing dwellings and the proposed scheme is in accordance with Section 8.2.8.4(vi) of the Development Plan (i.e. 22m). The Local Authority Planner does not consider there is any issue with potential overshadowing. Overlooking is not considered an issue due to the location and nature of the proposed fenestration, the distances to boundaries and adjoining buildings and the existing and proposed boundary planting.
- House Value – Submitted that contrary to the perception that new development negatively impacts on existing houses value, evidence suggests new house building enhances the value of existing housing. Reference is made to a study by Whitehead et al entitled “The Impact of New Housing Development on Surrounding Areas”.
- Tree Removal – The Board is referred to the tree survey and arboricultural impact documentation submitted with the application. The survey found that the large majority of existing trees are unsuitable for retention due to their general poor quality, the overgrown nature of the site, the damage to individual specimens in some instances, and the requirements for a suitable planted environment post-development. A substantive number of new and high quality replacement trees will be planted.
- Boundary Treatment – The proposed boundary treatment is of high quality and appropriate for a modern housing development such as that proposed.
- Density - A lower density is not sustainable on this zoned, serviced site abutting a proposed QBC. The rationale for the subject density is based in Development Plan Policy RES3 where it states inter alia that “*it is Council policy to generally promote higher residential densities.*” Reference is also made to Section 8.25.3.2(ii) Residential Density.

- Height – The scheme is a modest residential proposal that respects its existing context in terms of height and scale and is wholly compliant with Development Plan Height Policy including Building Height Strategy (Appendix 9).
- Piecemeal Development – As part of this this subject development at the this site together with the Kylemore site (subject to SHD application) future vehicular and drainage connectivity has been incorporated in the design processes which will allow future potential sites to be realised for development.
- Traffic & Access – The AECOM Traffic and Transport Assessment presented within the application has taken into account anticipated future travel demand on the surrounding road network during future assessment years (2019, 2024 and 2034) as per the TII guidelines. The impact analysis demonstrates that the vehicular trips generated by the proposed development upon the existing Church Road / Churchview Road signalised junction is less than 1% and consequently will have a negligible impact upon the existing base scenario. In relation to the concerns raised that the access road width is only 3.5m submitted that the proposed access road width is 5.0m as per the DMURS guidelines for a standard local street. Furthermore AECOM also prepared a swept path analysis drawing demonstrating that a standard sized refuse lorry will be able to access and exit the proposed development. In relation to the concerns raised regarding distance between the new access road and No 17 Watson Road, submitted that a 1.8m wide footpath is proposed to run along the northern side of the new access road, as opposed to the 0.9m stated within the appellant’s submission.
- Parking - In relation to the concerns raised regarding existing parking associated with the schools, the proposed development includes for 72 no car parking spaces, which complies with the required parking provision within the DLRCC Development Plan Parking Standards thus reducing the potential for any overspill car parking in the existing residential roads.

- Surface Water Drainage – The proposed surface water network includes measures to provide both quantity and quality management of surface water runoff. In accordance with best practise design, the attenuation tanks have been positioned to work online. This arrangement requires that they generate surface water runoff is routed via the tank prior to discharging to the public system. As a result, the attenuation tanks have located within the access roads as required by DLRCCs Taking in Charge process to allow them to carry out maintenance operations as required.
- Foul Water Drainage – Submitted that as Irish Water has the foul water network records and computer models for the subject area, and is satisfied, following a hydraulic assessment (which supersedes the assessment carried out in 2004/2005) that the proposed waste water connection can be facilitated it is therefore it is recommended that permission is granted for the proposed development.
- Flooding – The surface water drainage proposals are in accordance with the requirements of GDSFS. A simulation has been undertaken to ensure no flooding occurs on site for the critical duration storm of the 100 year return period event plus 20% climate change allowance. The Construction Management Plan will detail how the contractor will deal with surface water runoff during construction stage ensuring attenuation storage is provided prior to generating hardstanding area on site.

6.2.2. The submission was accompanied by report prepared by AECOM Consulting Engineers

6.3. Planning Authority Response

6.3.1. DLRCC in their submission dated 10th April 2018 set out the following:

- The proposed site is located at Church Road, Killiney, which is within the Dublin Metropolitan Area. Having regard to its proximity to existing amenities, services and public transport facilities, it is considered that this site has an important role to play in terms of consolidating growth within the Dublin Metropolitan Area.

- It is considered that the provision of higher densities within such a site is appropriate and would accord with the provisions set out in both the County Development Plan 2016-2022 and indeed the National and Regional Planning Guidelines. The proposed development is compatible with the zoning objective of the site and the development has been laid out over the three sites to minimise the potential adverse impact on the amenities of adjoining sites.
- The Board is urged to uphold the decision of the Planning Authority.

6.4. **Observations**

- 6.4.1. There are 21 observations recorded on the appeal file from (1) Laurence & Patricia Finnerty, (2) Rosalind Matthews, (3) Hugh Jones, (4) Michael & Pascale Wolfe, (5) Mary Phillips, (6) Henry & Jennifer Moore, (7) John McManus, (8) Brian & Marie Forrester, (9) John Treston, (10) Alan & Mary Pinder, (11) Peter and Helen Bruce, (12) Denise Manning, (13) James & Bernice Lalor, (14) Ken and Julie Blackmore, (15) Hugh Mcloughlin, (16) Sinéad McGrane, (17) James and Anne Murphy, (18) Robert Wallace, (19) Wm G Kidd, (20) Thomas O'Brien and (21) Regina & Richard Parnell.
- 6.5. The issues are similar to those raised in the appeal and the observations to DLRCC and relate to residential amenity, excessive density, inadequate open space, access onto Watson Road, precedent, previous decisions, deficient sewage and drainage system (blockages and overflowing), surface water drainage, desing, overlooking, scale, bulk and height, design, loss of mature trees, visual impact, inadequate traffic model, piecemeal development, inappropriate scale of development, Local Area Plan required, no QBC on Church Road, additional traffic on Watson Road, no cognisance of adjoining properties, inadequate access to scheme at No 19 Watson Road, contrary to zoning objective for the area, increase traffic volumes, overload in sewage system, devaluation of property values, impact on adjoining properties, health and safety in terms of proximity of 2 crèches and a large primary school and loss of character.

6.6. Further Responses

6.6.1. The Board issued a Section 131 correspondence on 1st June 2018. The following responses were received.

6.6.2. **Watson Killiney Residents Association** in their submission dated 18th June 2018 and having considered the applicants response to the appeal set out the following additional comments:

- DLRCC has failed in their duty to recognise the wider problems outlined in previous submissions and have allowed piecemeal applications. The development is viewed by the Developer as modest but they have an application with the Board (ABP301334-18) to add 102 units and clearly state their intentions to pursue other sites in the immediate area.
- The Association is aware of large bills incurred by residents to ameliorate foul and surface water sewers difficulties. The Developer has not made any effort to deal with or invest in solving or improving issues in foul and surface water systems.
- The QBC in Loughlinstown is over capacity and the 145 buses are now so crowded that users are left stranded as full buses pass. The Cherrywood development will further cramp the LUAS route. The use of cars remains a necessary and in many cases the only viable option for accessing work, schools in a timely manner.
- The provision of 72 car parking spaces is not adequate for this development.
- There is no overland flood route except through the access route.
- Submitted that what is clearly not considered is the fact that they are making provision for further sites to use their infrastructure.
- This high density development is more appropriate to areas such as Cherrywood.
- DLRCC failed to refer to the concerns expressed by the Associations observations or to the large number of individual observations submitted

6.6.3. **Sean J Hayes** in his submission dated 19th June 2018 and having considered the applicants response to the appeal set out the following additional comments:

- Balance is being lost between the future housing needs and the needs of the long established existing residents.
- The site is removed from principal public transport links
- The 4 storey building is massive in the context of the existing bungalows
- Surprising that the large majority of existing trees area unsuitable for retention

6.6.4. **Anthony & Mary Dalton** in their submission dated 21st June 2018 and having considered the applicants response to the appeal set out the following additional comments:

- It is reiterated that traffic is a major issue in the surrounding area and it is reaffirmed that the Traffic and Transport Assessment provided by the applicant and which forms the basis for the first party response is not representative of the existing traffic situation. The current application is for 5 times the number of dwellings previously refused for traffic safety reasons. It is submitted that if the SHD application and the current application are granted planning permission the combined trip generation would be 54 and 52 trips respectively, during the morning and evening peak periods.
- Considering that the road infrastructure upgrades required along Church Road are unlikely to be progressed during the lifetime of a permitted development, it is submitted that the level of traffic will have a significant negative impact on the residential amenity of the existing dwellings and will endanger public safety by way of traffic hazard.
- The proposed development do not provide for any coherent, plan led solution to existing deficiencies in road and drainage infrastructure.

6.6.5. **Michael O'Brien** in his response dated 20th June 2018 and having considered the applicants response to the appeal set out the following additional comments:

- Sewerage – No remedial works have been carried out on the foul water system since the 1960's.
- Traffic – Noted that the applicant states that only 18 or 19 extra vehicle will use Watson Road during peak hours. Based on experience and current trends it is submitted that at least 2 cars will travel from most residences each day and that the effect on Watson Road will be significant.

- Access Road – The distance between the observers boundary (No 17 Watson Road) may result in damage to the boundary wall and / or house foundation. Further the proposed exit bell mouth where the access road meets Watson Road will infringe on the observers exit / entrance.
- Environment – London case studies are irrelevant to the proposed Church Road / Watson Road development.
- Property Value – The observer’s property will be further devalued by the access road passing within 2 meters of their residence.

6.6.6. **Dun Laoghaire Rathdown County Council** in their submission dated 19th June 2018 state that on balance, the proposed development is acceptable and would not unduly impact on the visual or residential amenities of the area and that the scheme would adhere to the provision of the Development Plan.

7.0 Assessment

7.1. The planning application submitted to Dun Laoghaire Rathdown County Council (DLRCC) on the 27th September 2017 comprised the partial retention of No. 19 Watson Road and the demolition of Arranmore and San Michele residential dwellings to provide an overall development of 43 no. residential units in the form of 2 no. apartment blocks and 19 no. houses (including No 19 Watson Road). The scheme also included the closing up of three existing vehicular accesses onto Church Road, while maintaining one as pedestrian/cycle access with a new vehicular access through No. 19 Watson Road.

7.2. In response to a request for further information issued by DLRCC on the 20th November 2017 the applicant submitted the following amendments on the 18th January 2018:

- The site boundary to Church Road will be set back to facilitate the proposed R119 Wyattville Road to Glenageary Road Upgrade and QBC Scheme.
- The internal road network has been designed to accommodate future adjacent sites in particular the lands northwest of the proposed site.

7.3. This assessment is based on the plans and particulars submitted on 27th September 2017 as amended by plans and particulars received in response to a request for further information on the 18th January 2018.

7.4. DLRCC issued a notification of decision to grant permission for 47 residential units (as amended) subject to 43 conditions on the 14th February 2018. The decision has been appealed by 4 no third parties. Having regard to the information presented by the parties to the appeal and in the course of the planning application and to my site inspection of the appeal site, I consider the key planning issues relating to the assessment of the appeal can be addressed under the following general headings:

- Principle / Policy Considerations
- Density & Design
- Residential Impact
- Site Access & Traffic Impact
- Water & Sewage Infrastructure
- Ecology
- Screening for Appropriate Assessment
- Other Issues

8.0 Principle / Policy Considerations

8.1. The operative plan for the area is the Dun Laoghaire Rathdown County Council 2016 – 2022. Under the provision of this Development Plan the site is zoned Objective A which seeks to *protect and / or improve residential amenity* and where residential development is permitted in principle subject to compliance, with the relevant policies, standards and requirements set out in plan.

8.2. In addition to the proposal to develop 42 residential units and renovate and No 19 Watson Road at this location the proposed development also proposes the removal of extensive vegetation and some mature trees and landscaping together with the demolition of 2 no detached dwelling houses each with separate access from Church Road. Section 8.2.3.4 (xiv) of the Development Plan states that the *demolition of an existing house in single occupancy and replacement with multiple new build units will not be considered simply on the grounds of replacement numbers only, but will be weighed against other factors and that better alternatives to comprehensive demolition of, for example, a distinctive detached dwelling and its landscaped gardens, may be to construct structures around the established dwelling and seek to*

retain characteristic site elements. The dwellings to be demolished are not visible from the public road, are not listed on the record of protected structures and are not located within any designated conservation area. Further both dwellings have suffered extensive fire damage and are not habitable in their present state. Accordingly I consider the demolition of these dwelling to be reasonable in this context.

- 8.3. The scheme also includes works to No 19 Watson Road to include removal of part of the existing dwelling house in order to provide a new access road to the proposed scheme. It is proposed to provide a new rear extension at No 19. I consider the proposed extension in terms of design and scale to be acceptable at this location and I do not consider that to permit same will result in any significant loss to the residential amenities of adjoining properties.
- 8.4. While the proposed scheme before the Board is a clear densification (to be discussed separately below) of residential use at this location I consider the proposed demolition of 2 no dwellings together with the proposed residential development to be acceptable in principle subject to the acceptance or otherwise of site specifics / other policies within the development plan and government guidance.

9.0 Density & Design

- 9.1. In terms of apartment design, types and size I am satisfied that the development generally complies with the requirements set out in the Sustainable Urban Housing: Design Standards for New Apartments Guidelines (2018) in terms of dual aspect, size, storage, private amenity space and aggregate floor area. I am also satisfied that the open space provision within this scheme in terms of quality and quantity is acceptable and that it meets the requirements of the County Development Plan.
- 9.2. In order to redevelop the site it is necessary to remove overgrown vegetation and mature trees within the site. I have noted the landscaping reports and associated plans on file. The survey found that the large majority of existing trees are unsuitable for retention due to their general poor quality, the overgrown nature of the site, the damage to individual specimens in some instances, and the requirements for a suitable planted environment post-development. While the proposal will result in a loss of existing landscaping it also includes provision for the planting of

additional trees and landscaping that will in my view complement the proposed scheme. Further the proposal to maintain a pedestrian/cycle access link onto church Road is to be welcomed.

- 9.3. Overall I am satisfied that the proposed development provides a suitable mix of housing, separation distance and car parking together with the quantitative requirements for private and public open space which are practical in terms of scale and layout. I am satisfied that the overall building form and layout responds to its site and context and will not detract from the visual amenities of the area. Accordingly there is no objection to the layout and design of the development proposed at this location.
- 9.4. It is generally accepted in the interests of sustainability and the efficient use of infrastructural investment that higher densities are to be encouraged in serviced urban areas. It is a clear and overriding objective of the National Planning Framework Plan (2018) to promote compact growth in serviced urban areas.
- 9.5. The appeal site lies comfortably within proximity to bus stops on Church Road (a proposed Quality Bus / Bus Priority Route) and Churchview Road. The Sustainable Residential Development in Urban Areas (including the associated Urban Design Manual) (2009) clearly states that within public transport corridors in order to maximise the return on investment that increased densities. I am satisfied that the appeal site can in principle be considered as lying within a public transport corridor. The Guidelines also distinguish infill residential development sites from other areas on the basis that they range from small gap infill, unused or derelict land and backland areas, up to larger residual sites or sites assembled from a multiplicity of ownerships. The appeal site is an assembled site comprising 2 no separate properties that lies lie within an existing built up area and so it comes within the category of an infill site. The Guidelines advise that in residential areas whose character is established by their density or architectural form, a balance has to be struck between the reasonable protection of amenities and privacy of adjoining dwellings, the protection of established character and the need to provide residential infill. 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, i.e. views, architectural quality, civic design etc.

- 9.6. The DLRCC Development Plan states that apart from in exceptional circumstances, minimum residential densities should be 35 dwellings per hectare. The Development Plan continues that as significant parts of the existing built-up area of the County are, readily accessible to public transport corridors (QBCs, Luas, DART) Government guidance is to provide densities at higher than 50 dwellings per hectare.
- 9.7. Having regard to the foregoing together with the established character of the area I am satisfied that the proposed development, at 48 units per hectare (43 units / 0.8937ha) is entirely within the recommended densities under the guidelines outlined above and the requirements of the current Development Plan. The density proposed is in compliance with the DLRCC Development Plan 2016 - 2022 and the minimum requirements of the Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities’ (DoEHLG, 2009). The density is therefore considered acceptable at this location.
- 9.8. With regard to height I refer to Policy 8.1.2.3 of the Development Plan where it states that it is the Council policy to adhere to the recommendations and guidance of the Building Height Strategy for the County. The aim of the Building Height Strategy (Appendix 9) is to ensure the protection of the built heritage of the County and general residential amenities while encouraging higher densities of quality where appropriate in accordance with national legislation and to ensure a plan-led approach to the assessment of taller buildings in the County. In the Strategy the appeal site is located within the area described as “residual suburban areas not included within cumulative areas of control”. In these areas the Building Height Strategy applies a maximum height of 3-4 storeys subject to “upward and downward modifiers”. The maximum building height of the proposed scheme (i.e. apartment blocks) is 4 storeys and as such complies with the recommended range provided for in the Development Plan.
- 9.9. Having regard to the foregoing, the Dun Laoghaire Rathdown County Council Development Plan 2016-2022 and National Policy and Guidance I am satisfied that the design, density, height and permeability proposed is acceptable at this location.

10.0 Residential Impact

- 10.1. Concern is raised that by reason of the height, scale, proximity to site boundary and elevated nature of the three storey dwellings and four storey apartment blocks that the scheme would give rise to severe and unacceptable adverse impacts on the residential amenities of the area and adjoining properties, and in particular those fronting onto Watson Road.
- 10.2. Having regard to the information and details available on file together with my site I am satisfied having regard to the layout and design of the proposed scheme, that the development in its architectural treatment, orientation and proximity to adjoining properties strikes a reasonable balance between the protection of the amenities and privacy of the adjoining dwellings in terms of overlooking with the requirement at both national and local policy level to make better use of under-utilised lands through the delivery of higher density residential units on zoned serviced sites such as this. Further I am satisfied that the separation distance between existing dwellings and the proposed scheme is acceptable.
- 10.3. Overall the proposed scheme strikes a reasonable and appropriate balance between meeting the density requirements necessary to achieve an effective and sustainable use of zoned lands while addressing the sites constraints and the established residential character of the surrounding area. Overall I am a satisfied that the proposed development would not seriously injure the residential amenity of the area of property in the vicinity.

11.0 Site Access & Traffic Impact

- 11.1. I note the concern raised in the appeal with regard to the width of the new access road off Watson Avenue and the significant intensification of traffic movements which existing junctions will experience as a result of the proposed scheme.
- 11.2. It is noted that permission was refused in 2015 for the demolition of Arranmore and San Michele, the construction of 8 houses and the redevelopment of No. 19 Watson Road for one reason relating to traffic hazard arising from access onto Church Road (PL06D.244195 (Reg Ref D14A/0106) refers). The current scheme before the Board seeks permission for vehicular access off Watson Road only. No through traffic will

be possible between Church Road and Watson Road. Only pedestrian access will be achievable to Church Road.

- 11.3. I refer to the Traffic and Transport Assessment (TTA) that was prepared by AECOM Consulting Engineers together with the report prepared by AECOM in response to the appeal. Vehicular access is proposed to the site off Watson Road. The proposed access arrangement has been designed as per the DMURS requirements in relation to the proposed access road width (5.0m) and the corner radius. It is submitted that the proposed 5m road width will cater for two way vehicular movements. In relation to the concerns raised regarding distance between the new access road and No 17 Watson Road, it is submitted that a 1.8m wide footpath is proposed to run along the northern side of the new access road. Furthermore the applicant also prepared a swept path analysis drawing demonstrating that a standard sized refuse lorry will be able to access and exit the proposed development, whilst also manoeuvring within the proposed internal site layout using the two proposed turning heads. Visibility at the proposed access has been provided as the DMURS requirements, with a sightline of 45 metres by 2.4 metres.
- 11.4. An analysis has been undertaken using the industry standard TRICS database. The results demonstrate the anticipated arrivals and departures for the Weekday AM and PM peak hours. It is stated that in total, 19 and 18 two-way vehicular trips are anticipated to be generated during the morning (08:00 – 09:00) and evening (17:00 – 18:00) peak hours respectively. An assessment has also been undertaken to determine the development impacts upon the surrounding network. Detailed junction modelling analysis has been undertaken using the industry standard PICADY modelling software, which identifies that the proposed impacts will have a negligible impact upon the surrounding road network.
- 11.5. Given the location of the appeal site together with the layout of the proposed scheme I am satisfied that the vehicular movements generated by the scheme would not have a significant material impact on the current capacity of the road network in the vicinity of the site or conflict with traffic or pedestrian movements in the immediate area. Overall I consider the proposal (as amended) to be acceptable and I am satisfied that the proposed development will not result in the creation of a traffic hazard.

12.0 Water & Sewage Infrastructure

- 12.1. Significant concern is raised in the appeal with regard to deficiencies in the existing foul sewerage system serving the area. It is submitted that the scheme is premature pending an overall resolution of existing constraints in the system serving the wider Watson Estate. It is also noted that the Board in a previous decision on this site refused permission in 2016 for the construction of 14 houses and the demolition of part of No. 19 Watson Road for one reason relating to inadequate foul drainage capacity (PL06D.246229 (Reg Ref D15A/0777) refers). It is noted that since the previous application Irish Water became responsible for the provision of waste water services.
- 12.2. The proposed development incorporates surface water and foul water drainage of the proposed development by gravity to Watson Road and into the public system. The surface water drainage system incorporates 2 no attenuations tanks located at the proposed entrance and hydro brakes to limit discharge into the public system.
- 12.3. The applicant has designed the permeable paving areas as a precautionary measure. Due to the 'less than favourable rates of infiltration' present on the site it was decided to design the permeable paving storage features as lined systems that will not infiltrate to ground. The applicant has reassessed the Qbar value for the site and have adjusted it to reflect the now known soil characteristics of the site based on the infiltration testing results. However, whilst it is recognised that the Qbar rate of 5.8 l/s is applicable for use as the restricted run-off rate for the site, the applicant states that they are aware that DLRCC would encourage a lower outfall rate be applied to this development given the on-going remediation works to the receiving surface water sewers in Watson Estate. Therefore, the applicant proposes to apply a restriction rate of 4.0 l/s that reflects a 31% reduction on the allowable Qbar rate. The surface water network has been amended to reflect this revised allowable run-off rate. It is submitted that the increased allowable run-off rate of 4.0 l/s resulted in a decreased storage volume requirement.
- 12.4. The applicant has also analysed the surface water network to assess for flood risk arising from potential blockages in the proposed surface water network. To fully mitigate for a potential flood event of 50% blockage to the HydroBrakes, the applicant has oversized the attenuation storage requirement to fully contain the

additional potential flood water below ground within attenuation Tanks 1 and 2. Submitted that this additional attenuation storage will safeguard the proposed development and the neighbouring properties in the immediate vicinity of Watson Road from potential flood risk associated with blockage within the proposed surface water network.

12.5. I refer to the Flood Risk Assessment Report submitted with the application. The subject site is located in Flood Zone C with respect to coastal and fluvial flooding. Residential developments are classed as highly vulnerable developments which are considered a suitable land use for Flood Zone C which also negates the need for a Justification Test. A review of Myplan.ie which incorporates the OPW Flood Mapping data suggests that the development site is not at risk of pluvial flooding. Additionally, there have been no recorded instances of pluvial flooding at the development site according to the www.floodmaps.ie. A series of measures have been incorporated in the development site's design to ensure that the development is protected from pluvial flooding. These include:

- The surface water network is designed to cater for storm water from all roof and hardstanding areas on the entire development in accordance with the GDSDS and will contain the 1 in 100-year event plus 20% climate change allowance.
- SUDS measures are also incorporated in the design in the form of green roofs, porous paving to car parking spaces and rainwater harvesting butts to the rear of the house units.

12.6. The existing site is serviced by a 225 millimetre diameter Irish Water foul sewer that runs along Watson Road at the western boundary of the site. It is proposed to discharge the foul water effluent from the proposed development by gravity via a single point of connection into this public combined sewer. It is stated that foul water drainage has been designed in accordance with the Greater Dublin Strategic Drainage Study (GDSDS) using the Environmental Protection Agency (EPA) Wastewater Treatment Manual, to estimate the proposed hydraulic foul water loading rates.

- 12.7. It is proposed to service the proposed development via a new 150 millimetre diameter watermain connection off the 150 millimetre diameter ductile iron watermain that runs along the western side of Church Road. It is submitted that connection arrangement, to the Church Road watermain, is in accordance with DLRCC and Irish Water requirements. It is stated that Irish Water confirmed in the PCEF that the potable water connection was feasible without any infrastructure upgrade works.
- 12.8. The DLRCC Drainage Planning Section in their report dated 7th February 2018 note that the development site lies within the catchment of a Surface Water Sewer system that has existing deficiencies and that such deficiencies were confirmed by the results of a CCTV survey. While the section states that they are not aware of these deficiencies causing problems in the public surface water sewerage system, they note that they have been cited by An Bord Pleanála as a reason for refusal on previous applications on this site. In acknowledgement of this refusal Municipal Services completed the first stage of a rehabilitation scheme to address these deficiencies in 2017 and stated that further work is expected to progress in 2018. The Section also accepts the applicants precautionary measure of reducing the maximum allowable runoff rate of 5.8l/s to 4l/s.
- 12.9. Having regard to the information available on file I am satisfied that there is no capacity issues in terms of foul water and drainage in the area and this is confirmed by the grant of permission issued by DLRCC.

13.0 Ecology

- 13.1. An Ecological Impact Assessment was submitted with the application. A bat survey was carried out in conjunction with the tree survey report. In summary, no potential bat roosts (PBR) were found in the trees on the Arranmore / San Michele site and therefore no modifications were made to the tree retention / removal plan on site and the resulting landscape plan. It is submitted that the lighting plan was prepared in consultation with the Bat Ecologist and that the “proposed lighting layout is deemed to be acceptable in regard to bats”.
- 13.2. With regard to badgers the site survey concluded that no definite signs of badger activity were observed anywhere on site. The burrows on site indicated that badgers

were present on site in the past, but the two burrows were not active at time of survey. They did not appear to have been excavated by foxes but they may be used by foxes on occasion. Foxes are present on site although no active fox den was found. It is considered that the proposed development will not impact on badgers in the locality.

- 13.3. It is recommended that should the Board be minded to grant permission that a condition be attached requiring that the badger setts identified as disused and/or inactive be closed and excavated within three months of the granting of this permission as per best practice with the supervision of a badger specialist under licence from the National Parks and Wildlife Service in order to avoid death or injury to badgers which are protected under the Wildlife (Amendment) Act 2000.

14.0 Screening for Appropriate Assessment

- 14.1. I have noted the Stage 1 – Appropriate Assessment Screening Report and the further information. The Stage 1 report sets out a description of the proposed development, identifies the Natura 2000 sites within 15kms of the development. The report examines cumulative impacts and concludes that the proposed development is located 2.6kms from the nearest Natura 2000 sites, across a suburban environment and Killiney Hill with no direct connection to these conservation sites. Natura 2000 sites between 5km and 9km from the site are located in mountainous area above the proposed development site or within / on the far side of the marine environment. No annex species or habitats were noted on site or in the vicinity of the proposed development. No significant impact on Natura 2000 sites are foreseen.

- 14.2. Table 1: Natura 2000 sites identified within 15km of the appeal site:

Natura 2000 Site	Site Code	Distance (km)
Rockabill to Dalkey Island SAC	003000	2.6
Dalkey Islands SPA	004172	2.9
South Dublin Bay & River Tolka Estuary SAC	004024	4.0
South Dublin Bay SAC	000210	4.0

Ballyman Glen SAC	000713	6.3
Knocksink Wood SAC	000725	7.1
Bray Head SAC	000714	7.6
Wicklow Mountains SAC	002122	9.0
Wicklow Mountains SPA	004040	9.0
North Dublin Bay SAC	000206	9.2
North Bull Island SPA	004006	9.2
Howth Head SAC	000202	11.4
Howth Head Coast SPA	004113	11.8
Glen of the Downs SAC	000719	12.9
Baldoyle Bay SPA	004016	14.4

- 14.3. As identified above there are fifteen European site located within 15km of the appeal site. Site synopsis and the detailed conservation objectives for each of these Natura 2000 sites are available on the NPWS website. Generally the site specific conservation objective aims to define favourable conservation condition for a particular habitat or species at that site. In particular, the attributes and targets of these sites are of assistance in screening for AA in respect of this project.
- 14.4. Having regard to the nature and scale of the proposed development, the nature of the receiving environment and proximity to the nearest European site (Rockabill to Dalkey Island SAC, South Dublin Bay SAC, Dalkey Islands SPA and South Dublin Bay and River Tolka Estuary SPA) it is reasonable to conclude on the basis of the information available, that the proposed development, individually and in combination with other plans or projects would not be likely to have a significant effect on any European site. An appropriate assessment (and submission of a NIS) is not therefore required.

15.0 Other Issues

- 15.1. **Development Contributions** - DLRR has adopted a Development Contribution Scheme under Section 48 of the Planning and Development Act 2000 (as amended). The proposed development does not fall under the exemptions listed in the Scheme. It is therefore recommended that should the Board be minded to grant permission that a suitably worded condition, similar to Conditions No 40, 41 and 42 attached to the notification of decision to grant permission requiring the payment of a Section 48 Development Contribution in accordance with the Planning and Development Act 2000.
- 15.2. **Property Valuation** - I note that concern is raised regarding the depreciation in adjoining residential property values. The proposal before the Board is for a residential development on lands zoned for residential use where such developments is considered a permissible use and where it is reasonable to expect developments of this kind would normally be located. Having regard to the zoning objective for the site I am of the view that the units proposed in terms of design, scale, layout and location are not considered to be a bad neighbour in this context and I do not therefore consider that to permit this development would lead to a significant devaluation of property values in the vicinity. Accordingly, I am satisfied that this matter is not material to the consideration of this appeal in this instance.
- 15.3. **Taking in Charge** - It is proposed that the scheme will be managed within the remit of a properly constituted property management company. I am satisfied that this matter can be dealt with by way of a suitably worded condition.
- 15.4. **Construction Impact** – There will inevitably be disruption during the course of construction, however such can be minimised to acceptable levels with appropriate standard working / construction procedures such as controlling construction hours, dust minimisation. I am satisfied that this matter can be dealt with by way of a suitably worded condition requiring the submission of a construction management plan for agreement. With the attachment of such a condition I do not consider that the construction phase of the development would give rise to an unreasonable impact on neighbouring properties in this instance.
- 15.5. I also note the concerns raised with regard to the proximity of the proposed new entrance off Watson Road to the existing property to the north and that the

construction of the scheme may result in damage to the boundary wall and / or house foundation. Such concerns are an engineering issue and not a planning issue, whereby it falls to the developer to ensure that no damage or deterioration occurs to adjoining properties.

15.6. **R118 Wyattville Road to Glenageary Road Upgrade & QBC** – There is an objective set out in the Development Plan for a 6 Year Road Proposal on the adjacent Church Road as well as objectives for a Quality Bus Corridor (QBC) route on both Church Road and Churchview Road. The boundary wall at Arranmore and San Michele has been set back to accommodate the proposed R118 Wyattville Road to Glenageary Road Upgrade and QBC Scheme. To ensure the future deliverability of this objective it is recommended that should the Board be minded to grant permission that a condition be attached, similar to Condition No 14 and 15 of the notification of decision to grant permission requiring the following:

- the developer to ensure that the Church Road reservation line to accommodate the future 'R118 Wyattville Road to Glenageary Road Upgrade and Quality Bus Corridor (QBC)', is set out by the Contractor and agreed with the Planning Authority (Road Projects Office)
- the area of land between the public footpath and the required set back proposed front boundary wall on Church Road shall be, reserved free of development, ceded to Dún Laoghaire-Rathdown County Council to facilitate the future 'R118 Wyattville Road to Glenageary Road Upgrade and Quality Bus Corridor (QBC)'

Legal Interest – I note the concerns raised that the proposed exit bell mouth; where the access road meets Watson Road will infringe on the observers exit / entrance. In this regard I would draw attention to Section 34(13) of the Planning Act that states, that a person is not be entitled solely by reason of a permission to carry out any development. Therefore, should planning permission be granted and should the observers or any other party consider that the planning permission granted by the Board cannot be implemented because of landownership or title issue, then Section 34 (13) of the Planning and Development Act 2000 is relevant.

16.0 Conclusion

16.1. Overall I am satisfied that:

- The scheme provides an appropriate and varied mix of unit types and sizes
- Vehicular access through the partially demolished No 19 Watson Road with pedestrian access only off Church Road is acceptable
- Adequate provision of car parking
- Existing residential amenity has been protected through the inclusion of sufficient rear garden lengths, adequate separation distances from the proposed apartment blocks to boundaries and the inclusion of substantial boundary tree planting
- A strong urban edge has been created to Church Road
- Irish Water have advised that the potable water and wastewater connections can be facilitated and have confirmed, following a hydraulic assessment that capacity is available within the local foul sewer network
- Meaningful public open space is provided both in terms of quantity and quality
- The quantitative requirements for private and public open space in terms of scale and layout have been provided

16.2. Accordingly there is no objection to the layout and design of the development proposed at this location.

17.0 Recommendation

17.1. Having considered the contents of the application (as amended), the provision of the Development Plan, the grounds of appeal and the responses thereto, my site inspection and my assessment of the planning issues, I recommend that permission be **GRANTED** for the reasons and considerations set out below.

18.0 Reasons and Considerations

18.1. Having regard to

- a) the site's location on lands with a zoning objective for residential development and policy provisions in the Dun Laoghaire Rathdown County Development Plan in respect of residential development,
- b) the nature, scale and design of the proposed development which is consistent with the provisions of the County Development Plan and appendices contained therein,
- c) to the Rebuilding Ireland Action Plan for Housing and Homelessness,
- d) to the provisions of the Urban Design Manual – A Best Practice Guide, issued by the Department of the Environment, Heritage and Local Government in May, 2009,
- e) the Sustainable Urban Housing: Design Standards for New Apartments issued by the Department of the Housing and Planning and Local Government, March 2018,
- f) the Guidelines for Planning Authorities on Sustainable Residential Development in urban Areas, issued by the Department of the Environment, Heritage and Local Government in May 2009
- g) the Design Manual for Urban Roads and Streets (DMURS) issued by the Department of Transport, Tourism and Sport and the Department of the Environment, Community and Local Government in March, 2013,
- h) the availability in the area of a wide range of social infrastructure,
- i) to the pattern of existing and permitted development in the area, and
- j) to the submissions and observations received,

it is considered that, subject to compliance with the conditions set out below, the proposed development would be in accordance with the zoning objectives for the area, would not seriously injure the residential or visual amenities of the area or of property in the vicinity, would respect the existing character of the area and would be acceptable in terms of pedestrian and traffic safety and convenience. The proposed development would, therefore, be in accordance with the proper planning and sustainable development of the area.

19.0 Conditions

1. The development shall be carried out and completed in accordance with the plans and particulars lodged with the application on 27th September, as amended by the further plans and particulars submitted on the 18th January 2018, except as may otherwise be required in order to comply with the following conditions. Where such conditions require details to be agreed with the planning authority, the developer shall agree such details in writing with the planning authority prior to commencement of development and the development shall be carried out and completed in accordance with the agreed particulars.

Reason: In the interest of clarity

2. Pedestrian and cyclist linkages from Watson Drive to Church Road and all other access points shall be permanently made available for public use at all times upon the first occupation of the proposed residential development unless otherwise agreed in writing with the planning authority.

Reason: To enhance pedestrian and cyclist permeability.

3. A suitably qualified ecologist shall be appointed by the developer to oversee the site set-up and construction of the proposed development and the ecologist shall be present on site during construction works. The ecologist shall ensure the implementation of all proposals contained in the Schedule of Ecological proposals. Prior to commencement of development, the name and contact details of said person shall be submitted to the planning authority. Upon completion of works, an audit report of the site works shall be prepared by the appointed ecologist and submitted to the County Council to be kept on record.

Reason: In the interest of nature conservation.

4. Prior to commencement of development, the developer shall submit to the planning authority a schedule of ecological proposals as detailed in the Ecological Impact Assessment report and the Construction Environmental Management Plan submitted with the application. The schedule shall set out the timeline for implementation of each proposal and assign

responsibility for implementation. All of the proposals shall be implemented in full and within the timescales stated.

Reason: In the interests of clarity, protection of the environment and the proper planning and sustainable development of the area.

5. The badger setts identified as disused and/or inactive will be closed and excavated within three months of the granting of this permission as per best practice with the supervision of a badger specialist under licence from the National Parks and Wildlife Service. The details of this process and any NPWS licences will be provided to the planning authority prior to the instigation of badger setts/burrows and associated works, for agreement of the planning authority.

Reason: To avoid death or injury to badgers which are protected under the Wildlife (Amendment) Act 2000.

6. (a) Prior to commencement of development, all trees, groups of trees, hedging and shrubs which are to be retained shall be enclosed within stout fences not less than 1.5 metres in height. This protective fencing shall enclose an area covered by the crown spread of the branches, or at minimum a radius of two metres from the trunk of the tree or the centre of the shrub, and to a distance of two metres on each side of the hedge for its full length, and shall be maintained until the development has been completed.
- (b) No construction equipment, machinery or materials shall be brought onto the site for the purpose of the development until all the trees which are to be retained have been protected by this fencing. No work is shall be carried out within the area enclosed by the fencing and, in particular, there shall be no parking of vehicles, placing of site huts, storage compounds or topsoil heaps, storage of oil, chemicals or other substances, and no lighting of fires, over the root spread of any tree to be retained.

Reason: To protect trees and planting during the construction period in the interest of visual amenity.

7. The materials, colours and finishes of the authorised buildings, the treatment of surfaces and boundaries within the development shall be agreed in writing with the planning authority prior to commencement of development. The roofs of the proposed houses shall be blue black or slate grey only in colour including ridge tiles

Reason: In the interest of visual amenity.

8. Water supply and drainage arrangements, including the attenuation and disposal of surface water, shall comply with the requirements of the planning authority for such works and services.

Reason: In the interest of public health.

9. The internal road network, public footpaths within and outside the proposed development site, including car parking provision to service the proposed development, shall comply with the requirements of the planning authority for such works.

Reason: To ensure a satisfactory standard of development.

10. Public lighting shall be provided in accordance with a scheme, which shall include lighting along pedestrian routes through open spaces, details of which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. Such lighting shall be provided prior to the making available for occupation of any house.

Reason: In the interests of amenity and public safety.

11. All service cables associated with the proposed development (such as electrical, telecommunications and television) shall be located underground. Ducting shall be provided by the developer to facilitate the provision of broadband infrastructure within the proposed development. All existing over ground cables shall be relocated underground as part of the site development works.

Reason: In the interests of visual and residential amenity.

12. Proposals for an estate/street name, house numbering scheme and associated signage shall be submitted to, and agreed in writing with, the

planning authority prior to commencement of development. Thereafter, all estate and street signs, and house numbers, shall be provided in accordance with the agreed scheme. The proposed name(s) shall be based on local historical or topographical features, or other alternatives acceptable to the planning authority. No advertisements/marketing signage relating to the name(s) of the development shall be erected until the developer has obtained the planning authority's written agreement to the proposed name(s).

Reason: In the interest of urban legibility.

13. (a) The roads and traffic arrangements serving the site (including signage) shall be in accordance with the detailed requirements of the planning authority for such works and shall be carried out at the developer's expense. Details in this regard shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.
- (b) Footpaths shall be dished at road junctions in accordance with the requirements of the planning authority. Details of the locations and materials to be used in such dishing shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.
- (c) The internal road network to serve the proposed development (including junctions, parking areas, footpaths and kerbs) shall comply with the detailed standards of the planning authority for such road works.
- (d) The materials used, including tactile paving, in any roads/footpaths provided by the developer shall comply with the detailed standards of the planning authority for such road works.
- (e) Allocated car parking shall not be let or sold independently.
- (e) The vehicular and pedestrian entrances to the development shall remain ungated.
- (f) Full details of the boundary along Church Road which shall be set back/constructed behind the Church Road reservation line to accommodate the future R118 Wyattville Road to Glenageary Road Upgrade and QBC.

Reason: In the interests of traffic, cyclist, pedestrian safety and social integration

14. Public lighting shall be provided in accordance with a scheme, details of which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. Street lighting in private areas shall be independent to the public lighting power supply. Public lighting shall be provided prior to the making available for occupation of any house/apartment.

Reason: In the interests of residential amenity and nature conservation.

15. The development hereby permitted shall be carried out and completed at least to the construction standards set out in the Planning Authority's Taking in Charge Policy. Following completion, the development shall be maintained by the developer, in compliance with these standards, until taken in charge by the planning authority.

Reason: In the interest of the amenities of the occupants of the proposed housing.

16. (a) Prior to commencement of the proposed development on site, the Applicant shall ensure that the Church Road reservation line to accommodate the future 'R118 Wyattville Road to Glenageary Road Upgrade and Quality Bus Corridor (QBC)', be set out by the Contractor and agreed with the Planning Authority (Road Projects Office). The front face (roadside) of the required set back proposed front boundary wall along Church Road shall be constructed along or behind this line.
- (b) The Applicant shall ensure that the area of land between the public footpath and the required set back proposed front boundary wall on Church Road shall be, reserved free of development, ceded to Dún Laoghaire-Rathdown County Council to facilitate the future 'R118 Wyattville Road to Glenageary Road Upgrade and Quality Bus Corridor (QBC)', levelled and grassed accordingly at the Applicant's own expense.

Reason: In the interest of protecting the future deliverability of the

proposed 'R118 Wyattville Road to Glenageary Road Upgrade and Quality Bus Corridor (QBC)' and in the interest of proper planning and sustainable development of the area.

17. (a) Prior to commencement of development, a revised Taking in Charge plan shall be submitted which provides for the taking in charge by the planning authority of the lands required to accommodate the future R118 Wyattville Road to Glenageary Road upgrade and Quality Bus Corridor
- (b) The communal open spaces, directly associated with the apartments, internal road serving the apartments, car parking areas and access ways, communal refuse/bin storage and all areas not intended to be taken in charge by the local authority as set out in (a), shall be maintained by a legally constituted management company
- (c) Details of the management company contract, and drawings/particulars describing the parts of the development for which the company would have responsibility in accordance with (b) of this condition, shall be submitted to, and agreed in writing with, the planning authority before any of the residential units are made available for occupation.
- (d) The areas of public open space shown on submitted drawings shall be developed as such and shall be maintained as such by the developer until the development is taken in charge. at the time of taking in charge, these open spaces shall be vested in the local authority, at no cost to the authority, as public open space.

Reason: To provide for the satisfactory future maintenance of the apartments areas of this development in the interest of residential amenity, and for the taking in charge of the remainder of the development including public open spaces in accordance with National Policy.

18. Prior to commencement of development, the applicant or other person with an interest in the land to which the application relates shall enter into an agreement in writing with the planning authority in relation to the provision of housing in accordance with the requirements of section 94(4) and 96(2)

and 3 (Part V) of the Planning and Development Act 2000, as amended, unless an exemption certificate shall have been applied for and been granted under section 97 of the Act, as amended. Where such an agreement is not reached within eight weeks from the date of this order, the matter in dispute (other than a matter to which section 96(7) applies) may be referred by the planning authority or any other prospective party to the agreement to An Bord Pleanála for determination.

Reason: To comply with the requirements of Part V of the Planning and Development Act 2000, as amended, and of the housing strategy in the development plan for the area.

19. Site development and building works shall be carried out only between the hours of 0800 to 1900 Mondays to Fridays inclusive, between 0800 to 1400 hours on Saturdays and not at all on Sundays and public holidays. Deviation from these times will only be allowed in exceptional circumstances where prior written approval has been received from the planning authority.

Reason: In order to safeguard the residential amenities of property in the vicinity.

20. The construction of the development shall be managed in accordance with a Construction Management Plan, which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. This plan shall provide details of intended construction practice for the development, including:

(a) Location of the site and materials compound(s) including area(s) identified for the storage of construction refuse;

(b) Location of areas for construction site offices and staff facilities;

(c) Details of site security fencing and hoardings;

(d) Details of on-site car parking facilities for site workers during the course of construction;

(e) Details of the timing and routing of construction traffic to and from the construction site and associated directional signage, to include

proposals to facilitate the delivery of abnormal loads to the site;

(f) Measures to obviate queuing of construction traffic on the adjoining road network;

(g) Measures to prevent the spillage or deposit of clay, rubble or other debris on the public road network;

(h) Alternative arrangements to be put in place for pedestrians and vehicles in the case of the closure of any public road or footpath during the course of site development works;

(i) Details of appropriate mitigation measures for noise, dust and vibration, and monitoring of such levels;

(j) Containment of all construction-related fuel and oil within specially constructed bunds to ensure that fuel spillages are fully contained. Such bunds shall be roofed to exclude rainwater;

(k) Off-site disposal of construction/demolition waste and details of how it is proposed to manage excavated soil;

(l) Means to ensure that surface water run-off is controlled such that no silt or other pollutants enter local surface water sewers or drains.

A record of daily checks that the works are being undertaken in accordance with the Construction Management Plan shall be kept for inspection by the planning authority.

Reason: To protect residential amenity, public safety and natural heritage

21. Construction and demolition waste shall be managed in accordance with a construction waste and demolition management plan, which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. This plan shall be prepared in accordance with the “Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects”, published by the Department of the Environment, Heritage and Local Government in July 2006.

Reason: In the interest of sustainable waste management.

22. A plan containing details for the management of waste (and, in particular, recyclable materials) within the development, including the provision of facilities for the storage, separation and collection of the waste and, in particular, recyclable materials and for the ongoing operation of these facilities shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. Thereafter, the waste shall be managed in accordance with the agreed plan.

Reason: To provide for the appropriate management of waste and, in particular recyclable materials, in the interest of protecting the environment.

23. The developer shall pay to the planning authority a financial contribution in respect of public infrastructure and facilities benefiting development in the area of the planning authority that is provided or intended to be provided by or on behalf of the authority in accordance with the terms of the Development Contribution Scheme made under section 48 of the Planning and Development Act 2000, as amended. The contribution shall be paid prior to the commencement of development or in such phased payments as the planning authority may facilitate and shall be subject to any applicable indexation provisions of the Scheme at the time of payment. Details of the application of the terms of the Scheme shall be agreed between the planning authority and the developer or, in default of such agreement, the matter shall be referred to An Bord Pleanála to determine the proper application of the terms of the Scheme.

Reason: It is a requirement of the Planning and Development Act 2000, as amended, that a condition requiring a contribution in accordance with the Development Contribution Scheme made under section 48 of the Act be applied to the permission.

24. Prior to commencement of development, the developer shall lodge with the planning authority a cash deposit, a bond of an insurance company, or other security to secure the provision and satisfactory completion and maintenance until taken in charge of roads, footpaths, watermains, drains, public open space and other services required in connection with the development, coupled with an agreement empowering the planning

authority to apply such security or part thereof to the satisfactory completion or maintenance of any part of the development. The form and amount of the security shall be as agreed between the planning authority and the developer or, in default of agreement, shall be determined by An Bord Pleanála.

Reason: To ensure the satisfactory completion of the development.

Mary Crowley

Senior Planning Inspector

6th July 2018

20.0 Appendix A – Observers to DLRCC

- 1) Michael O'Brien
- 2) Watson Killiney Residents Association
- 3) Anthony & Mary Dalton
- 4) Laurence Finnerty
- 5) Michael & Pascale Wolfe
- 6) Mary Phillips
- 7) Henry & Jennifer Moore
- 8) John McManus
- 9) Brian and Marie Forrester
- 10) John Treston
- 11) Alan & Mary Pinder
- 12) Peter and Helen Bruce
- 13) James & Bernice Lalor
- 14) Ken and Julie Blackmore
- 15) Hugh Mcloughlin
- 16) James and Anne Murphy
- 17) Robert Wallace
- 18) Wm G Kidd
- 19) Thomas O'Brien
- 20) Gerard Guilmartin
- 21) David Homan
- 22) Tom Moriarty
- 23) Nigel Murray
- 24) John Hick
- 25) Michael Jenkins
- 26) Paddy & Stephana Goggin

- 27) Anne Preston
- 28) Roisin Preston
- 29) Hugh Jones
- 30) Maureen Jones
- 31) Madeleine Murrin
- 32) Brian Malone
- 33) Noreen Ryan
- 34) David Little
- 35) Joe Ryan
- 36) John Tierney
- 37) Ann Noonan
- 38) Conor Molloy
- 39) Fran Malone (Ms)
- 40) C O'Ciardha
- 41) Brendan O'Connor
- 42) Christopher Murray
- 43) Joe McMahon
- 44) Robert & Mary McPartland
- 45) Mary McNally
- 46) Richard & Marie Hooper
- 47) Richard & Regina Parnell
- 48) Fidelis Dowling
- 49) Mary Mitchell O'Connor TD
- 50) Breege O'Malley
- 51) Desmond Kenny
- 52) David & Eileen Murphy
- 53) Bernadette Brennan
- 54) John & Barbara Clarke
- 55) Sinead Harrington

- 56)B. McGrane
- 57)Anne O'Brien
- 58)Jane & William Brereton
- 59)Jacinta McManus
- 60)Helen Kane
- 61)Jacqueline Trout
- 62)Michael Byrne
- 63)John McCarthy
- 64)Janette O'Toole
- 65)Ronan & Nuala Brocklesby
- 66)Sean Hayes
- 67)Philip & Tonia Addison
- 68)Eileen & Nicholas Mcloughlin
- 69)Hilary M Tapley
- 70)Patrick Veale
- 71)Dorothy Byrne
- 72)Anthony Jenkins
- 73)Robert & Rhoda Miller
- 74)Heather Kuss
- 75)T Saunders (No 44 Watson Drive)
- 76)Marian Smith
- 77)Brian A Tapley
- 78)Deirdre Kelly
- 79)Dervla Brophy
- 80)Catherine O'Sullivan
- 81)Linda Dennehy
- 82)Niamh O'Malley
- 83)Conall McMullan
- 84)Maeve Stapleton

85)Clive & Maureen Nightingale

86)Mary O'Broin

87)Eadaoin O'Broin

88)Jonathan O'Keeffe

89)Dorothy Dowling

90)Maurice B Cooper

91)James & Patricia Morris

92)Michael & Ann Igoe

93)RG Beamish