

Comhairle Chontae Atha Cliath Theas

PR/1095/22

Record of Executive Business and Chief Executive's Order

Reg. Reference: SDZ21A/0022 **Application Date:** 02-Dec-2021
Submission Type: Significant **Registration Date:** 29-Jun-2022
Additional
Information

Correspondence Name and Address: Rory Kunz, John Spain Associates 39, Fitzwilliam Place, Dublin 2

Proposed Development: The construction of 569 dwellings, a creche, innovation hub and open space in the Clonburris South West Development Area of the Clonburris SDZ Planning Scheme 2019 as follows: 173 houses comprising 8 two bedroom houses, 153 three bedroom houses and 12 four bedroom houses (147 dwellings in CSW-S4 consisting of 8 two bedroom houses, 127 three bedroom houses & 12 four bedroom houses & 26 three bedroom dwellings in CSW-S3}, all 2 storey comprising semi-detached, terraced, end terrace units (with parking and private open space); (B) 148 duplex apartments/apartments {88 in CSW-S4 & 60 in CSW-S3} comprising 74 two bedroom units and 74 three bedroom units, in 16 three storey buildings. In CSW-S4 Duplex Blocks A,B,C,D,E,F,G,J,K, comprise 8 units (4 two bed & 4 three bed units), Duplex Block H comprises 16 units (8 two bed & 8 three bed units), In CSW-S3 Blocks L, N & O comprise 8 units (4 two bed & 4 three bed units), Block M comprises 14 units (7 two bed & 7 three bed units), Block P comprises 10 units (5 two bed & 5 three bed units), Block Q comprises 12 units {6 two bed & 6 three bed units), all to have terraces/pitched roof; (C) 396 apartments as follows: within CSW-S4, Block 1 consists of 172 apartments (76 one bedroom, 91 two bedroom and 5 three bedroom apartments), in a 2-building arrangement both 6 storeys in height. Within CSW-S3, Block 2 {4 storeys) comprises 16 one bedroom apartments and 22 two bedroom apartments, Block 3 (4 storeys) comprises 16 one bedroom apartments and 22 two bedroom apartments (all apartments to have terrace or balcony); (D) Provision of an innovation hub (626sq.m) and creche (c. 547sq.m) in a part 3/4

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storey 'local node' building in CSW-S4; (E) Vehicular access will be from the permitted Clonburris Southern Link Street (SDZ20A/0021) and R113 to the east {along with provision of internal haul routes {for construction) to connect to the R136 to the west); (F) Public Open Space/landscaping of c. 4.1 hectares (to include Local Park and MUGA in CSW-S3, Grand Canal Park, along the southern and eastern boundaries of the site to connect to existing Grand Canal towpath) as well as a series of communal open spaces to serve apartments and duplex units (c. 0.39 ha); (G) all ancillary development works including footpaths, landscaping boundary treatments, public, private open space areas, car parking (656 spaces) and bicycle parking (672 spaces), single storey ESB substations/bike/bin stores, 'Gateway' entrance signage (2), solar panels at roof level of apartments, and all ancillary site development/construction works; (H) Permission is also sought for revisions to attenuation permitted under SDZ20A/0021 as well as connection to water supply, and provision of foul drainage infrastructure; this application is being made in accordance with the Clonburris Strategic Development Zone Planning Scheme 2019 and relates to a proposed development within the Clonburris Strategic Development Planning Scheme Area, as defined by Statutory Instrument No. 604 of 2015; an Environmental Impact Assessment Report accompanies this planning application; the application applies for 7-year planning permission for development at this site of c. 17 .02 hectares (on two parcels of land to include entrance area) within the townlands of Cappagh, Clonburris Little & Kishoge, Co. Dublin all on wider lands bounded generally by undeveloped lands and the Dublin-Cork railway line to the north, undeveloped lands and the Grand Canal to the south, the R113 {Fonthill Road) to the east and the R136 to the west.

Location:

Within the Townlands of Cappagh, Clonburris Little & Kishoge, Co. Dublin

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Applicant Name: Cairn Homes Properties Ltd.

Application Type: Permission

(SW)

Description of Site and Surroundings:

Site Area:

Stated as 17.02ha.

Site Description:

The subject site is located in the south-eastern section of Clonburris SDZ (Strategic Development Zone) and forms a section of the Clonburris Character Area within the Clonburris SDZ. The subject site is located in the south-western section of the Clonburris element of the SDZ lands, within development areas CSWS-3 and CSWS-4.

The application site consists of an undeveloped, greenfield site, which is situated to the north of the Grand Canal and to the west of the Fonthill Road (R113). The site is located approximately 200m from Clondalkin Train Station, 500m from Bawnogue Neighbourhood centre and approximately 1km from Clondalkin Centre.

The existing layout plan indicates varying topography across the site. Levels generally range from 58 to 60, however, this increases to 62.5 in the south-east corner. The lands steeply rise along the eastern boundary where it abuts Fonthill Road. The site is criss-crossed by trees and hedgerows.

The Clonburris Southern Link Street (which has planning permission) site runs through the centre of the application site in an east – west direction.

Proposal:

The proposed development consists of:

The construction of **569 dwellings**, a creche, innovation hub and open space in the Clonburris South West Development Area of the Clonburris SDZ Planning Scheme 2019 as follows:

- (A) 173 houses comprising:
 - 8 two-bedroom houses,
 - 153 three bedroom houses and
 - 12 four bedroom houses
 - Breakdown of dwellings in Character Areas CSW-S4 and CSW-S3
 - CSW-S4: 147 dwellings consisting of 8 two-bedroom houses, 127 three bedroom houses & 12 four bedroom houses
 - CSW-S3: 26 three-bedroom dwellings

**All dwelling houses are 2-storey comprising semi-detached, terraced, end terrace units (with parking and private open space);

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- (B) 148 duplex apartments/apartments in 16 three storey buildings comprising:
 - 74 two-bedroom units and
 - 74 three bedroom units,
 - Breakdown of dwellings in Character Areas CSW-S4 and CSW-S3:
 - CSW-S4: 88 x Duplex Blocks A, B, C, D, E, F, G, J, K, comprise 8 units (4 two bed & 4 three bed units), Duplex Block H comprises 16 units (8 two bed & 8 three bed units),
 - CSW-S3: 60 located in Blocks L, N & O comprising:
 - 8 units (4 two bed & 4 three bed units),
 - Block M comprises 14 units (7 two bed & 7 three bed units), Block P comprises 10 units (5 two bed & 5 three bed units), Block Q comprises 12 units {6 two bed & 6 three bed units),
 - all to have terraces/pitched roof;
- (C) 248 apartments as follows:
 - within CSW-S4, Block 1 consists of 172 apartments (76 one bedroom, 91 two bedroom and 5 three bedroom apartments), in a 2-building arrangement both 6 storeys in height.
 - Within CSW-S3, Block 2 {4 storeys) comprises 16 one bedroom apartments and 22 two bedroom apartments, Block 3 (4 storeys) comprises 16 one bedroom apartments and 22 two bedroom apartments
 - all apartments to have terrace or balcony;
- (D) Provision of an innovation hub (626sq.m) and creche (c. 547sq.m) in a part 3/4 storey 'local node' building in CSWS4;
- (E) Vehicular access will be from the permitted Clonburriss Southern Link Street (SDZ20A/0021) and R113 to the east {along with provision of internal haul routes {for construction) to connect to the R136 to the west);
- (F) Public Open Space/landscaping of c. 4.1 hectares: to include
 - Local Park and MUGA in CSW-S3,
 - Grand Canal Park, along the southern and eastern boundaries of the site to connect to existing Grand Canal towpath
 - a series of communal open spaces to serve apartments and duplex units (c. 0.39 ha);
- (G) all ancillary development works including footpaths, landscaping boundary treatments, public, private open space areas, car parking (656 spaces) and bicycle parking (672 spaces), single storey ESB substations/bike/bin stores, 'Gateway' entrance signage

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(2no), solar panels at roof level of apartments, and all ancillary site development/construction works;

- (H) Permission is also sought for revisions to attenuation permitted under SDZ20A/0021 as well as connection to water supply, and provision of foul drainage infrastructure;

This application is being made in accordance with the Clonburris Strategic Development Zone Planning Scheme 2019 and relates to a proposed development within the Clonburris Strategic Development Planning Scheme Area, as defined by Statutory Instrument No. 604 of 2015.

An Environmental Impact Assessment Report accompanies this planning application; the application applies for **7-year planning permission** for development.

Site measures approximately 17.02 hectares (on two parcels of land to include entrance area) within the townlands of Cappagh, Clonburris Little & Kishoge, Co. Dublin.

SEA Screening

Adjacent to Grand Canal pNHA and 3 protected structures (No122, 123, 128) to the south. RMP 017-036 to the north. RMP 017-035 adjacent to access road to south

Zoning:

This site is situated within Clonburris SDZ Planning Scheme lands and is subject to zoning objective 'SDZ' 'To provide for Strategic Development in accordance with approved planning schemes' under the South Dublin County Council Development Plan 2016-2022.

Consultations:

Waterways Ireland: No report received at time of writing.

TII: No observations.

EMRA: No report received at time of writing.

Sustainable Energy Ireland: No report received at time of writing.

OPW – Flood Defences: No report received at time of writing.

NRA: No report received at time of writing.

Irish Water: Additional information requested.

Inland Fisheries Ireland: No report received at time of writing.

Heritage Council: No report received at time of writing.

Department of Housing, Local Government & Heritage: No objection, subject to conditions.

Department of Defence: No report received at time of writing.

Chief Fire Officer: No report received at time of writing.

An Taisce: No report received at time of writing.

Parks and Public Realm Department: Additional information requested.

Heritage Officer: Additional information requested.

SDCC Housing: Request additional information.

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Architectural Conservation Officer: No report received at time of writing.

County Architect: No report received at time of writing.

Forward Planning: No report received at time of writing.

EHO: Additional information requested.

Roads: Additional information requested.

Pollution Control: No report received at time of writing.

Water Services: Additional information requested.

Waste Management: No report received at time of writing.

NTA: via public consultation – Further information requested.

Submissions/Observations/Representations

Date for final submissions 14 January 2022. A submission has been received from Cllr E O'Broin and the National Transport Authority.

- District heating options needs to be assessed;
- Welcome that there is no build to rent – more 3bed apartments needed – not clear what proportion dual aspect – is there sufficient ventilation for clothes drying – finishes welcome – would it be possible to ensure apartments are for individual purchase only;
- Tree planting – proposals welcome;
- Recreational facilities – areas for unstructured play welcome – covered play space would also be welcome – unstructured ball sports area would also be welcome.

Recent Relevant Planning History

The site is located within the Clonburris Strategic Development Zone for which a Planning Scheme was prepared by South Dublin County Council and approved by An Bord Pleanála.

Application Site

The application site is dissected by the Link Street which was granted permission:

SDZ20A/0021 Planning Permission granted for roads and drainage infrastructure works as approved under the Clonburris Strategic Development Zone Planning Scheme (2019) to form part of the public roads and drainage networks. **Subject to conditions.**

Condition 4:

Condition 4 Link Street Design

Prior to the commencement of development, the applicant, owner or developer shall submit the following for the written agreement of the Planning Authority: Revised plans that incorporate all of the following amendments-

(a) All junctions required as stated in Figure 2.2.7 (Page 31) of the Clonburris Planning Scheme shall be in accordance with the Scheme, in terms of typology and

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location. The applicant shall engage and reach agreement with the Planning Authority on the typology and location of each of the required junctions.

(b) Parallel car parking shall be provided along the length of the link street, in accordance with Figure 2.2.5 (Page 29) of the Clonburris Planning Scheme. The applicant shall engage and reach agreement with the Planning Authority on the provision of the parallel car parking along the length of the Link Street.

(c) The Proposed Strategic Cycle Network as notated in Figure 2.2.7 (Page 31) of the Clonburris Planning Scheme shall be fully incorporated within the design of the Link Street and spurs off this Link Street and shall be fully in accordance with the Planning Scheme. Revised drawings shall be submitted.

REASON: In the interest of clarity, compliance with the Clonburris Planning Scheme 2019 and to protect the amenities of the area and in the interests of the proper planning and sustainable development of the area

SDZ201/0006 Wastewater pumping station comprising of (a) below ground 24-hour emergency storage tank; (b) below ground inlet, wet well, flow meter and valve chambers; (c) control and welfare building with green roof and 2 odour control units; (d) boundary wall, fencing, entrance gate and landscaping; (e) site drainage system including a swale; (f) all associated ancillary and enabling works including hardstanding and access, located within the Clonburris Strategic Development Zone. **Permission Granted.**

Recent Relevant Enforcement History

None recorded

Pre-Planning Consultation

Pre planning carried out for the proposed development. References PPSDZC 01/19, PPSDZC 06/20 and PPSDZC 02/20.

Relevant National Policy

The relevant policy documents are detailed below. Those identified as being of key significance include 'Project Ireland 2040 National Planning Framework' (NPF) and 'Regional, Spatial & Economic Strategy 2019 – 2031' (RSES).

Project Ireland 2040 National Planning Framework,

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

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Additional National Policy Documents of Relevance

Urban Design Manual: A Best Practice Guide, A Companion Document to the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, Department of the Environment, Heritage and Local Government, (2008).

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

Greater Dublin Area Transport Strategy 2016 -2035, National Transport Authority

Design Manual for Urban Roads and Streets (DMURS) Department of the Environment, Community and Local Government and Department of Transport, Tourism and Sport (2019)

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

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

Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities,

Department of the Environment, Heritage and Local Government, (2009).

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

Planning & Development of Large-Scale Rail focused Areas in Dublin- National Transport Authority (May 2013).

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

CS Policy 7 Strategic Development Zones

It is the policy of the Council to continue to implement the approved Planning Schemes for Adamstown SDZ and to secure the implementation of an approved Planning Scheme for the Clonburris SDZ.

Clonburris SDZ Scheme, 2019

The Clonburris Strategic Development Zone (SDZ) Planning Scheme represents a shared outlook for the future residential, social, economic and environmental development of a new planned and sustainable community in South Dublin County.

The Planning Scheme 2019 shall be used by the planning authority to assess planning applications in the SDZ. Planning Applications within the SDZ boundary shall be consistent with

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the Planning Scheme. The Planning Scheme form part for the Development Plan and any contrary provisions of the Development Plan are superseded by the Planning Scheme.

In a period of renewed growth in Ireland, the County is in a strong position to increase its share of residential and economic development within the Dublin Region. The development of the entire Planning Scheme is expected to deliver a target of 9,416, new homes, a minimum of 7,300sq.m gross community floorspace, approximately 22,520sq.m gross retail floorspace and in the range of 30,000 to 40,000sq.m employment floorspace.

Clonburris comprises 12 Development Areas, with the proposed development located entirely within Development Area 3 Clonburris South West (CSW-S3 and CSW-S4).

The key overarching principles of the 2019 Planning Scheme include the following:

- To prioritise the delivery of high quality services, utilities infrastructure, and sustainable urban surface water drainage;
- To ensure that the phasing and implementation of the SDZ occurs at a pace whereby it is supported by all necessary supporting community facilities, services, infrastructure and amenities, in order to ensure that place making is prioritised.
- To provide attractive, interesting and well used outdoor spaces using the latest place making and urban design principles, creating a pedestrian-centred environment with active, inviting public space, parks and private gardens.

The application is assessed in accordance with the criteria set out in Development Area 3. The Planning Scheme also comprises a Planning Framework which includes 12 Sections (Sections 2.1 – 2.12). These are set out below with the proposal appropriately assessed against each of them.

Assessment

The application is assessed in accordance with the criteria set out in Development Area 3. The Planning Scheme also comprises a Planning Framework which includes 12 Sections (Sections 2.1 – 2.12). These are set out below with the proposal appropriately assessed against each of them.

The Clonburris Strategic Development Zone (SDZ) Planning Scheme 2019 is the principal Planning document for the SDZ. The Planning Scheme is the approved framework for the guidance of development in Clonburris, against which all planning applications must be assessed. Section 170 of the Planning and Development Act states that proposed development must be consistent with the Planning Scheme.

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The assessment is set out under the following main headings:

- 1. Zoning and Council Policy**
- 2. Phasing**
- 3. Development Area 3: Clonburriss South West**
- 4. Consistency with the Planning Scheme:**
 - Land Use and Density
 - Movement and Transport
 - Green and Blue Infrastructure
 - Retail, Economic & Community Facilities and Public Services
 - Built form and Design
 - Services, Infrastructure and Energy Framework
 - Landscape and Open Space
 - Biodiversity and Natural Heritage
 - Archaeological and Architectural Heritage
 - Other
- 5. Environment Impact Assessment**
- 6. Appropriate Assessment Screening**

1. Zoning and Council Policy

The site is situated in an area which is zoned 'SDZ' '*To provide for Strategic Development in accordance with the approved Planning Schemes*' under the South Dublin County Council Development Plan 2016-2022. The principle of the construction of residential units on this portion of the SDZ lands is consistent with the Clonburriss SDZ Planning Scheme.

The proposal represents the first planning application for residential / commercial development with the SDZ area. The commencement of the build out of the SDZ is in accordance with the Core Strategy of the Development Plan and is welcomed by the Planning Authority.

2. Phasing

The Planning Scheme includes a Phasing Programme in Section 4.

The Phasing Table of the Planning Scheme is an element of the Phasing Approach and details a schedule and programme to plan and deliver strategic infrastructure and amenities on a phased basis in tandem with development of residential units.

The Phasing Table includes a number of important prior to commencement plans / strategies that are required to be prepared. These include:

1. A Surface Water Management Plan to implement the Surface Water Strategy (Agreed by SDCC),
2. A Parks and Landscape Strategy (at Draft), and
3. Water and Wastewater Plans (Agreed by SDCC and Irish Water).
4. A Biodiversity Management Plan (BMP) (at Draft).

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| Phase | Residential Units constructed and occupied | Minimum delivery in Phase |
|-----------|---|--|
| | Prior to commencement of development | <ul style="list-style-type: none">» Prior to the commencement of development, strategic district level measures and detailed design shall be prepared by the developer(s) and agreed with South Dublin County Council through a Surface Water Management Plan to implement the prepared Surface Water Strategy.» Prior to the commencement of development, a strategic level Parks and Landscape Strategy (incorporating a Biodiversity Management Plan) shall be prepared by the developer(s) and agreed in writing with South Dublin County Council.» Prior to the commencement of development, detailed Water and Wastewater plans for the Planning Scheme shall be prepared by the developers and agreed with Irish Water and South Dublin County Council. |
| 1A | 0 - 1,000 | <ul style="list-style-type: none">» Retail Core development in accordance with the Place Making Requirements.» Development shall accord with the Local Level Infrastructure Requirements in relation to agreeing timeline for the opening of Kishoge Train Station & completion of the realignment of Lock Road (R120).» Provision of Water and Wastewater infrastructure on a pro rata basis in accordance with detailed plans agreed with Irish Water and SDCC.» The planning of works for the provision of community floor space and the availability of childcare spaces. |

It is noted that the plans and strategies above are required to be agreed prior to commencement of development and as such, the absence of agreement does not preclude the Planning Authority from permitted development. The agreed and draft plans and strategies will be considered as part of the assessment of this planning proposal. In the event of further information, clarity of compliance with a final agreed PLS and BMP will be sought.

As the first units in the SDZ and the quantum being below 1,000, it is considered that the minimum requirements of Phase 1A are not relevant to date. The applicant does state the following with regards the Phase 1A requirements:

- Retail Core development in accordance with the Place Making Requirements:
Retail core will be developed in separate application
- Development shall accord with the Local Level Infrastructure Requirements in relation to agreeing timeline for the opening of Kishoge Train Station & completion of the realignment of Lock Road (R120):

n/a

- Provision of Water and Wastewater infrastructure on a pro rata basis in accordance with detailed plans agreed with Irish Water and SDCC:

Noted

- The planning of works for the provision of community floor space and the availability of childcare spaces:

A creche and community employment space is provided in current application.

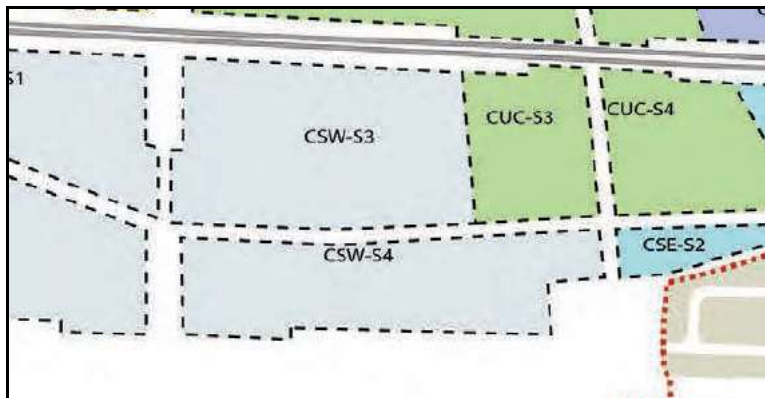
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3. Development Area 3: Clonburris South West

Section 2.13 of the Planning Scheme sets out a summary of the overall proposal for development. The application site is located within 2 subsections of Clonburris South West Character Area CSW-S3 and CSW-S4 (The South West Character Area has 4 subsections). The proposed red line dissects CSW-S3 and incorporates the entirety of the CSW-S4.



Extract from Figure 2.13.3: Development Areas in Clonburris and Sub Sectors

Section 3.2 of the Planning Scheme states, in relation to the overall character area:

“The Clonburris Character Area will comprise clustering of residential, retail and commercial uses to form a centre located around the Clondalkin- Fonthill Railway Station. The centre will comprise medium to high density development located close to the public transport hub of heavy rail and planned Core Orbital bus services. Civic and community uses will also locate at the Clonburris centre and will contribute to the creation of an active and busy centre organised around a high quality designed Urban Square at its retail core. Development will transition outwards from the centre to medium and lower density residential development with local nodes, community floorspace, schools and high quality open spaces. Development will benefit from park and canal frontage to the south and west.”

The subject application proposes 569 units in the subject area which forms part of the overall Clonburris Character Area. The scheme targets 4,894 units for the Character Area across 6 Development Areas. The quantum of development for the subsections relevant to this proposal are summarised in Table 2.13.1 in the Planning Scheme and the relevant figures are included in the below.

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| | Net Area (ha) | Average Net Density - Low Margin (-5 DPH) | Average Net Density - High Margin (+5 DPH) | Total Dwellings (Low Margin) | Total dwellings (Target) | Total Dwellings (High Margin) | Retail GFA (sqm) (Max) | Employment GFA (sqm) (Min) | Community / Civic Building GFA (sqm) (Min) | Local Parks and Squares (sqm) (Min) | Schools (existing / proposed) |
|--------|---------------|---|--|------------------------------|--------------------------|-------------------------------|------------------------|----------------------------|--|-------------------------------------|-------------------------------|
| CSW-S3 | 8.27 | 51 | 61 | 422 | 461 | 504 | | | | 14,300 | |
| CSW-S4 | 6.54 | 59 | 75 | 386 | 421 | 451 | 650 | 200 | 600 | | |

Extract from Table 2.13.1 Summary of Planning Scheme Tables

Table 3.3.3 (below) sets out the development parameters for development, located within Sub-sectors CSW-S3 and CSW-C4.

Table 3.3.3 Clonburris South West

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| | | |
|--|---|------------------------|
| Area character type | Mixed development area with medium density residential development and will contain local community facilities, including a primary and post primary school and small scale retail and commercial uses. | |
| Net development area | 25.98ha | |
| No of units (Target) | 1,441 | |
| Net Density | Sub Sector | Density Range |
| | CSW-S1 | 45-55 |
| | CSW-S2 | 45-55 |
| | CSW-S3 | 51-61 |
| | CSW-S4 | 59-69 |
| | <i>* See also Table 2.1.5 for full range of density</i> | |
| Affordable/Social dwellings | To be negotiated in accordance with relevant legislation and SDCC Housing Policy | |
| Non-retail commercial development | 200 sqm min | |
| Retail development | 650 sqm max | |
| Community | 600 sqm min | |
| Building height | Sub Sector | Building Height |
| | CSW-S1 | 2-6 storey |
| | CSW-S2 | 2-4 storey |
| | CSW-S3 | 2-6 storey |
| | CSW-S4 | 2-6 storey |
| | <i>* See also Figure 3.3.2 Building Height Concept</i> | |
| Public open space | 14,300 sqm | |

In terms of compliance with the above table, the proposal submitted is assessed as follows:

Area character type

The proposal provides for a mix of uses: 569 dwellings, a creche (547sq.m), innovation hub and open space, which contains commercial space of approximately. 626 sq. m. The applicant calls this ‘a community employment hub.’

The applicant states that “...*the employment hub will serve as a community employment function and also a commercial function*”

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The Planning Authority welcomes the diversity of uses in local node and considers that the approach is in accordance with the overall area character type. Some concerns are raised in relation to the mix of uses satisfying the minimum requirements in relation to community. There is addressed below.

Net development area – 25.98 ha

14.12ha is stated as the net development area of the subject site in the submitted Planning Report. It is noted the Planning Scheme outlines that some slight plot adjustment for each Sub Sector may be acceptable provided that this would not affect prescribed dwelling numbers/densities or non-residential floorspace for any Sub Sector; would not significantly affect the gross or net development area of any Sub Sector. From review, it appears that some adjustment of sub sectors is proposed. It is considered that the applicant has not fully demonstrated that the net development area of the CSW-S4 and the CSW- S3 (partial) is in accordance with the 6.54 ha and 8.27 (partial). The submitted schedule outlines that the net area of CSW – S4 is 6.83ha.

Further information required and overlay of the net development area of the proposed development with the sub sector boundaries required.

Target units – 1,441 target.

The site is located within the higher density area of the CSW Development Area. It is proposed to provide 569 dwelling units within this designated higher density area, representing approximately 39.5% of the total target. The proposed development provides 407 no. dwellings on the CSW-S4 sector which is within the range of between 386 no. and 451 no. dwellings. The CSW-S3 sector has a range of dwellings of between 422 no. and 504 no. dwellings. The proposed development encompasses approximately 50% of CSW-C3 and provides 162 dwellings as the first element of CSW-S3. It is noted that the open space is provided as part of this application and the applicant owns the remainder of this sub-section, therefore, it is possible to ensure the required 260 dwellings to meet the minimum requirement are provided in the next phase.

Net Density

CSW-S4 has a proposed net density of 59 units per hectare and is in accordance with the parameters of the scheme. Noted that all this subsector is within the red line.

CSW – S3 has a density range of 59-69 units per hectare, however, the red line only contains c50% of the Sector. The proposed net density for the element of the development within CSW-S3 is stated as 74 units per hectare and exceeds the density range for the subsector. The applicants planning report states “*The Applicant controls of the lands within the Clonburriss South West Development Area and it is the intention to fully develop CSW-S3 with a density that is in full compliance with the 51-61 density range*”. It is noted that there is no statement within

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the Planning Scheme which prohibits an individual planning application to exceed the range. The Planning Authority accepts that the applicant is a landowner for the remaining part of CSW-S3 and has control to comply with the density range in future proposals. Furthermore, the Planning Authority is satisfied that such an approach is feasible in the context of the remaining net development area in the subsector.

Affordable / social dwellings

The applicant agrees to accept a condition on a grant of planning permission, if the Planning Authority is minded to approve the proposed development, which requires the applicant to enter into a Part V agreement with South Dublin County Council as per their requirements prior to the commencement of development. Housing Strategy has stated “*It is noted that the proposed Part V units include 56 no. duplexes. It is the preference of the Housing Department to have a mix of unit types and sizes more in proportion with the overall schedule of accommodation for the scheme and to include a specially adapted unit, suitable for persons with medical needs.*” Further negotiation between applicant and Housing Section required.

Non-retail / commercial – 200 sqm min

In excess of the minimum is provided (greater than 200sqm) through an employment hub of 626sqm. This land use is welcomed, exceeds the 200sqm minimum and is consistent with Planning Scheme. Noted that Section 2.6 is supportive of such facilities in the SDZ.

Retail – 650 sqm Max

None provided. It is noted that a maximum figure is provided, however, the site contains a local node, and it is considered that some small scale local retail would be beneficial. The Planning Authority accepts the proximity of the subject site to a future urban centre and notes that the Planning Scheme has the provision of minimum retail convenience floorspace in Phase 1B and substantial primary retail frontage. It is noted that this sub sector is one of 4 Development Areas (apart from the Urban Centres) that has scope for local uses. Figure 2.5.1 provides a function map for the Planning Scheme and indicates a secondary retail frontage at and adjacent to the Local Node. The applicant is requested to demonstrate that the residential ground floor design has flexibility to change to a retail/non-residential use in the future. Amendments to the units shall be sought by further information.

Community – 600 sqm min

The proposed development includes a creche of 547sq.m. Childcare is a community facility and is welcomed in the local node. The quantum of the childcare floorspace is below the stated minimum of 600 sqm and the applicant contends that the employment hub will serve a community employment function and also a commercial function and the combined floorspace of commercial/ community of 1,173sq.m meets the combined minimum of 800 sqm. The Planning Authority can see some merit in this rationale, however, more details in relation to the operation and management of the employment hub would be required.

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The Planning Authority has concerns in relation to the achievement of the Park Hub at the local node. Table 2.7.2 outlines that the Park Hub community buildings be located adjacent to the main parks at the local nodes. The relevant park is Grand Canal Park and the relevant community building hub is Cappagh. The Cappagh Park Hub is a small scale community building to provide floorspace complementary to the adjacent Grand Canal Park and Boundary Park such as changing rooms and meeting rooms. This provision is not satisfied in the proposed development and further information is required.

In summary, it is considered that the Planning Scheme envisages a minimum community floorspace of 600sq.m at the Cappagh Local Node and envisages a community building, known as a Park Hub, to facilitate floorspace complementary to the adjacent Grand Canal Park and Boundary Park such as changing rooms and meeting rooms at the local node. The provision of the childcare and employment uses are welcomed and in combination, achieve the minimum floorspaces. However, concerns remain regarding the absence of the community building element. Further consideration and discussion required with South Dublin County Council. Further information required.

Building Height

Both the subsectors have a height range of 2-6 storeys and the proposal is consistent with these parameters. Figure 3.3.2 of the Scheme provides further detail in the form of a building height concept and the urban design approach to building height will be assessed later in this report.

Public Open Space – 14,300sq.m

It is noted that Table 2.13.1 designates the 14,300sq.m local park area to the CSW – S3 sub sector. The applicant has proposed a park at this location within CSW-S3 and states the area is 1.56ha. This is in excess of the 1.43ha required and in accordance with the minimum quantum of the scheme. Further assessment of the quality of the open space will be later in the report.

Key Objectives for Clonburris South West Development Area

The following key objectives for Clonburris South West are.

- *To develop a high quality residential neighbourhood at Clonburris;*
- *To develop a new local node, Cappagh, comprising small-scale, local retail, service and community facilities, fronting the new Boundary Park;*
- *To develop new co-located primary and post-primary schools with direct access and frontage to the new Boundary Park;*
- *To provide locally accessible open spaces of local and strategic importance;*
- *To ensure high levels of legibility and ease of orientation;*

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- *To provide a new north south avenue link connecting Clonburris North East, Clonburris South East and Deansrath/ Bawnogue;*
- *To provide a new link route/avenue in the heart of the neighbourhood as part of the main connection between Kishoge and Clonburris urban centres;*
- *To prioritise pedestrian and cyclist movement and to provide for bus services along the avenue;*
- *To provide for a range of housing along the new avenue and local streets including home zones;*
- *To provide a distinctive, diverse and quality frontage to the Canal corridor;*
- *Sensitively designed pedestrian access points to the Grand Canal;*
- *To retain and refurbish the Cappagh Overflow bridge;*
- *To seek the refurbishment and re-use of Omer's Lock House;*
- *Where possible, in preserving the architectural integrity of the Omer Lock House that a heritage centre be located on or close to the site of the Lock House to act as a centre for the promotion of the heritage, architectural and archaeological history of the Lucan and Clondalkin areas, whilst recognising that other more viable uses for the structure may present themselves and will be considered should that be the case;*

A number of the key objectives for the wider Development Area are not relevant to the subject site, including strategic links. The Urban Design related objectives will be assessed later in the report, as will the sensitive access points to the Grand Canal.

It is noted that the subject site does not include for the proximate Omer Lock House. The Planning Authority consider that the future plans for the Omer Lock House are a consideration in this proposal, due to proximity. The applicant outlines that they are in discussions with Waterways Ireland in respect of the Lock House and connections onto the Canal tow path and a future planning application will be brought forward in due course. The Planning Authority would welcome progress on the achievement of this objective.

4. Consistency with the Planning Scheme

In addition to the specific requirements of the development area, the planning application should satisfy the requirements of Section 2, which sets out 12 individual topic areas.

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Land Use and Density

Section 2.1 of the Planning Scheme sets out the following sections relevant to this development:

- Types of Development
- Extent of Development
- Residential Density
- Residential Development Standards

Types of Development

The site is located within a primarily residential area, in accordance with Figure 2.1.2 of the Scheme. The relevant land use matrix is as follows:

Table 2.1.1 | Uses Permissible & Open for Consideration in Residential Areas

| | |
|-------------------------------|--|
| Permitted in Principle | Bed & Breakfast, Childcare Facilities, Community Centre, Cultural Use, Doctor/Dentist, Education, Embassy, Enterprise Centre, Funeral Home, Guest House, Health Centre, Housing for Older People, Hotel/Hostel, Industry-Light, Live-Work Units, Nursing Home, Offices less than 100 sq.m, Open Space, Public House, Public Services, Recreational Facility, Recycling Facility, Residential Institution, Residential, Restaurant/Café, Retirement Home, Shop-Locala, Shop-Neighbourhoods, Sports Club/Facility, Traveller Accommodation, Veterinary Surgery.. |
| Open for Consideration | Advertisements and Advertising Structures, Agriculture, Allotments, Betting Officea, Crematorium, Garden Centre, Home Based Economic Activities, Industry-General, Motor Sales, Nightclub, Office-Based Industry, Offices 100 sq.m - 1,000 sq.m, Off-Licencea, Petrol Station, Place of Worship, Science and Technology Based Enterprise, Social Club, Stadium. |

- a. *Local Nodes only*
- b. *Local Nodes only and subject to SIZ Section 2.5 (Retail) convenience cap for Local Nodes*

The application primarily proposes residential with creche and employment. The proposed lands uses are permitted in principle and as such, is consistent with the scheme.

Extent of Development

Section 2.1.4 states the full extent of development for the Planning Scheme. This is further broken down in the Planning Scheme by policy and quantitatively under Section 2.13 and Development Areas. Assessed above.

Residential Development Standards

Dwelling Mix

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It is noted that it is a key objective for the CSW Development Area to *provide for a range of housing along the new avenue and local streets including home zones.*

Section 2.1.6 of the Scheme states “*Prescribed densities and building heights (see Section 2.8 Built Form and Design) will, however, help inform the appropriate dwelling typologies in each Development Area.*” There is, therefore, no prescribed unit mix in the Scheme.

In accordance with SPPR 1 of the apartment guidelines ‘*Apartment developments may include up to 50% one-bedroom or studio type units (with no more than 20-25% of the total proposed development as studios) and there shall be no minimum requirement for apartments with three or more bedrooms. Statutory development plans may specify a mix for apartment and other housing developments, but only further to an evidence-based Housing Need and Demand Assessment (HNDA), that has been agreed on an area, county, city or metropolitan area basis and incorporated into the relevant development plan(s).*’

Summary of Dwelling Mix:

| Number of Dwellings: | 2 Bed | 3 Bed | 4 Bed | Total |
|-----------------------------|--------------|--------------|--------------|--------------|
| Houses | 8 | 153 | 12 | 173 |
| By Percentage | 4.6 | 88.4 | 6.9 | |

| Number of: | 1 Bed | 2 Bed* | 3 Bed | TOTAL |
|-------------------|--------------|---------------|--------------|--------------|
| <i>Apartments</i> | 108 | 135 | 5 | 248 |
| <i>Duplex</i> | | 74 | 74 | 148 |
| <i>Total</i> | 108 | 209 | 79 | 396 |
| <i>% Of mix</i> | 27.3 | 52.8 | 19.9 | |

**No breakdown between 2bed 3p and 2bed 4p is given on the summary schedule.*

It is considered that the mix of units proposed will contribute to a good overall mix and achievement of the key objective for the CSW Development Area.

Dwelling Size & Private Amenity Space

The design and layout of individual dwellings should provide a high quality living environment for residents. Dwellings should provide adequate room sizes that create good quality living spaces. Designers should have regard to the targets and standards set out under Quality Housing for Sustainable Communities Guidelines (2007) with regard to minimum room sizes, dimensions and overall floor areas.

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Table 2.1.9

| Type of Unit | Houses | Public Open Space |
|--------------|---------|-------------------|
| 1bed | 50sq.m | 48sq.m |
| 2bed | 80sq.m | 55sq.m |
| 3bed | 92sq.m | 60sq.m |
| 4bed+ | 110sq.m | 70sq.m |

The Housing Quality Assessment submitted indicates that the minimum floor areas would be met. In terms of private amenity space, the schedule sets out that all the 2beds would have a minimum of 55sq.m, 3beds would have a minimum of 60sq.m and 4beds would have a minimum of 75sq.m.

All apartments shall accord with or exceed the open space and floor area standards set out in Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities (2015) including the minimum floor areas set out in Table 2.1.10 of this Planning Scheme. Noted that the Apartment Guidelines (2020) supersede the Scheme reference to 2015 (Section 1.6 of Scheme refers).

The following requirements are set out in the Apartment Guidelines:

| Type of unit | Floorspace | Agg. Living etc sq.m | Agg. bed | Private open space | Communal open space | Storage |
|--------------|------------|----------------------|----------|--------------------|---------------------|---------|
| 1bed | 45sq.m | 23 | 11.4 | 5 | 5 | 3 |
| 2bed 3p | 63sq.m | 28 | 20.1 | 6 | 6 | 5 |
| 2bed 4p | 73sq.m | 30 | 24.4 | 7 | 7 | 6 |
| 3bed | 90sq.m | 34 | 31.5 | 9 | 9 | 9 |

The Housing Quality Assessment indicates that all the standards are met for floorspace, aggregate living, dining and kitchen area, aggregate bedroom (it is noted that there is a typo in the duplex schedule for CSW-S3), private open space and storage. With regards communal open space, the Planning Report provides the following detail:

- Overall: required, 2,714sq.m; provided, 3,936sq.m
- CSW-S4: required, 1,766sq.m; provided 2,538sq.m
- CSW-S3: required 948sq.m; provided 1,398sq.m

Overall, the quantum of open space is in line with the guidelines. 60% of apartments are 10% the minimum floorspace requirement.

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Dual Aspect

Whilst not set out in the Scheme, SPPR4 of the Apartment Guidelines (2020), the minimum number of dual aspect apartments that may be provided in any single scheme in suburban or intermediate locations shall be 50% and 33% in more central accessible urban locations. The overall summary of accommodation sets out that 61.36% of apartments are dual aspect. The applicant is requested to set out how many apartments are single aspect (north) by further information.

Movement and Transport

Section 2.2 of the Planning Scheme details the Movement and Transport elements of the Planning Scheme.

The overarching principle states the following; *'To develop the SDZ lands in a manner that maximises existing and proposed public transport opportunities, including high quality rail and bus services, and support these opportunities with an integrated network of streets and routes with a clear hierarchy that promotes walking and cycling.'*

Public Transport Accessibility

The SDZ is well served by existing and planned public transport provision. The key element for the subject application is to provide for and integrate with a choice of direct or indirect multi modal routes to existing or planned public transport. In the context of the subject site, connection to the Train Station, the Fonthill Road and the Clonburriss South Link Street is required.

Pedestrian and Cycle Movement & Street Network and Vehicular Movement

Noted that a Key objective for the CSW Development Area is to prioritise pedestrian and cycle movement.

The Planning Scheme outlines the rationale behind the street network and outlines that the street network developed forms an integral part of the movement framework. The Planning Scheme outlines that the alignment of the street network should largely have an orthogonal grid layout and shall largely comprise an open network in terms of permeability. Local Streets that provide through routes for strategic pedestrian and cyclist should be filtered to prioritise pedestrians and cyclists where junctions intersect with Link or Arterial Streets. The Planning Scheme provides an Overall Movement Concept in Figure 2.2.7 to demonstrate same. The Movement Concept of the Planning Scheme is integrated with the accompanying Transport Assessment and Transport Strategy.

Having regard to the above, it is considered that the movement and street network proposed by the applicant is not consistent with the Planning Scheme in terms of an open permeability network and priority for cyclist and pedestrian movement at the junctions of the link street and local streets.

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Street Hierarchy and Movement



Figure 1- Overall Street layout proposed

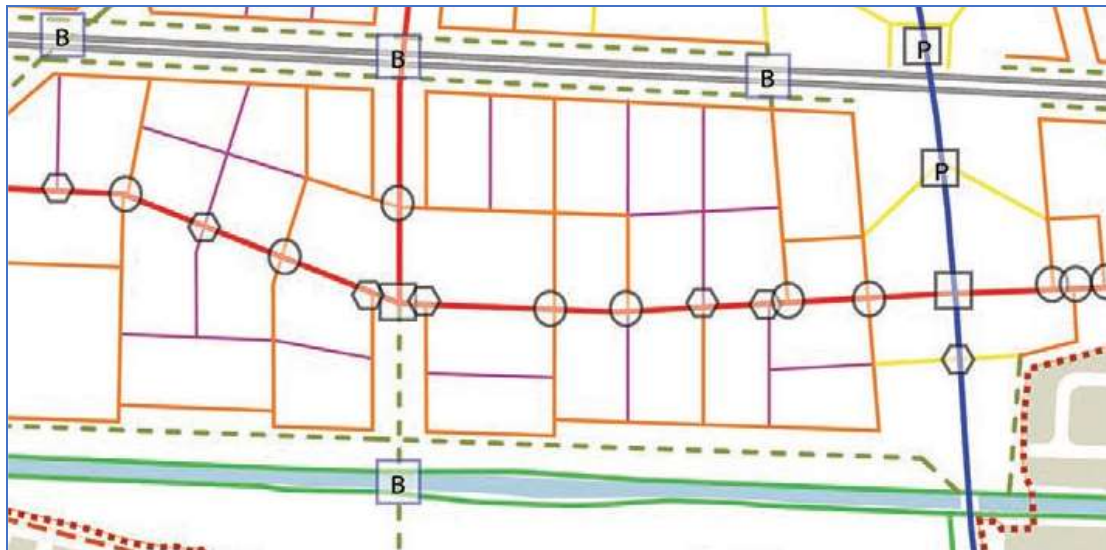


Figure 2 – Movement Concept in Planning Scheme

The Roads Section outline that the subject site's internal street layout has been designed with several junctions and a meandering alignment through the development to promote traffic calming. The overall street layout does not match the Planning Scheme. The NTA has recommended removal of access junction to street 3, to promote walking and cycling. The other

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access and road layout should conform to the Movement Concept. The Roads Section outlines that a three-way junction at the south of street 3 (shown in Figure 3) should be restored to allow the open flow of traffic around the development in accordance with the transport assessment and strategy that accompanies the Planning Scheme.



Figure 3 – Extract of proposed street layout

It is noted that the NTA submission focuses on the need for filtered permeability and prioritising cycle and pedestrian movements.

The submission states that *in a new development area, such as Clonburris, it is essential that a clear competitive advantage is given to these sustainable modes. The most appropriate method to achieve this is to provide for a greater number of access points for pedestrians and cyclists than for the private car, and to reduce the number of access points by private car to development blocks to the minimum required.*

In preparing the transport elements of the Clonburris SDZ Planning Scheme, in collaboration with SDCC, and in our observations on proposals for the SDZ in the period since the Planning Scheme's adoption, the NTA has consistently recommended that a filtered permeability approach is implemented throughout the plan lands. This is reflected in Figure 2.2.7 of the Planning Scheme – Overall Movement Concept.

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Figure 2.2.7 shows that the southern development area, subject of this planning application, is to be served by three general traffic accesses with three additional filtered junctions providing access for pedestrians and cyclists only. Similarly, the northern development area was to be served by four general traffic junctions and one filtered junction.

The NTA notes that there seems to be some inconsistency in the material provided as part of the planning application as it relates to the number of accesses to the southern block, and in turn some inconsistency with the granted Clonburris Southern Link Street. For example, section 10.5.2.1 of the EIAR states that there will be 5 accesses to the development, while figure 10.27 appears to show 6, with the access to Street 4 not highlighted.

In the event that the proposed development is intended to provide for four general traffic access points to the southern housing block, the NTA would be of the view that this would serve to maximise access by private car for six of the seven residential streets, thereby failing to provide an advantage to walking and cycling. As such, the NTA recommends that the direct access from Street 3 is amended to allow for pedestrian and cycle access only, in accordance with the Planning Scheme, or that alternative access arrangements are developed for the southern block”.

The Planning Authority notes the content of the submission and consider that further information is required to amend the main movement framework in terms of filtered permeability and ensuring an open network for the proposed development.

Street Design

The principle of all designated streets in the Planning Scheme is fixed. It is considered that the approach of the proposed development in terms of street designation is generally consistent with the Planning Scheme.

Section 2.2.4 of the Scheme outlines that the centre line and alignment of the Local Streets and Homezones are flexible with the exception of streets with frontages prescribed under Section 3 (Development Areas). In this instance, the application site contains prescribed frontages in the form of Avenue Frontage, Canal Frontage and Park Frontage (Figure 3.1) as per image below.

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Figure 2.4 – Site Layout Main Development Areas



The subject application largely maintains the Local Street alignments indicated in the Planning Scheme to provide a Canal Frontage to the south, Avenue frontage on both sides of the Link Street and on the Local Street indicated as Street 1 in the submitted layout plans.

Concerns are raised in relation to the absence of a Local Street to the east of Block 2, fronting to the Urban Square. This frontage is prescribed as a 'Avenue Frontage' in the Section 3 and as such the alignment of the Local Street is not flexible. The proposed development omits the street. In addition, it is considered that the identified southern frontage for Block 1 is not delivered. This is an identified 'Park Frontage' and would provide passive surveillance and enclosure to the open space area to the south.

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Noted that the building height concept envisages a 3-4 storey block on the southern perimeter of the location where Block 1 is located. Area includes a single storey bin store. Further information.

The applicant outlines that a Gas Networks Ireland high pressure pipe/wayleave is located along the eastern boundary of the lands which is a significant constraint on the eastern side of the site and in particular the location of the internal blocks fronting onto the Fonthill Road. The Planning Scheme designates the existing Fonthill Road as an Arterial Street. Arterial Streets have a fixed centre line and alignment. Given that the Fonthill Road is existing, this is not relevant. In response to the wayleave and the prohibition of development in the wayleave, the applicant has set back the Block 1 frontage from the Fonthill Road and provides an area of open space that contributes to the Green Infrastructure on the site. The Planning Authority considers this to be a reasonable approach and note that the Avenue frontage is provided, albeit, set back.

It is noted the Planning Scheme outlines that some slight plot adjustment for each Sub Sector may be acceptable provided that this would not affect prescribed dwelling numbers/densities or non-residential floorspace for any Sub Sector; would not significantly affect the gross or net development area of any Sub Sector.

The Scheme states that the onus is on developers/applicants to demonstrate that a proposed development involving a plot adjustment would not significantly affect the prescribed alignment or centre line of any fixed street; would not significantly affect prescribed building lines of any fixed street; would not adversely impact on the environment or environmental objectives contained in the SEA Environmental Report (including required setback from the Grand Canal); and would not have any implications in relation to European Sites. The Planning Authority considers that the approach, in this instance, given the existing nature of the Arterial Street, is not inconsistent with the Planning Scheme.

The Planning Authority notes that Gas Network Ireland have submitted to the planning application. The response states:

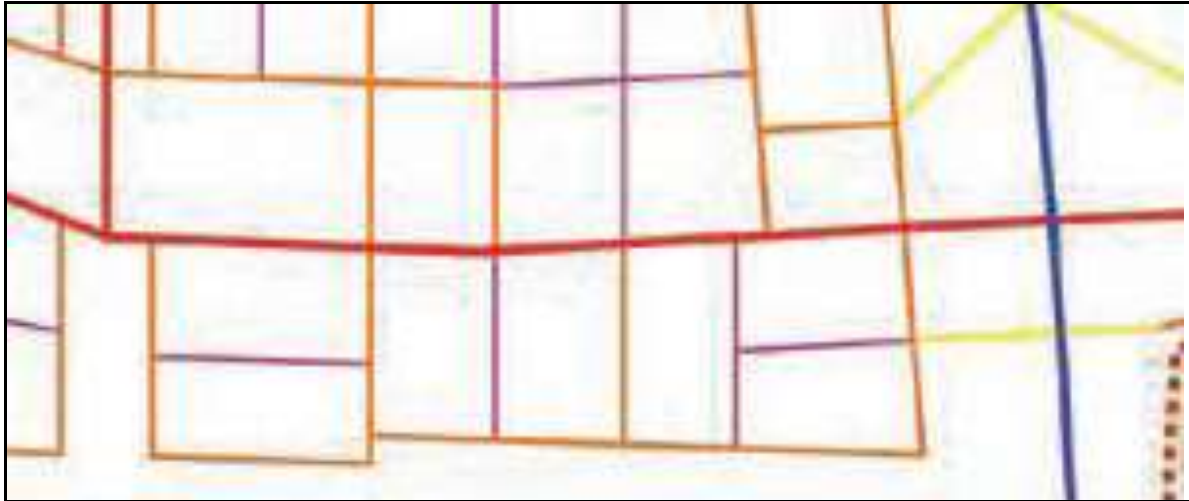
‘There are two Gas Transmission Pipelines within Gas Networks Ireland Wayleaves within the designated SDZ. These Pipelines are shown, in RED, on the drawing attached. Please treat all Gas Networks Ireland Drawings as ‘indicative’ only.

The Gas Transmission Pipeline exists within 14m (Pipeline #13) and 8m (Pipeline #72) wide Gas Networks Ireland Wayleaves. No excavation may take place within any such Wayleave unless consent, in the form of a valid Excavation Permit, has been granted by Gas Networks Ireland.’

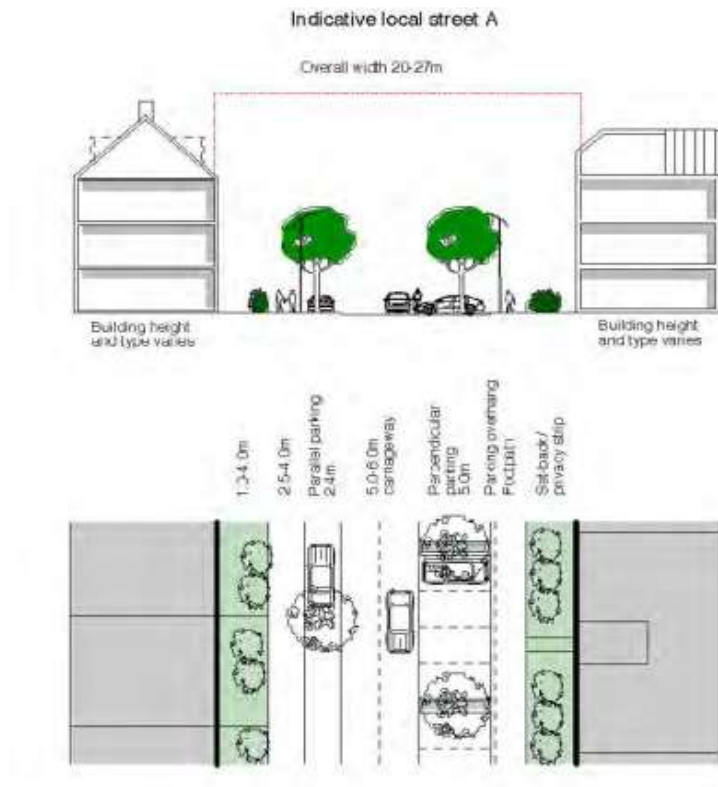
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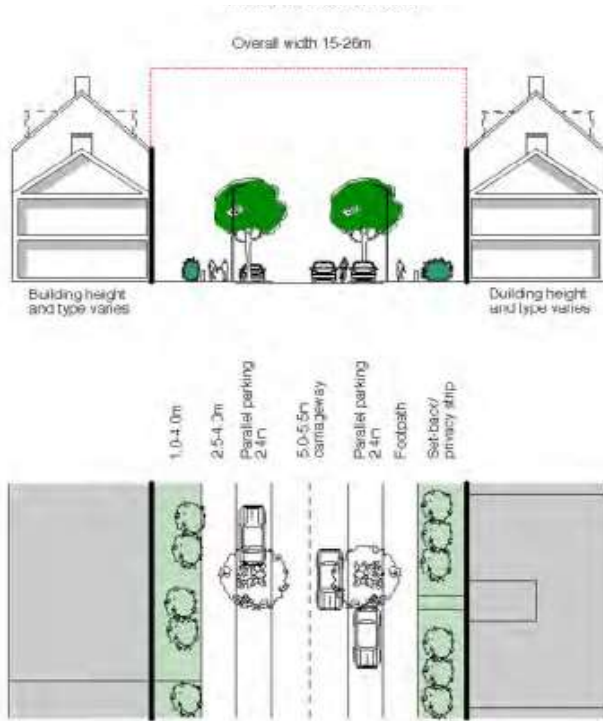
Extract in context of Site from Figure 2.2.1 – Full Street Hierarchy



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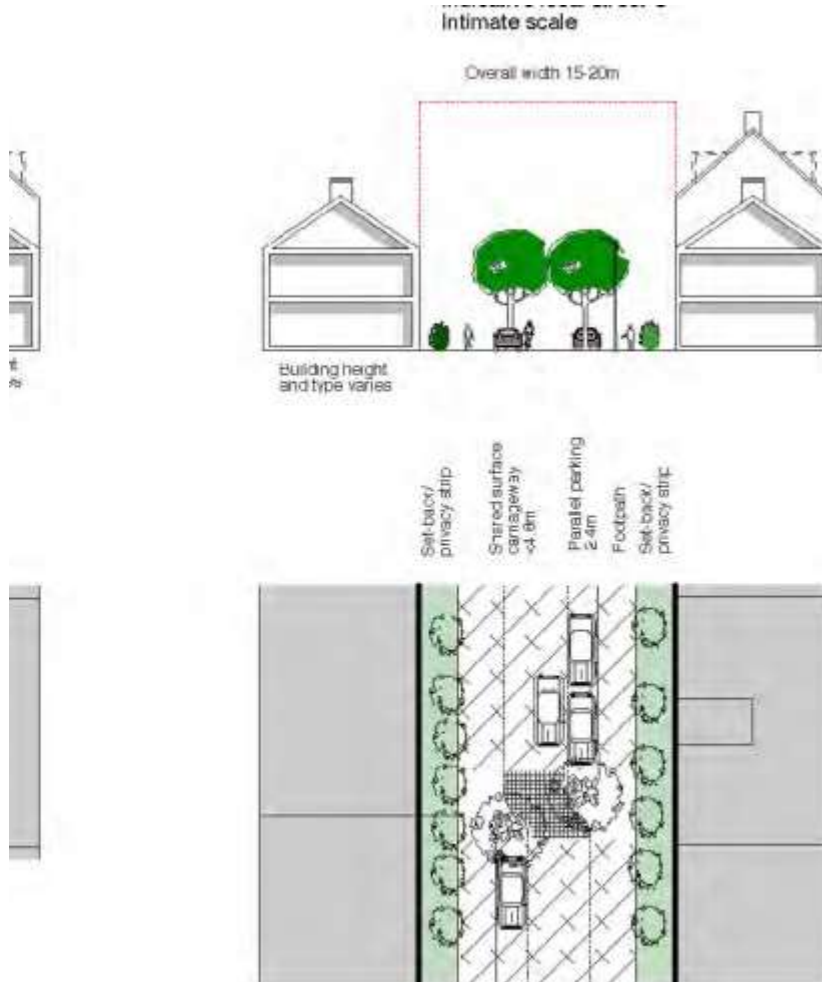


Figure 2.2.6 Example Local Streets including Homezones (Intimate Scale)

Link Streets: The Southern Link Street runs through the centre of the site and does not form part of this planning application, having been approved under SD21A/0020. It should also be noted that Condition 4 of this permission requires agreement by compliance for a revised layout indicating that there was parallel parking the length of the Link Street in accordance with Figure 2.2.5. It is not apparent that this has been incorporated as part of this application. Clarity on this issue is required. Further information.

Local Streets/Homezones: The majority of streets within the subject site in the CSW Development Area are designated as local streets/homezones in the Planning Scheme. The Scheme outlines that some local streets will comprise homezones or intimated Local Streets. It is noted that these streets also have a more flexible design, with a mix of parallel and perpendicular

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parking provided in the example designs in the Planning Scheme. The indicative layouts in the Planning Scheme show a verge, footpath, parking and carriageway in the centre. The Planning Authority has concerns about the level of perpendicular car parking on the local streets and the on curtilage parking in homezones. The applicant is requested to submit revised plans indicating revised details via further information. A cross section should also be provided. It is considered that Street Trees have also not been appropriately addressed. This is discussed in more detail below.

Pedestrian Permeability:

The Roads Report outlines that overall pedestrian permeability is good, there are links to the surrounding developments. There are pedestrian/cycle links proposed along the central link road towards the R113 and the R136 allowing access to the rail and bus routes. An overall plan of the main pedestrian routes has been submitted detailing links to proposed foot bridges across the canal and to surrounding developments.

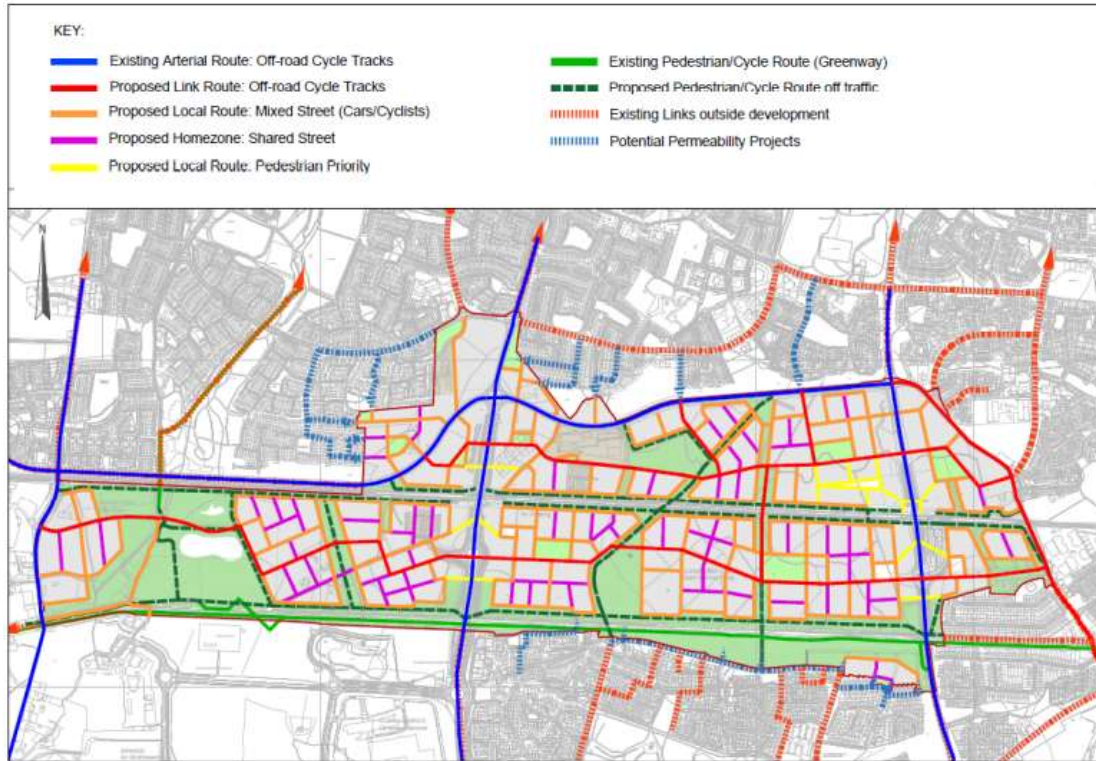


Street hierarchy

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Pedestrian layout from the Planning Scheme Transport Assessment and Strategy

Car Parking

Quantum

The car parking standards for the key land uses in Clonburriss are set out under the South Dublin County Council Development Plan 2016 – 2022 and the Transport Assessment and Strategy that accompanies the Planning Scheme. Zone 2 parking standards prescribed under the South Dublin County Council Development Plan 2016 – 2022 shall be applied to all areas that have been identified with an accessibility level of 1, 2 or 3 (see Fig. 2.2.8 below).

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Parking allocation.



CSW S3 PARKING

| | | |
|-------------------------------|---------------------------------|---------------|
| Zone 2 - Parking Rates | 1 Bed @ 0.75 per unit | 24 no |
| | 2 Bed @ 1 per unit | 74 no |
| | 3 Bed @ 1.5 per unit | 45 no |
| | 3+ Bed House @ 1.5 per unit | 39 no |
| | Zone 2 - Total Permitted | 182 no |
| | Total Provided | 172 no |

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Parking Rates Table

| CSW S4 PARKING | | |
|-------------------------------|---------------------------------|---------------|
| Zone 2 - Parking Rates | 1 Bed @ 0.75 per unit | 57 no |
| | 2 Bed @ 1 per unit | 135 no |
| | 3 Bed @ 1.5 per unit | 73.5 no |
| | | |
| | 2 Bed House @ 1.25 per unit | 10 no |
| | 3+ Bed House @ 1.5 per unit | 208.5 no |
| | Zone 2 - Total Permitted | 484 no |
| | Total Provided | 484 no |

The Roads report notes that the parking rates for 3 bed duplexes do not match the County Development Plan maximum of 1.25. The total number of parking spaces provide for CSW S3 and S4 is 667no. and the total number of dwellings is 569no.

Table 11.24: Maximum Parking Rates (Residential Development)

| DWELLING TYPE | NO. OF BEDROOMS | ZONE 1 | ZONE 2 |
|------------------|-----------------|------------|------------|
| Apartment | 1 Bed | 1 space | 0.75 space |
| | 2 Bed | 1.25 space | 1 space |
| Duplex | 3 bed+ | 1.5 spaces | 1.25 space |
| | | | |
| House | 1 Bed | 1 space | 1 space |
| | 2 Bed | 1.5 space | 1.25 |
| | 3+ bed | 2 space | 1.5 |

The number of spaces provided for any particular development should not exceed the maximum provision. The maximum provision should not be viewed as a target and a lower rate of parking may be acceptable subject to:

The Roads report provides the following tables as a breakdown of the number of parking spaces proposed.

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Table 1 is the amount of parking proposed for houses and apartments.

Table 1

| The amount of parking proposed | | | | | | |
|---------------------------------------|--------------------|------------|------------|-----------|------------|----------|
| | Apartment / Duplex | | | House | | |
| No. of Beds | 1 | 2 | 3 | 2 | 3 | 4 |
| CSW S3 parking spaces | 24 | 74 | 45 | | 39 | |
| CSW S4 parking spaces | 57 | 135 | 74 | 10 | 209 | |
| Total | 81 | 209 | 119 | 10 | 248 | 0 |

Table 2 is the number of units proposed for the development broken down by type and the SDZ parking guidelines applied to each, showing the maximum parking allowable for the development.

Table 2

| Breakdown of the number of dwellings | | | | | | | |
|---|-----------|-----|--------|-------|-----|----|--------|
| | Apartment | | | House | | | Total |
| No. of Beds | 1 | 2 | 3 | 2 | 3 | 4 | |
| Duplex | | 74 | 74 | | | | 148 |
| Houses | | | | 8 | 153 | 12 | 173 |
| duplex (ABCDEFGJK) | | 4 | 4 | | | | |
| duplex H | | 8 | 8 | | | | |
| duplex LNO | | 4 | 4 | | | | |
| duplex M | | 7 | 7 | | | | |
| duplex P | | 5 | 5 | | | | |
| duplex Q | | 6 | 6 | | | | |
| BLOCK 1 | 76 | 91 | 5 | | | | 172 |
| BLOCK 2 | 16 | 22 | | | | | 38 |
| BLOCK 3 | 16 | 22 | | | | | 38 |
| number of units | 108 | 243 | 113 | 8 | 153 | 12 | 569 |
| Max Number of Parking in Zone 2 | 81 | 243 | 141.25 | 8 | 306 | 24 | 803.25 |

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The maximum parking provision allowed by the Planning Scheme is 803no. spaces for the proposed development. The total for apartments/ duplexes would be 465no. spaces and the amount for houses would be 338no. the applicant has proposed 409no. spaces for the apartments / duplexes and 258no. for the houses. This results in an 88% provision relative to the maximum standard for the apartments and 76% for the houses. Given the concerns raised elsewhere in the report in relation to street trees and compliance of parking design with Section 2.8.10, a reduction in the rate of car parking may be necessary to provide a quality public realm in accordance with the Scheme.

Type of Parking

Section 2.8.10 Design of Parking and Loading in the Planning Scheme provides for design criteria for the provision of car parking. The Scheme outlines that car parking should be carefully considered as part of the overall public realm. In the context of this area, the Scheme states that a mixture of on street parking for visitors and residents should be provided. The Scheme states 'that a range of less formal or alternative parking arrangements may be used along Local Streets where densities range between 40 – 50 dwellings per hectare. This may include a mixture of on-street and in- curtilage parking, however, no more than 60% of residential parking spaces shall be provided as in-curtilage parking space in any Development Area. Parking within Home Zones/Intimate Local Streets shall be on- street.'

In this context, the Planning Authority has concerns in relation to the approach of the proposed development to car parking. It appears from the site layout plan and the taking in charge drawings that the majority of car parking is in-curtilage. The Scheme states that parking within Home Zones/ Intimate Local Streets shall be on- street. Further consideration of the approach to car parking is required by way of further information. This issue is interlinked with the design of the public realm. Noted that the Parking Strategy in the Transport Assessment and Strategy examined the spatial requirement for residential on-street parking, concluding that maximum parking standard provision could be met on-street with only a few areas requiring supplementary parking.

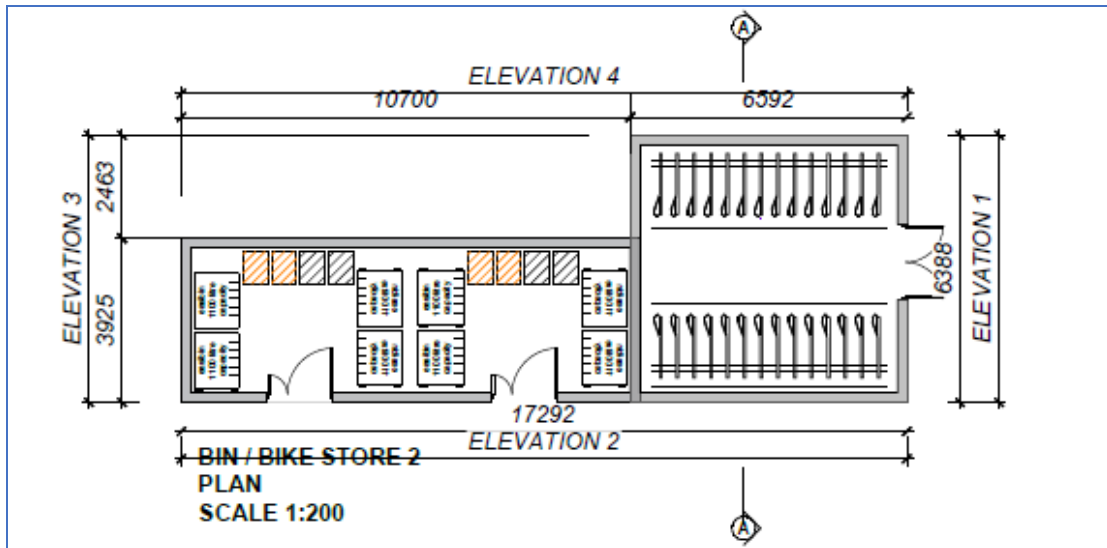
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Bicycle Parking

Details of the bicycle storage have been submitted. All cycling infrastructure should confirm the NTA's cycle manual.



General Plan of Bicycle Storage.

Similarly, to the parking allocation, the Roads report outlines that the bicycle parking explanation needs further detail. A detailed submission highlighting the allocation, quantity and location of the bicycle parking provision should be provided, to ensure the provision is in accordance with the SDZ. The addition of electric bicycle charging facilities has been incorporated in the Clonburriss SDZ requiring 10% of bicycle parking provision to provide for charging. Further information.

Green and Blue Infrastructure

The overarching Principle states the following: 'To deliver a network of high quality green and blue infrastructure spaces and public parks while protecting, enhancing and sensitively upgrading the natural, built and cultural assets of Clonburriss lands'

Local Green Corridor

The Green Infrastructure Network identified in Section 2.3.2 of the Scheme provides for a key 'Local Green Corridor' running north – south from the Grand Canal to the Railway. The subject proposal outlines a planted swale adjacent to Street 1 and due to the Gas Wayleave, a corridor of

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native meadow grass is proposed adjacent to the Fonthill Road. This is a positive contribution to the GI Network.

Strategic Green Corridor

The south boundary of the site, running adjacent to the pNHA Grand Canal is identified as a Strategic Green Corridor in the Green Infrastructure Network in the Scheme. The Scheme also requires a setback of 50m of buildings from the pNHA boundary.

The Planning Scheme states that 'development proposals on the SDZ lands close to the Grand Canal shall protect and incorporate high value natural heritage features including watercourses, wetlands, grasslands, woodlands, mature trees, hedgerows and ditches and include for a 50m setback for all buildings and a 30m set-back distance for development (with the exception of bridges and footpaths) from the pNHA boundary to facilitate the continuity of the Grand Canal as a corridor for protected species, biodiversity, and a fully functioning Green Infrastructure network'

The proposed development is consistent with the setback required and it is noted that the Grand Canal Park Landscape Plan provides for a detailed landscaping proposal. This is assessed further below.

Concern is raised regarding insufficient Green Infrastructure - the potential of the development to sever green infrastructure and potential to create strong GI Links.

- a) Street tree provision is inadequate: there are large sections of streets without trees in the Public Realm. More effort is needed to create strong green infrastructure links throughout the development. This is best achieved through additional street trees and SuDS to create these connections.
- a) Greater efforts are required integrate, retain and enhance existing hedgerows into the local green space/infrastructure and local parks outside the 50m no development line.

Retail, Economic Development & Community Facilities

The relevant elements of these Sections of the Planning Scheme are assessed under Development Area in this report. Further to that assessment, the Planning Authority welcome the provision of childcare in this planning application.

Built Form and Design

The overarching Principle states the following: *'To ensure that development across the SDZ lands is carried out in a design led manner that prioritises place making and accords with the core principles of urban design and the creation of integrated streets.'*

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Design Statements

To ensure coherency and quality in design, all medium to large scale development proposals on the SDZ lands (Landmark Buildings, 10 dwellings or more in the case of residential development or development of over 1,000 sq.m in the case of employment or retail/ retail services development) shall be accompanied by a Design Statement that:

| | |
|---|---|
| Demonstrates compliance with this SDZ Planning Scheme including its various requirements that relate to (inter alia) green infrastructure, blue infrastructure, movement, transport, land use, density (see Section 2.1.5 –Residential Density), built form and design; | The design statement does not clearly set out that all these matters have been complied with. This should be addressed via additional information. |
| Includes a masterplan that demonstrates proposed and future integration with the development of surrounding sites and Development Areas including vehicular, pedestrian, cycle and public transport connections; | Not provided. This should be addressed via additional information. Indicative masterplan including remainder of CSW-S3 required. |
| Demonstrates compliance with the 12 design criteria contained within the Urban Design Manual A Best Practice Guide (2009) in the case of residential development; | This is examined in the table below. |
| Demonstrates a range of dwelling sizes to support a variety of household sizes and dwelling types; | The design statement sets out details on the variety of the mix of units. The Planning Authority notes the mix. |
| Demonstrates compliance with the 10 design criteria contained within the Retail Design Manual (2012) in the case of retail development; | n/a |
| Includes street cross sections and plans that demonstrate compliance with DMURS (2013) in terms of ‘Movement, Place and Speed’, ‘Streetscape’, ‘Pedestrian and Cyclist Environment’ and ‘Carriageway Conditions’ etc.; | No cross sections evident. Applicant states that all streets designed in accordance with DMURS. |
| Includes a Quality Audit addressing street design as outlined under DMURS (2013); | No quality audit provided. This should be addressed via additional information. |

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| <p>Includes cross sections that demonstrates appropriate design responses to existing and proposed site levels including those that relate to streets, spaces, building frontages, services and SUDS;</p> | <p>No existing cross sections provided. This should be addressed via additional information. The Planning Authority require before and after cross sections.</p> |
| <p>Is accompanied by a detailed Landscape Plan that is consistent with the Parks and Landscape Strategy for the SDZ lands (see Section 2.10 – Landscape and Open Space) and specifies and illustrates the proposed treatment of streets and spaces including parking, street furniture, lighting (street and dedicated pedestrian/cycle routes), planting, surface treatment and children's play facilities;</p> | <p>Landscape plan provided. There are some concerns regarding landscaping, and these are discussed under Parks and Landscaping below.</p> |
| <p>Includes details in relation to the identification and incorporation of any features and structures of architectural merit and/or any sites and features of archaeological interest. Where practicable, the design of a development should be informed by its relationship with archaeological or architectural features located either within or outside the SDZ Lands such as the Clondalkin Round Tower.</p> | <p>The applicant indicates that discussions with Waterways Ireland are taking place in respect of the Lock House and connections onto the Canal tow path and a future planning application will be brought forward in due course.</p> <p>Views / vistas in and out should be strengthened. Skewed street 4, draws attention to the Lock House. Other streets and structures need to be considered.</p> |

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Urban Design Manual – A Best Practice Guide 2009

| Urban Design Criteria | Assessment |
|---|---|
| <i>1. Context: How does the development respond to its surroundings?</i> | Land is unused at present. Planning Scheme framework has taken pNHA into consideration and public seating linked to lock house to the south. Gas and water infrastructure to west taken into consideration. |
| <i>2. Connections: How well is the new neighbourhood / site connected?</i> | Permeability through blocks provided. A clear pedestrian / cycle linkages plan would assist in assessment. The Planning Authority seek quality and not just quantity in this regard. Welcome E/W pedestrian link to south of Link Street, however Planning Authority are concerned regarding usability and lack of surveillance. Applicant has not addressed concerns raised at preplanning. Application is heavily reliant upon vehicular connection. Significant improvement for pedestrian / cycle could be provided. |
| <i>3. Inclusivity: How easily can people use and access the development?</i> | High quality road, rail, cycle and bus network provided across over SDZ area. Concerned regarding the accessibility to and from rail and the advantage for cycle and walking through the scheme. NTA also raised concerns regarding this. |
| <i>4. Variety: How does the development promote a good mix of activities?</i> | Residential development comprising a mix of houses, apartments and duplex. Variety of uses within overall SDZ area. |
| <i>5. Efficiency: How does the development make appropriate use of resources, including land?</i> | Residential development with public realm space and car and bicycle parking. |

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| Urban Design Criteria | Assessment |
|--|---|
| 6. <i>Distinctiveness: How do the proposals create a sense of place?</i> | Applicant states roads and junctions designed having regard to the <i>Design Manual for Urban Roads</i> . Not apparent streets are in accordance with Scheme building line. The interface with the canal does not fully reflect the scheme – varying building heights and design types are required in this location. The high percentage of perpendicular parking across the scheme impacts the sense of place negatively. Strengthening turning corners would strengthen the sense of place. |
| 7. <i>Layout: How does the proposal create people-friendly streets and spaces?</i> | Homezones and side streets with traffic calming measures proposed. However, not apparent streets are in accordance with Scheme. More activity could be provided along frontages (E/W aligned pedestrian way and all pedestrian linkages). Bedrooms appear to front main link street. |
| 8. <i>Public realm: How safe, secure, and enjoyable are the public areas?</i> | Passive surveillance of public open space areas. Planning Authority are not satisfied with the design of the E/W aligned pedestrian street. |
| 9. <i>Adaptability: How will the buildings cope with change?</i> | Internal layouts can be easily adapted in the future. 3m minimum internal height required at ground level, link street and park. The applicant is requested to confirm that this standard is met. |
| 10. <i>Privacy / amenity: How do the buildings provide a decent standard of amenity?</i> | Concern regarding the amenity of the duplex units and the interface with the homezones. |
| 11. <i>Parking: How will the parking be secure and attractive?</i> | On-street surface and on-curtilage car parking provided. Not evident it is compliant with the scheme. Planning Authority have major concerns, see car parking and roads section of report. |
| 12. <i>Detailed design: How well thought through is the building and landscape design?</i> | Areas of communal open space appear to be more incidental than functional open space. |

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The applicant is requested to provide an assessment setting out how the scheme complies with the Urban Design Manual. Additional information.

External Finishes and Appearance

Brick is primary material for public facing facades - 2 types to create variety. Corner of Block 1 will be stone clad. Blocks 2 and 3 will primarily use same materials as Block 1, with buff brick and render predominantly used. Brick plinth to be provided along core entrance to Block 2. Duplex blocks have 3 types of finishes. There are 2 types of monopitch duplex. Complete brick with grey plinth, second has a buff brick plinth at ground floor and white render. Lower density housing will use buff brick (different tone), with brick porch and stone capping. End treatment of houses provide passive surveillance.

The Planning Authority is concerned regarding the impact of the materials and the creation of a sense of place. It is not evident that the materials are suitable from the photomontages provided. View 4 shows no landmark or variety of height.

Block Form

All perimeter blocks shall be designed according to the following principles:

- Building massing to the perimeter of the block;

Buildings do not turn corners, in accordance with 2.8.1 / 2.8.2 of the scheme. Additional information.

- Building frontage to all sides, including the shorter sides (secondary street frontage) of the block;

Buildings do not turn corners, in accordance with 2.8.1 / 2.8.2 of the scheme. Additional information.

- Proper design and attention to corners, avoiding dead or windowless gables;

Buildings do not turn corners, in accordance with 2.8.1 / 2.8.2 of the scheme. Additional information. Noted that dual frontage provided however these could be strengthened with additional windows.

- A continuity of building frontage, which relates to the local or urban context, and avoidance of blank walls;

E/W pedestrian link does not achieve this. Quantum of blank rear boundary walls to rear of duplex, coupled with the bike, bin store and ESB, which blocks views and passive surveillance and taken in conjunction with house type F2s. Noted that dwelling that cited as being dual frontage are not and do provide habitable rooms overlooking. (e.g., dwg 19022 PL 105 and 19014 PL 112). Where there is a gable end facing onto public realm, walkways, they

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should be redesigned to provide active frontage. The house design for J3 is strong and this should be mimicked across the development.

- An appropriate scale of buildings to provide the appropriate level of enclosure of the streets and spaces;

There are concerns regarding building height in some locations and also passive surveillance. There should be more variety in building height and roof level, to add visual interest.

- Adequate back-to-back distances within the block;

Detail not provided on layout plan – additional information

- Appropriate building setbacks from the street in line with the use of ground floors;

Detail not provided on layout plan – additional information

- Adequate arrangements for car parking and access around, within or below the block;

Parking arrangement not in accordance with scheme – additional information

- Carefully considered subdivision of the block into plots where fine urban grain or mixed use is proposed –

No details of this provided – additional information

Block Size

In order to encourage pedestrian permeability and ensure that streets and blocks are dimensioned to reflect their function and setting, reduced block lengths shall be utilised across the SDZ lands. Block dimensions in the Development Areas that are contiguous to both urban centres should be no more than 100 metres. Larger or irregular blocks of up to 120 metres should be broken up using mid-block penetration with short cul-de-sac/mews development to serve a small number of dwellings. It is apparent that the proposal achieves this.

Topography

All Development shall respond sensitively to level differences particularly in those areas of the SDZ Lands where levels change significantly either side of existing strategic roads.

Development should therefore be laid out and designed in a manner that circumvents the need for retaining walls and blank frontages.

Gradients on all Link Streets and Local Streets should be as gradual as possible with a gradient of between 1 in 33 (or 3%) and 1 in 20 (or 5%) targeted. In pedestrian streets and the urban squares, a gradient change of between 1 in 33 (or 3%) shall be targeted and all surfaces should be smooth and continuous with a gentle slope while avoiding, where possible, steps in level. In some areas level changes will need to be carefully regraded. In other areas basement car-parking, services or storage can be provided to raise building ground floor levels to the finished street or space level.

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The applicant has submitted a range of contiguous elevations that demonstrates the approach to topography. It is noted that the set back from the Fonthill Road due to the location of the Gas pipeline has offset some of the level challenges envisaged in the Planning Scheme.

Urban Grain and Façade Treatment

Figure 2.8.5 of the Planning Scheme provides for a fine urban grain at two locations fronting on the canal. The applicant has proposed a House Type H, a narrow gable fronted typology. The Planning Scheme states that each plot along the canal frontage (fine urban grain locations) shall be capable of development independently of tother buildings/ plots within each block with own door access to dwellings. The approach of the 2 storey gable fronted dwellings is consistent with Section 2.8.4 of the Scheme; however, it is considered that the fine urban grain provides an opportunity for greater diversity and architectural interest. The applicant shall be requested to consider further alternatives, including different designs between the two locations. Noted that the Building Height concept envisaged a 3-4 storey height at this location. Further information.

Building Setback

Development across the SDZ lands should present strong building frontages close to street edges. Setbacks from the street edge should therefore be minimised and on-street parking should be incorporated in line with the requirements of DMURS (2013), the street typologies illustrated under this Planning Scheme (Section 2.2 – Transport & Movement) and the requirements set out under Section 2.8.10 in relation to the design of parking and loading. Concerns are raised in relation to the set back of Block 1 from the Link Street. The setback may result in a wide feel to the link street. The submitted cross sections do not outline the building to building (likely building line of future development) width and demonstrate compliance with Figure 2.2.5 Example Link Steet. Noted that this example indicates a building to building width of 22m-30m and a setback privacy strip of less than 3m.

It is not apparent that the current proposal meets this requirement and further information is, therefore requested. If the perpendicular parking is reduced, it is likely a better setback would be achieved.

Where dwellings front the street edge, privacy strips/short gardens that range from 1 to 3 metres in depth should be considered particularly along Local Streets and Link Streets.

In curtilage parking should only be utilised along Local Streets in low density areas with front garden/driveway depths minimised to retain the required building height to street width ratios (see Section 2.8.6). As stated above, it is not considered that the parking arrangement is balanced on the local streets and **additional information is requested.**

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Building Heights and Street Widths

Designated building heights along Arterial and Link Streets have been determined by street width and proximity to the urban centres. Lower building heights are therefore required along Local Streets to provide a more intimate scale with the exception of park frontages where a modest increase in scale shall be utilised to provide adequate enclosure.

Figure 3.3.2 - Building Height Concept of the sets out the height concept for the SDZ. This is to be read in conjunction with the requirements of Section 2.8.6 and the relevant character area of the SDZ, in this case the area known as Development Area 3: Clonburriss South West.

Section 2.8.6 states 'the general building heights outlined in Figure 2.8.10 and the detailed requirements set out under Section 3.0 (Development Areas).' The designated building heights of the Planning Scheme are the Tables in Section 3. Assessment of compliance with this Table was included earlier in this report. The Building Height Concept/Strategy is additional to aid understanding of implementation and inform the required urban design approach for development proposals. The Planning Authority is satisfied that the provision of 3 storey units fronting on to the Link Street is not inconsistent with the Planning Scheme. It is noted that the applicant has demonstrated that the design approach of the frontage onto the Link Street will provide enclosure comparative to a 4 storey building.

Landmark Buildings (Section 2.8.6)

The Planning Scheme outlines that Local Landmark Buildings are permissible at key locations. The Local Node is identified as such a location in the Planning Scheme. The provision of a landmark building is not considered a requirement of the Planning Scheme, more an opportunity at key locations. The applicant states that the proposed local node is part 3/part 4 storeys which compares to the 3 adjacent 3 storeys of the duplex buildings and 2 storey houses and in compliance with achieving a local landmark. The Planning Authority considers that a landmark is not proposed as part of the subject application as landmark buildings should be designed in a manner that is distinctive from surrounding buildings both in terms of architectural treatment and use of materials. **The Planning Authority are concerned that the absence of a proposed landmark building is a missed opportunity to contribute to placemaking and legibility. Further information.**

Privacy and Overlooking

The applicant is requested to indicate separation distances on the proposed layout plan. This should be provided via additional information. Balconies for proposed apartments should also be indicated.

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Sunlight and Daylight

The applicant has provided a Daylight, Sunlight and Overshadow study, prepared by IES. The conclusions are as follows:

- Shadow analysis – this illustrates different shadows being cast at key times of the year (March 21st, June 21st and December 21st) for existing and proposed. No additional shading will take place at 50-58B Cappaghmore Road.
- Sunlight to amenity – 2 hours of sunlight on March 21st and standard met.
- Private gardens – 66% of private gardens receive 2 hours of sunlight (March 21st). This is typical for a housing scheme where not all properties have south / east / west amenity space.
- Existing gardens adjacent – will receive same level of sunlight and exceed guideline
- Sunlight to existing buildings – no relevant buildings
- Sunlight to proposed development – the report concludes that the results are considered satisfactory (BRE guide / BS 8206-2:2008). Results are also considered satisfactory for IS EN 17037:2018.
- Daylight existing buildings – 100% have a value of not less than 0.8 times former value.
- Daylight proposed development – 3 standards assessed:
 - BRE guide / BS 8206-2:2008 – 95% compliance
 - IS EN 17037:2018 – 99.5% compliance
 - IS EN 17037:2018 National Annex – 99.9% compliance

Compensatory measures are proposed. These are

- 60% of apartments have 10% greater floor area than what is required
- 61.36% are dual aspect
- 2.5 times the minimum open space provided
- Additional 80% overall of communal open space above the minimum required (60% for Block 1)
- High quality urban streetscape.

The report concludes that the development 'performs well' when compared to the recommendations.

Due to the deficiencies, the minimum private amenity space for each apartment should be increased in order to mitigate deficits. Communal open space should also be more functional.

Energy Efficiency & Resilience

An Energy Report had been prepared by Waterman Moylan. This sets out how the buildings meet Part L requirements. Details of building fabric, heat / renewable energy options and proposed solutions have been provided. A building life cycle report has also been prepared. In the event of grant a condition is recommended to secure the measures set out.

It is noted that the ground floor of Block 1 provides space for future District Heating. In the event of a grant of permission, future proofing of development shall be conditioned.

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Street Planting, Furniture and Materials

The Planning Scheme states that street trees should be considered as an integral part of the street environment in accordance with DMURS (2013) with the size of species selected proportionate to the width of the street. **Streets should be generously planted at frequent intervals to soften the impact of parking and strong building frontages at intervals of 14 – 20 metres.** Street trees should be planted in areas such as medians, verges and build outs. Street trees should also be augmented by planting within privacy strips along residential streets. In the interest of biodiversity and place making, reduced spacing between street trees should be considered where appropriate and achievable.

The Parks and Public Realm Report states:

“Street tree provision is inadequate: there are large sections of streets without trees in the Public Realm. More effort is needed to create strong green infrastructure links throughout the development. This is best achieved through additional street trees and SuDS to create these connections.” **Additional information has also been requested. The report identifies specific locations in which street trees are deficient, as well as details of where street trees are in inappropriate locations (e.g., in private curtilage).**

The Planning Authority considers that the design of the local streets/ homezones requires a multi-disciplinary reconsideration in relation to the street trees and car parking to ensure a high quality urban design.

The Parks report outlines that SDCC do not accept front garden trees or trees between driveways as street trees. Such trees cannot be taken in charge and maintained by the Council. Parks note that street tree planting has been proposed on private curtilage and partly within the public footpath. This solution remains very problematic. The tree canopies and roots are still up to 50% on property not taken in charge by the Council which threatens the long term viability of the trees. The trees are also at risk from vehicles using the car parking spaces. The trees could be moved to the outside of the path shown on the drawing.

Further information to require street Trees to be provided fully in Public Areas to be an integral part of the street rather than in front gardens. The applicant is referred to the Clonburris SDZ Planning Scheme 2019, Clonburris SDZ Parks and Landscape Strategy and DMURS (2013) for guidance on street tree provision and appropriate design layouts for local streets and homezones.

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Street furniture

Landscape Plans shall seek to limit clutter. The provision of street furniture such as public art, lighting, bollards, seating and cycle parking must therefore be considered as part of the overall design of the street and should be considered as part of a wider strategy.

Street furniture should be placed within a designated zone such as a verge and items should be selected from a limited palette that promotes visual cohesion. Further details in relation to street furniture including the design of good quality street lighting is provided in DMURS.

Noted that the applicant has included details of a gateway 'Clonburris' signage. This is considered to be acceptable.

Boundary Treatment

The proposed boundary approach in the submitted drawings is generally consistent with this section of the Planning Scheme. To be reassessed following receipt of further information/ revised design.

Services Infrastructure and Energy Framework

Water Supply

Irish Water has raised no objections, subject to conditions.

Foul Water Drainage

Irish Water has stated foul sewers such as 450mm diameter foul sewer south of Southern Link Road at eastern end of site are too close to proposed buildings. **Additional information has been requested.**

Surface Water Drainage and Sustainable Urban Drainage System (SUDS)

The following context is noted from the infrastructure report 'DBFL Consulting Engineers have undertaken a "Surface Water Management Plan" (SWMP) for the overall Clonburris Strategic Development Zone (SDZ). The SWMP for the SDZ been submitted to SDCC and agreed with SDCC. The SWMP outlines the surface water strategy for the overall SDZ lands and the requirements for each individual site within the SDZ which includes the subject site. The SWMP includes the strategy for attenuation design, SUDS features, run off rates and trunk infrastructure layout. The subject site has been designed in accordance the strategy agreed upon in the SWMP. The proposed site will benefit from trunk surface water infrastructure proposed as part of the Clonburris Infrastructure Development for which planning was granted under reference SDZ20A/0021. The planning application included trunk surface water sewers and regional attenuation to serve the subject site, this strategic infrastructure aligns with the SWMP proposals and allows for a treatment train of Suds measures within individual sites and within the regional features. It is intended that the stormwater run-off generated from the proposed development will be collected in a new gravity sewer and discharged to the regional attenuation systems constructed as part of the CSLS. The subject site spans across two separate catchments within the SWMP. The portion of the site to the north of the CSLS is within Catchment 4B and will be

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served by attenuation ATN 07, south of the Link Street the proposed development is designated as Catchment 4BB and will discharge to attenuation ATN 08 as shown in Figure 3-3. Both attenuation systems will consist of modular underground storage with over ground detention basins. Outflow from each attenuation structure within the SDZ limit flow to a rate of 3.1 l/s/ha as detailed in the SWMP for the SDZ. The subject development application has been coordinated with the Clonburris CSLS application and therefore no significant alterations are proposed to the layout or design of the surface water infrastructure under planning reference SDZ20A/0021. Minor modifications to the footprints of the attenuation areas are proposed as part of this application however the general arrangement and attenuation volumes are to be maintained as per those permitted as part of the CSLS application.'

The Planning Authority notes the Surface Water concept for the subject site and considers that the strategic/regional approach is established for the subject site by way of the permitted SDZ20A/0021 planning application and the agreed SWMP.

The applicant states that the subject application design complies with the site design SWMP requirements and objectives as the development cells include the provision for at least two separate SuDS features and provides for swales for roads run off and permeable paving in private car parking areas. The Planning Authority notes the incorporation of SuDS features but also notes the concerns expressed by the Parks and Water Services Department. It appears that the scale of the proposed SuDS measures within the development cell is insufficient. Further information required.

Water Services has stated "*There are insufficient SuDS shown in proposed development. Submit a drawing showing additional SuDS for proposed development. The location, type and size of SuDS features shall be shown in revised drawing. Show what capacity in m³ each SuDS feature has.*

Examples of SuDS include and not limited to:

- *Rain gardens,*
- *Green roofs*
- *Channel rills*
- *Tree pits*
- *Swales*
- *Planter boxes, water butts*
- *Other such Suds"*

Additional information should be provided, as above.

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The Parks and Public Realm Department has also raised concerns regarding SuDS. The report states:

“The Clonburris SDZ strategy requires a green infrastructure based approach to drainage and stormwater management. SuDS are to be designed as an ecological resource designed into the street, public squares and open space network. These shall be of a high quality, designed as a series of ‘wet’ and ‘dry’ landscape elements to achieve a multifunctional space for amenity, biodiversity and surface water management.

It is essential that open spaces accommodating SUDS measures such as attenuation ponds and swales are designed in order to achieve a balance between surface water management and high-quality open space. The scheme requires:

- *A system of infiltration trenches, tree pits, permeable paving, swales, green roofs, and other elements that should direct surface water to attenuation areas.*
- *Swales designed as linear landscape elements to enhance streetscape and neighbourhood character and identity.*
- *Surface water to be captured and treated within the curtilage of each site using green roofs, rainwater gardens, filter trenches or bio retention units.*
- *The perimeter attenuation areas to be profiled to enable walkways, high quality planting, amenity edges, and habitat establishment.*
- *Open spaces to have ‘important Sustainable Urban Drainage System functions’ with ‘SUDS features such as major detention ponds and swales’ and ‘Retention and enhancement of selected hedgerow.’*
- *Local Parks and Squares to ‘include local level SuDS function with small swales and bioretention areas and Retention and enhancement of selected hedgerow*
- *Local Links to incorporate ‘Tree lined street and avenues’ and ‘small scale SUDS features such as swales, where appropriate’*
- *The use of underground tanking systems is generally not permitted.*

Waste Management and Recycling Facilities

The following criteria will be considered in the assessment of the design and siting of waste facilities and bring facilities:

- The location and design of any refuse storage or recycling facility should ensure that it is easily accessible both for residents and/or public and for bin collection, be insect and vermin proofed, will not present an odour problem, and will not significantly detract from the residential amenities of adjacent property or future occupants, - **concern has been raised by roads that tracking for bin trucks has not been provided across the site. There are a number of areas where bins are located at communal open spaces and do not benefit from passive surveillance the applicant is requested to address this via additional information.**
- Provision for the storage and collection of waste materials shall be in accordance with the guidelines for waste storage facilities in the relevant RWMP and the design considerations contained in Section 4.8 and 4.9 of the DECLG Design Standards for New

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Apartments (2015). Refuse storage for houses should be externally located, concealed/covered and adequate to cater for the size and number of bins normally allocated to a household. For terraced houses, the most appropriate area for bins to be stored is to the front of the house, which should be located in well-designed enclosures that do not detract from visual amenity, **- the applicant is requested to confirm that the scheme meets this requirement,**

- Access to private waste storage in residential schemes should be restricted to residents only **- the applicant is requested to confirm that the scheme meets this requirement,**

Aerodromes

Surface of Casement Aerodrome and an eastern portion of the lands are located within the Outer Approach Area to the Aerodrome. No comments have been received from the Department of Defence. Standard conditions are recommended in the event of grant of permission.

Noise

The EHO has stated:

“The main concerns from Environmental Health relate to noise from the Cork-Dublin Rail line and the Fonthill Road which are the principal existing ambient noise sources that have the potential to impact on this proposed development.

Given that the EIAR (Chapter 8.6.8) concludes

a) the Lnight levels are above the undesirable noise limit specified in the Dublin Agglomeration Noise Action Plan 2018-2023 and the ProPG Assessment, the northern and eastern side boundaries are characterised as being medium risk zone and as such the development will require good acoustic design to ensure future residents are not adversely impacted by external noise.

The following information is required for submission to facilitate further assessment of this application:

1. An Acoustic Design Statement as part of a good acoustic design process must be submitted in order to demonstrate how the potential of a significant adverse noise impact will be avoided in the finished development from traffic noise and Dublin – Cork railway line noise. The statement should outline in detail the mitigation measures and specification of glazing and other design features to be used in order to reduce the impact of excessive noise on residents of the finished development.”

Additional information has been requested.

Construction Environmental Management Plans

Should planning permission be granted, a Construction Environment Management Plan would be required. This can be secured via condition.

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Landscape and Open Space

The overarching Principle states the following: *'To provide attractive, interesting and well used outdoor spaces using the latest place making and urban design principles, creating a pedestrian-centred environment with active, inviting public space, parks and private gardens.'*

Proposed Open Spaces

The proposed development provides for a Local Park in CSW S3 and provides a section of the northern side of Grand Canal Park. A Parks and Landscape Strategy (PLS) is at draft preparation stage and is submitted to the Planning Authority for consideration. Section 2.10.2 outlines that access to the northern tow path of the Grand Canal shall be carefully designed.

It is noted that the applicant has indicated that an existing access to the towpath is maintained and provided indicative arrows 'for future secondary linkages to canal towpath' on landscaping plans and stated that there is also opportunity to link the development with the canal at certain points, to future detailed design and agreement with the relevant authorities. The Planning Authority note this and consider the statement to be acceptable, however, indicative locations are not considered to be necessary at this stage.

The applicant indicates that a single wide path catering for pedestrians and cyclists weaves through the space from east to west, off which various spaces and routes open up. The path links together grassed kickabout spaces, native meadows, woodland spaces, a large natural play area, seating spaces and allows for further connection to the west. A proposed further link utilising the existing crossing over the overflow stream from the existing canal towpath northwards towards the Fonthill Road gives additional pedestrian/cycle connectivity.

The Parks and Public Realm Department has made the following comments:

- i. *"We required a greater retention of existing trees and hedgerows within the pNHA, parks and public open space as required by the Clonburris SDZ Planning Scheme (2019) and Clonburris SDZ Parks and Landscape Strategy.*
- ii. *The use of compacted gravel is not suitable in Public Open Spaces use to attenuate water. We require paths to be a permeable solid surface.*
- iii. *Park Boundaries to have appropriate boundaries to a standard suitable for Public Realm, with entrances for vehicular access and separate entrances for pedestrians."*

Grand Canal Park

- iv. *"It is unclear from the plans whether the proposed native hedgerow would be sufficient to protect the existing native hedgerow from damage from users. Further measures (defensive planting; native hedging, chestnut paling) should be proposed where required in localised areas to prevent damage to existing vegetation by users of the Park and to prevent desire lines or paths forming through this sensitive area."*

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Local parks

- i. *“Requires appropriate boundary fencing, planting, a lockable vehicular access for maintenance and a separate entrance for pedestrians. A line of removable bollards is not an adequate entrance.”*

Additional information has been requested.

Biodiversity and Natural Heritage

The overarching Principle states the following *‘To maximise appropriate access to and use of the Grand Canal, Griffeen Valley Park and other biodiversity assets in an ecologically sensitive way, thereby offering unique selling points to the SDZ Planning Scheme.’*

Grand Canal

The Parks and Public Realm Department has stated *“It is unclear from the plans whether the proposed native hedgerow would be sufficient to protect the existing native hedgerow from damage from users. Further measures (defensive planting; native hedging, chestnut paling) should be proposed where required in localised areas to prevent damage to existing vegetation by users of the Park and to prevent desire lines or paths forming through this sensitive area.”*

Ecological Corridors

The comments set out in relation to Green Infrastructure and Hedgerows also provide the detail on ecological corridors.

Hedgerows

Clonburris Planning Scheme Section 2.22 Biodiversity and Natural Heritage, Hedgerows, states:

‘The Hedgerow/treeline habitat linking the Grand Canal Corridor and the Rail corridor should be retained where possible, in order to maintain the continued ecological integrity of these habitats including for foraging and commuting bats. Where these hedgerows cannot be retained, a new hedgerow network composed of the same species shall be planted along roadways within the development.’

The Parks and Public Realm Department has stated *“The applicant shall outline how this is going to be achieved and is it to be along roadways within this proposal. It is noted that 1,305m of hedgerow are proposed for removal due to construction and there are only 510 linear metres of proposed native hedgerow planting. The applicant is requested to propose compensatory hedgerow planting and indicate where the balance of replacement hedgerow is to be planted.”*

Protected and Invasive Species

The Parks and Public Realm Department has stated *“We are concerned about the impact of the development on bats. In particular we have concerns about lighting design and bat sensitivity.”*

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Protected Species – Bats

The Heritage Officer has noted that ‘numerous previous surveys undertaken during the making of the Clonburris SDZ scheme record protected species along the Grand Canal and its associated towpaths and habitats. These include bats, otter, kingfisher, and crayfish. The protection of these species along this nationally important ecological corridor is central to the identification and delineation of the Grand Canal Corridor as described in the draft Biodiversity Management Plan (BMP) for Clonburris.

The submitted application adheres to the setback distances of 50m for buildings and 30m for other development (e.g., roads) as proposed in the SDZ Scheme and the draft BMP. The applicant is advised that the intervening zone of 20m between the 50m and 30m boundaries acts as a key buffer area between the residential development area and the darker zone of the Grand Canal Corridor. Few details, however, have been submitted for the proposed lighting design within this 20m area.

The applicant is advised that significant attention is required to be applied to the appropriate design and operation of bat-sensitive lighting schemes in this buffer area.

Due to the essential nature of appropriate public lighting and to the requirement to protect foraging and commuting bats in a nationally important ecological corridor, it is advised that it is not feasible to address this matter under possible Conditions of planning. Further details on how this balance is to be achieved will therefore be required to demonstrate how the protection of these protected species can be achieved.’

The Planning Authority notes that a public lighting design is included and the EIAR states that ‘the lighting plan will ensure that the guidelines recommended by BCT, 2018 will be implemented and therefore reducing the impact of the lighting plan on local bat populations. The landscape plan aims to retain as much of the trees and treelines along the boundary of the proposed development site. It will also undertake additional planting to provide foraging and commuting habitat for local bat populations. The development of the Grand Canal Park will provide a dark ecological corridor along the Grand Canal which will have a positive impact on local bat populations and other nocturnal wildlife. This is particularly important for commuting nocturnal wildlife. As part of the Landscape Plan, additional bat mitigation measures have been recommended in relation to a new eastern boundary and the erection of a bat box scheme. This will increase the positive conservation of the sections of the proposed development for local bat populations. Therefore, the proposed development, if all mitigation measures including the Lighting Plan and Landscape Plan are strictly adhered to, will likely have a Permanent Slight Negative Effects on local bat populations, in the long-term. However due to extensive landscape mitigation measures proposed and the proposed dark corridor within the Grand Canal Park, the proposed development will likely have a Not Significant Negative Effects on local bat

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populations along the Grand Canal. This is an important factor in protecting this linear habitat that is the primary foraging area for local bat populations within the survey area.’

Protected Species – Crayfish

The Heritage Officer states that ‘crayfish are recorded as being present within the canal overflow stream and within the Grand Canal itself. Any proposals in the vicinity of the overflow stream that are likely to impact on this species are to be avoided. Impacts can arise from physical disturbance of the stream bed or stream banks, by littering, or by soil movement.

In the design for the children’s play zone, which is proposed to interconnect with the overflow stream, the applicant has not demonstrated how negative impact on freshwater crayfish is to be avoided. Similarly, inadvertent disturbance of the overflow channel is possible along the length of its route along the edge of the Grand Canal Park.

The applicant is advised to revise the landscape design on the northern side of the canal overflow stream, and to provide greater details on how inadvertent disturbance by park visitors will be avoided/prevented. A possible solution is the planting of a native hedgerow at an appropriate distance to the northern side of the stream to prevent disturbance and interaction with the overflow channel.’

It appears that the impact on Crayfish is not included in the EIAR. An amendment to the EIAR and the design solutions suggested by the Heritage Officer shall be considered. Further information.

Archaeological and Architectural Heritage

The overarching Principle states the following: *‘To retain and enhance architectural heritage and archaeological heritage features, sites and structures within the SDZ lands by encouraging conservation and incorporation including adaptive re-use, where appropriate, within the built fabric and landscape of the SDZ Lands.’*

| | |
|---|---|
| <i>To incorporate Architectural Heritage structures and features throughout the SDZ lands in a manner that promotes place making and capitalises on the unique industrial heritage of the surrounding area;</i> | It is not apparent that the applicant has given full consideration of Protected Structures. |
| <i>To ensure that the high archaeological potential of the SDZ lands is fully considered and valued throughout the design and construction process.</i> | The Department has raised no objections in this regard, subject to conditions. |

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Other Issues

The applicant is also seeking permission for:

- solar panels at roof level of apartments – it is noted locations are ‘indicative.’ The applicant is requested to provide the exact location, sq.m and output in MW
- revisions to attenuation permitted under SDZ20A/0021 – Water services and Parks have requested additional information regarding SuDS.
- *Other Roads Issues*

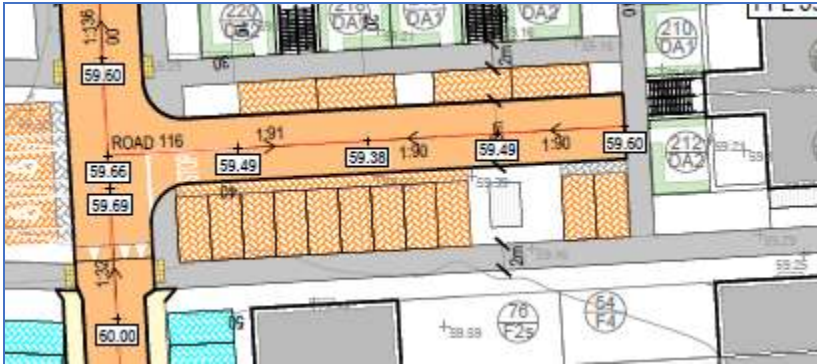


Figure 4 road without turning point



Figure 5 no turning point provided.

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The main internal access roads are designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) and Local Authority taking in charge requirements. The applicant should ensure that turning manoeuvres are achievable on all roads unless short enough to allow reversing as per DMURS (see Figure 4 and Figure 5 below). Consideration should be given to the priority of the road being reversed onto.



Figure 6 link road to future development

Where links to future developments are left the applicant shall insure that they are built right to the boundary, to ensure continued connections to neighbouring developments (Figure 6).



Figure 7 link road missing

The proposed Local streets will be 5.5m wide with a 2m wide footpath on the side of residential units. Intimate Scale/Home-Zone Streets are 4.8m wide with a 1.5m vulnerable user / service strip on each side. Maximum road corner radii of 4.5m are provided within the local streets, except for certain turning heads which have corner radii 6m to accommodate refuse vehicles. Where required to accommodate perpendicular parking either the parking bay width has been increased or the road width increased. All road dimensions and layouts should conform to the road hierarchy of the Transport Assessment report SDZ, reference should be made to Table 7.2 Proposed Walking and Cycling Infrastructure by link type, for specific layouts.

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Fire Tender and Bin Collection Access

An autotrack has been submitted detailing the refuse vehicles turning throughout the development. the autotrack has been provided only at certain locations across the development, this should be extended to show all locations where refuse vehicles or fire tenders require access.

Bin Collection

The location and general details of the bin storage areas has been submitted. The autotrack analysis has been submitted detailing refuse vehicle movements around the development.

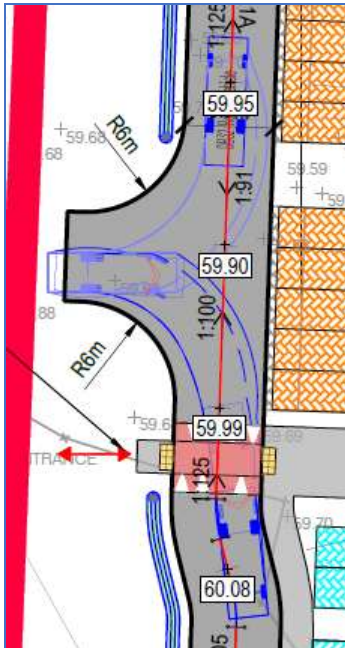


Figure 8 Refuse turning

An overall layout highlighting the refuse collection strategy for the apartment blocks and duplex areas is required.

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Environmental Impact Assessment Report (EIAR)

The applicant has submitted an Environmental Impact Assessment Report having regard to Article 103 of the Planning and Development Regulations, 2001 as amended for an EIAR to be undertaken on a precautionary basis.

An EIAR process is defined in the EIA regulations and Directive. That an environment impact assessment means a process consisting of:

- (i) The preparation of an environmental impact assessment report;
- (ii) The carrying out of consultations;
- (iii) The examination by the competent authority of the information presented in the EIA report and any supplementary information provided, where necessary, by the developer;
- (iv) The reasoned conclusion by the competent authority on the significant effects of the project on the environment, taking into account the results of the examination referred to in point (iii) and, where appropriate, its own supplementary examinations and;
- (v) The integration of the competent authority's reasoned conclusion into any of the decisions.

The EIAR is prepared by the developer and is submitted to a Competent Authority as part of a consent process. The EIAR consists of a systematic analysis and assessment of the potential effects of a proposed project on the receiving environment. The amended EIA Directive prescribes a range of environmental factors which are used to organise descriptions of the environment and these factors must be addressed in the EIAR. These are listed in Article 3 (1) of the amended directive.

What an EIAR is to contain:

the developer shall include at least:

- (a) a description of the project comprising information on the site, design, size and other relevant features of the project;*
- (b) a description of the likely significant effects of the project on the environment;*
- (c) a description of the features of the project and/or measures envisaged in order to avoid, prevent or reduce and, if possible, offset likely significant adverse effects on the environment;*
- (d) a description of the reasonable alternatives studied by the developer, which are relevant to the project and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the project on the environment;*
- (e) a non-technical summary of the information referred to in points (a) to (d); and*
- (f) any additional information specified in Annex IV relevant to the specific characteristics of a particular project or type of project and to the environmental features likely to be affected.*

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Adequacy of Environmental Impact Assessment Report (EIAR)

The EIAR sets out:

Chapter 1 – Introduction and Methodology

Chapter 2 – Description of the Proposed Development and Alternatives Examined

Chapters 3 – 14 sets out the required topics

Chapter 15 – Interactions of the forgoing and cumulative impacts

Chapter 16 – Summary of EIA mitigation and monitoring measures

Chapter 17 – Reference list

An Environmental Impact Assessment Report (EIAR) has been submitted as part of the planning application which contains the EIAR and an Appendices. The direct, indirect and cumulative effects of the proposed project on the specified factors are identified, described and assessed in the following sections:

- Alternatives
- Population and human health
- Biodiversity
- Land and soils
- Water and hydrology
- Air quality and climate
- Noise and vibration
- Landscape and Visual impact assessment
- Traffic and transportation
- Material assets – waste management
- Material assets – utilities
- Archaeology, architecture and cultural heritage
- Risk management
- Interactions of the forgoing and cumulative impacts.

Subject to Article 108 of the Planning and Development Regulations 2001 (as amended) the Planning Authority is required to examine the adequacy of the EIAR submitted. It is considered that the proposed EIAR contains the information as set out in Schedule 6 of the Planning and

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Development Regulations (2001) as amended and in accordance with European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018.

Alternatives

The EIAR examines the following alternatives:

Alternative Locations

The South Dublin County Council County Development Plan 2016-2022 zoning map notes the subject site as being within the Clonburris SDZ. As such the Clonburris SDZ Planning Scheme applies to this site. Given the project comprises the development of a site within the Clonburris SDZ and Planning Scheme area, the consideration of alternative locations is not relevant in this instance. The Clonburris SDZ Planning Scheme was prepared by SDCC to provide a framework for the future development of the subject lands. The Planning Scheme itself was subject to the Strategic Environmental Assessment (SEA) process.

“Do-Nothing” Alternative

A “do-nothing” scenario was considered to represent an inappropriate unsustainable and inefficient use of these serviced residential zoned lands within the SDZ.

Alternative Uses

The proposed development is located in the Clonburris SDZ and subject of a Planning Scheme. The proposed residential development with creche, innovation hub and open space is consistent with the zoning and related uses of the Clonburris Planning Scheme 2019. The location of new residential development at this site has therefore been pre-empted in the adopted Planning Scheme which itself was subject to Strategic Environment Assessment (SEA) and the consideration of alternatives for this site and area.

Description of Alternative Processes

This is not considered relevant to this EIAR having regard to the nature of the proposed (residential) development. It is noted the proposed construction works comprise relatively standard building construction processes. As such there are no specific alternative construction processes identified. With reference to the operational phase, no new, unusual or technically challenging operational techniques are required, as such no alternative operational processes have been considered.

Alternative Designs and Layouts

The project architects undertook an extensive appraisal to determine the appropriate scale, massing and layout of the proposed development... With reference to the final layout, the iterative process outlined above, which included alternative site layouts were considered with the objective of producing a new high quality residential development, which has undergone a robust consideration of relevant alternatives having regard to the comparison of environmental

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effects and meets the requirements of the EIA Directive, based on the multidisciplinary review across all environmental topics.

EIAR Reasoned Conclusion

Having regard to the environmental information contained within the EIAR and information submitted as part of the application, it is considered that the main significant direct and indirect residual effects of the proposed development on the environment are as follows:

- Population and human health:
 - Construction phase: It is anticipated that subject to the careful implementation of the remedial and mitigation measures proposed throughout this EIAR document, and as controlled through the Construction and Environmental Management Plan, any adverse likely and significant environmental impacts will be avoided. The overall predicted likely impact of the construction phase will be short-term not significant, and neutral. Operational phase: the proposed development will result in a long-term positive impact on housing and is not likely to result in any significant negative effects on population and human health, and will result in some other positive impacts, including settlement patterns of a sustainable density at an appropriate location and economic benefits derived from the employment opportunities within childcare facility and employment hub proposed. Through generating additional economic activity in the area, and providing for a high standard of residential accommodation, there will be a slight positive impact arising from the proposed development in the short-term (for economic activity) and in the long term for residential accommodation
- Biodiversity: With the successful implementation of outlined mitigation measures including a strong and biodiversity enhancing landscape strategy, no significant long term impacts are foreseen from the construction or operation of the proposed project. Residual impacts of the proposed project will be localised to the immediate vicinity of the proposed works and would be short-medium term, until the landscape strategy matures.
- Land and soils
 - Construction: Implementation of the measures outlined in Section 5.6 will ensure that the potential impacts of the development on soils and the geological environment are minimised during the construction phase and that any residual impacts will be short term, and imperceptible.
 - Operational: the residual impacts for a residential housing development, creche and open space are deemed to be imperceptible post construction (during the operational phase). Implementation of the mitigation measures outlined above will ensure that potential significant effects of the proposed development on land,

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soils and geology do not occur during the construction phase and that any residual effects will be short term and not significant.

- Water and hydrology: It are considered that by implementing the proposed construction and operational phase mitigation measures above, that the significance of the identified impacts will be reduce to a “Not significant” residual impact on the identified hydrological/ hydrogeological receptors.
- Air quality and climate:
 - Construction: The predicted construction phase residual impacts on air quality will be negative, slight and short-term.
 - Operational: The predicted residual operational phase impacts on air quality and climate will be negative, imperceptible and long term.
- Noise and vibration
 - Construction: The impact of the construction phase will result in an increase in daytime noise levels at the closest receptors to the site. With mitigation measures in place, it is predicted that the guideline construction noise limit of 70dB(A) LAeq, 1-hour can be complied with. Site activities, in particular ground clearance and piling works will generate perceptible vibration at the closest residential receptors located west of the site. It is predicted that vibration levels associated with construction activities at the closest receptors to the site will not exceed 15 mm/sec PPV. Human response to groundbourne vibrations will be perceptible at levels between 0.14 to 1.0 mm/sec PPV.
 - Operational: The operational phase of the development will not adversely impact the existing noise climate at local receptors. The residual operational noise impact will be neutral, long-term and not significant. The operational phase of the development will not generate ground borne vibration levels. The residual operational vibration impact will be neutral, long-term and imperceptible.
- Landscape and Visual impact assessment: In the longer term, the assessment concludes that there will be some not significant negative visual impacts to receptors to the south-west and south of the site with some imperceptibly negative visual impacts to the remaining residential receptors to the north and east. The visual impact to the users of the R113 and R136 will be not significant negative in the medium to long term. The mitigation measures will have only a small effect on the residual impacts on viewpoints that are further away from the site (over 100m). The development has a moderately negative effect on views from the Canal towpaths due to the proximity and scale of the adjacent development and the medium to high visual sensitivity assigned to this pNHA area. The residual impacts on views from the canal are impacted by the proposed removal of portions of the existing hedgerow and vegetation to create usable public open space, as

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defined within the Clonburris SDZ Planning Scheme and the associated Parks and Landscape Strategy (by Dermot Foley Landscape Architects, submitted to South Dublin County Council) and facilitate pedestrian links with the development from the canal towpath. This removal is mitigated by the inclusion of additional tree planting, hedgerow planting, woodland planting, resulting in a slight improvement in screening measures to the towpath, though not significantly enough to change the assessment.

- Traffic and transportation
 - Construction: Provided the above remedial or reductive measures and management procedures are incorporated during the construction phase, the residual impact on the local receiving environment will be temporary in nature and neutral in terms of quality and effect.
 - Operational:

Table 10.12 – Impact Assessment – Operational Phase

| Junction ID | Location | Environment Character | Quality / Scale of Impact | Impact Significance | Duration |
|-------------|---------------------------|-----------------------|---------------------------|---------------------|-------------------|
| 1 | Ninth Lock Road / CSLS | Low Sensitivity | Negative - Low | Not Significant | Short/Medium-term |
| 2 | R113 Fonthill Road / CSLS | Low Sensitivity | Negative - Low | Not Significant | Short/Medium-term |
| 3 | CSLS / New Link Road | Low Sensitivity | Negative - Low | Not Significant | Short/Medium-term |
| 4 | CNLS / New Link Road | Low Sensitivity | Negative - Low | Not Significant | Short/Medium-term |
| 5 | R113 Fonthill Road / CNLS | Low Sensitivity | Negative - Low | Not Significant | Short/Medium-term |

- Material assets – waste management
 - Construction: The management of wastes generated during the construction of the proposed development will be in accordance with a Site-Specific Construction Phase Waste Management Plan. With regard to how it has been demonstrated how construction wastes will be managed through design, management and waste reduction and recycling initiatives at the proposed development, it is predicted that the impact of the construction phase of the development will not have an adverse impact on the receiving environment, existing material assets and local and regional waste management services.
 - Operational: The development shall be designed to provide adequate domestic waste infrastructure and storage areas for all apartments. This will promote the appropriate segregation at source of domestic generated waste from all residential units at the development and thus reduce the potential for the generation of mixed un-recyclable domestic waste streams.

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- Material assets – utilities
 - Construction: implementation of the measures outlined in Section 12.6 will ensure that the potential effects of the proposed development on infrastructure, services and public utilities do not occur during the construction phase and that any residual effects will be short term and not significant.
 - Operational: As surface water drainage, foul water drainage, watermain and utilities design has been carried out in accordance with the relevant guidelines, there are no predicted significant negative residual effects on the drainage and water supply arising from the operational phase. All utilities ducting and diversions will be carried out as per the supplier instructions, therefore no predicted residual effects are expected from the operational phase.
- Archaeology, architecture and cultural heritage
 - Archaeology: Following implementation of mitigation measures, no impacts are predicted upon the archaeological resource.
 - Architecture: The proposed development is predicted to have an indirect moderate positive impact on the Grand Canal and Omer Lock House. This is due to the fact that the heritage features will be utilised by the residential development, and this may also lead to the re-use or restoration of the Omer Lock House, which is an RPS and in very poor condition.
 - Cultural heritage: Following implementation of mitigation measures, there are no impacts predicted upon the cultural heritage resource.
- 'Risk management: Through the implementation of mitigation measures, there are no identified incidents or examples of major accidents and or natural disasters that present a sufficient combination of risk and consequence that would likely lead to significant residual impacts or environmental effects. No residual impacts arise from the construction phase.

It is considered that the information contained within the EIAR allows for adequate assessment of the potential impacts of the proposed development on the receiving environment and complies with the requirements of Article 94 of the Planning and Development Regulations 2001 (as amended). However, further information is required relating to a number of matters that may impact the EIAR. As such, where relevant an update to the EIAR should be provided via **additional information**.

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5. *Screening for Appropriate Assessment*

Information for the purposes of assisting in screening for Appropriate Assessment was prepared by Altamar. The report concludes

“The proposed development at Clonburris is located in a wider suburban and developed environment 5.1 km from the nearest Natura 2000 site (Rye Water Valley/Carton SAC). Watercourses and surface runoff are seen as the main potential pathway for impacts on Natura 2000 sites. There is no direct hydrological pathway linking the proposed development site to a Natura 2000 site. There is an indirect pathway to Natura 2000 sites located within Dublin Bay via the proposed foul and surface water drainage networks in addition to a drainage ditch that leads to the Grand Canal. Foul wastewater will be connected to an existing public sewer network, which will subsequently be processed in the Ringsend Wastewater Treatment Plant. After attenuation on-site, surface water drainage will be directed to an existing surface water drainage network running under the R113 (east of the subject site), which outfalls to the River Camac, which in turn outfalls to the River Liffey and ultimately outfalls to the marine environment at Dublin Bay. However, given the minimum distance between the subject site and the nearest Natura 2000 site (12.2 km to South Dublin Bay and River Tolka Estuary SPA), any pollutants or silt produced by the proposed development during both construction and operational phases will settle, be diluted, or dispersed prior to reaching Natura 2000 sites. In the event that surface water runoff or dust enters the Grand Canal via the drainage ditch, the slow flow rate of the canal, dense aquatic vegetation, the presence of the wide waterbody of Grand Canal Dock sites, the estuarine element of the River Liffey and the significant distance along this network (12.2 km), would result in the desilting of the surface water prior Natura 2000 sites. Silt or pollutants would settle, be dispersed, or diluted along this network prior to reaching Natura 2000 sites. In the absence of mitigation measures, no significant impacts on the qualifying interests of Natura 2000 sites are predicted. As such, the proposed development project will not have a significant effect on the conservation objectives or qualifying interests of Natura 2000 sites.

No Natura 2000 sites are within the zone of influence of this development. Having taken into consideration the effluent discharge from the proposed development works, the distance between the proposed development site to designated conservation sites, lack of direct hydrological pathway or biodiversity corridor link to conservation sites and the dilution effect with other effluent and surface runoff, it is concluded that this development would not give rise to any significant effects to designated sites. The construction and operation of the proposed development will not impact on the conservation objectives of features of interest of Natura 2000 sites. This report presents a Stage 1 Appropriate Assessment Screening for the Proposed Development, outlining the information required for the competent authority to screen for appropriate assessment and to determine whether or not the Proposed Development, either alone or in combination with other plans and projects, in view of best scientific knowledge, is likely to have a significant effect on any European or Natura 2000 site. On the basis of the content of this report, the competent authority is enabled to conduct a Stage 1 Screening for

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Appropriate Assessment and consider whether, in view of best scientific knowledge and in view of the conservation objectives of the relevant European sites, the Proposed Development, individually or in combination with other plans or projects is likely to have a significant effect on any European site”.

Having reviewed the submitted information, the Planning Authority has concluded that, having regard to the nature of the development, connection to public services and the distance from the Natura 2000 sites, the proposed development would not require a Stage 2 Appropriate Assessment. It is noted that a Stage 2 Appropriate Assessment was not required as part of the making of the Planning Scheme.

Other Considerations

Development Contributions

- Further information recommended. Applicant to supply an updated schedule if amendments.

SEA Monitoring

FI recommended

Conclusion

Overall, the Planning Authority welcomes the planning proposal for this strategic site in the County. The scale of the development is substantial, and it is the first residential development to be considered in the SDZ with the Clonburris Planning Scheme 2019.

The Planning Authority considers that the proposed development has addressed a lot of the requirements of the Planning Scheme, however, a range of further information is required in relation to:

- Urban Design & Layout;
- Movement;
- The street network
- Local node
- GI, SuDS and Heritage
- Design
- Part V
- Landscaping and Open Space

The applicant is requested to address these concerns.

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Recommendation

Request Additional Information.

Additional information requested: 4 February 2022

Significant Additional information received: 16 June 2022

Submissions:

None received.

Consultations:

Irish Water: No objections, subject to conditions.

Parks: No objections, subject to conditions.

EHO: No objections, subject to conditions.

Roads: No objections, subject to conditions.

Water Services: No objections, subject to conditions.

NTA: No report received at time of writing.

Housing Strategy: No objections, subject to conditions.

Forward Planning: No report received at time of writing.

Adoption of the SDCC County Development Plan 2022-2028

Since the submission of the original application, the SDCC CDP 2022-2028 has been adopted.

The site is situated within an SDZ, and the following is relevant:

Policy CS7: Consolidation Areas within the Dublin City and Suburbs Settlement

CS7 Objective 4:

To promote and facilitate development at the Strategic Development Zones at Adamstown and Clonburris, in accordance with their planning scheme and associated phasing requirements, whilst adapting to and facilitating emerging transport service level pattern needs.

- Table 8: Total Land Capacity within Strategic Development Areas
- Table 9: Capacity of undeveloped lands within South Dublin
- Table 10: Indicative Capacity of Additional Zoned Lands in the South Dublin County Development Plan 2022-2028
- Table 11: Core Strategy Table 2022-2028
- Table 14: RSES Settlement Hierarchy relating to South Dublin County Council

2.7.1 Dublin City and Suburbs - Key Urban Centres within Dublin City and Suburbs - Strategic Development Zones (SDZ)

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Policy QDP13: Plans / Frameworks – General

Continue to work closely with all infrastructure providers to ensure the timely delivery of social, community, economic and sustainable transportation infrastructure in tandem with new residential development and in accordance with the provisions of the County Development Plan or any Local Area Plan, SDZ Planning Scheme, other strategic land designations or framework / masterplan in place in the area.

4.3.2 Strategic Corridor Objectives Strategic Corridor 3: Grand Canal Corridor

The Grand Canal is a key national Green Infrastructure feature, acting as a major ecological and recreational link between the River Shannon in the midlands and Dublin City where the canal enters the sea. As a proposed Natural Heritage Area, the Canal supports a range of key ecosystem services along its entire route and offers a major route for a range of protected species from Dublin's rural hinterland through the urban environment of South Dublin County.

While the Grand Canal offers significant opportunities for recreation and amenity, these provisions must be appropriate to the status of the Canal, at a time of biodiversity loss, as a key biodiversity corridor. This is particularly important when the Canal encounters the more urban environment of South Dublin County, where higher population densities and demand for recreational provision has the potential to sever and fragment the Canal's regional ecological connectivity.

The Grand Canal Corridor forms a major point of interaction with other identified Strategic Corridors in this Strategy: the M50 Corridor, the Rural / Urban Fringe corridor, and the Liffey-to-Liffey Corridor, while further local links connect it to the other areas of the Liffey Valley Corridor. There are also opportunities to connect to the Royal Canal Greenway in Fingal County Council, expanding the potential for additional GI connectivity in the Dublin region.

Overarching Objectives:

- To protect and enhance the Grand Canal as an ecological green corridor, recognising its role as a national / regional corridor for wildlife and some ecosystem services.
- To ensure that development along and adjacent to the Grand Canal, including the sensitive provision of amenity and recreational facilities, recognises the Canal's ecological status, avoiding areas and features of biodiversity and heritage sensitivity, and that appropriate set-back distances or buffer areas are identified and included.
- To facilitate and enhance connectivity, both ecological and amenity, between the Grand Canal and Royal Canal Greenways.
- To engage with stakeholders along the Grand Canal to achieve shared objectives for this GI feature, without negatively impacting on the Canal's natural ecosystem services. To improve permeability and access to the Grand Canal for residents and visitors in a manner that does not cause habitat fragmentation.
- To ensure that the design of recreational and amenity facilities along the Grand Canal Corridor will enhance and protect the character of the landscape through which it passes (see

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Appendix 9: *South Dublin County Landscape Character Assessment*, for landscape character details).

Core Areas and Stepping Stones - Core Areas: Grand Canal pNHA - Stepping Stones: Green spaces at Kishoge Green space at Clonburris Scrubland at Coolscuddan Open Spaces at Deansrath and Bawnogue Open Space and water body at Grange Castle Business Park

5.4.2 Strategic Development Zones

Policy QDP15: Strategic Development Zones (SDZS) Continue to implement the approved Planning Schemes for Adamstown and Clonburris SDZs.

Policy SM3: Public Transport – Bus

SM3 Objective 12:

To work with the NTA to secure the expansion of the bus network, including distinct new bus networks as necessary, to serve new development and regeneration areas within the South Dublin County area including Tallaght, City Edge, Adamstown, Clonburris, Fortunestown, Ballycullen and Newcastle.

SM3 Objective 21:

To support the opening of the Kishogue rail station to align with the delivery of homes within the Clonburris SDZ area, in accordance with the SDZ Planning Scheme phasing.

SM3 Objective 22:

To investigate the option of an inter-county rail service stopping at Kishogue Station which would provide access to new employment space at Clonburris and give direct access to the Grange Castle Business Park.

Table 7.5 Six Year Road Programme - Clonburris / Kishogue Street Network - Various streets within the

Clonburris SDZ lands. - Formation of a strategic street network providing access throughout the Clonburris SDZ lands.

COS6 Objective 5:

To liaise with the Health Service Executive and all relevant bodies to support, promote and attract potential GP, Dental, Pharmacy and all other necessary medical services, to locate within the Adamstown and Clonburris SDZs, in order to urgently meet basic growing healthcare demands of the community.

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COS14 Objective 2:

To provide a new fire station on lands identified in Clonburris SDZ.

Table 9.1: Retail Hierarchy for the Region – South Dublin County - Level 3 - Clonburris - Neighbourhood Centres, Local Centres-Small Towns and Villages

These centres usually contain one supermarket ranging in size from 1,000- 2,500 sq.m with a limited range of supporting shops and retail services and possibly other services such as post offices, community centres or health clinics grouped together to create a focus for the local population. These centres meet the local day-to day needs of surrounding residents.

Table 9.2: Settlement Hierarchy and Retail Hierarchy

| | | |
|------------|----------|---------|
| Clonburris | District | Level 3 |
| | Centre | |

Policy EDE12: Retail – District Centres

EDE12 Objective 3:

To support and facilitate the development of new District Centres of an appropriate urban scale at Adamstown and Clonburris in accordance with approved Planning Schemes having regard to the need to provide a sustainable retail mix that facilitates walking, cycling and use of public transport and reduces car journeys outside the SDZ for many retail needs.

Policy E5: Low Carbon District Heating Networks

Implications:

Policy QDP15: Strategic Development Zones (SDZS) is to “*Continue to implement the approved Planning Schemes for Adamstown and Clonburris SDZs*”. This is the predominant policy, and the proposed development has been assessed in accordance with the SDZ Scheme. QDP15 Objective 1 is ‘*To support the delivery of the identified infrastructure to facilitate sustainable development in South Dublin’s Strategic Development Zones*. The proposal does not trigger any specific infrastructure requirements in the Planning Scheme. Compliance with the macro phasing requirements shall be a condition of the permission.

The site is situated within a Primary GI corridor (No3) and is considered to be a ‘stepping stone’. GI was considered as part of the original submission, in accordance with the Planning Scheme. It is noted that the Planning Scheme specifically considers the interface with the Grand Canal. It is considered that the proposed development, subject to appropriate conditions (as discussed in the response to the AI below) is in keeping with the objectives for the GI corridor.

The new CDP introduces a Green Space Factor assessment, and this is discussed under the response to the FI below.

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In terms of open space, the SDZ has specific requirements and does not require compliance with the CDP in this regard. Similarly, the Planning Scheme does not require compliance in terms of mix of housing, i.e., the requirement for a minimum level of 3beds does not apply. The Housing Strategy should be complied with regarding social housing.

The Planning Scheme refers to the following relevant topics to be in accordance with the CDP:

- Section 1.6: All planning applications within the SDZ boundary shall be consistent with this Planning Scheme and shall have regard to the Development Plan. Planning Schemes form part of the County Development Plan for the area and any contrary provisions of the Development Plan are superseded by the Planning Scheme. SDCC will consider a review of the Planning Scheme for the SDZ on the adoption of a new County Development Plan.

- 2.2.6 Car Parking: The car parking standards for the key land uses in Clonburriss are set out under the South Dublin County Council Development Plan 2016 – 2022 and the Transport Assessment and Strategy that accompanies this Planning Scheme... Further to the Accessibility Assessment carried out as part of the accompanying Transport Assessment and Strategy, Zone 2 parking standards prescribed under the South Dublin County Council Development Plan 2016 – 2022 shall be applied to all areas that have been identified with an accessibility level of 1, 2 or 3 (see Fig. 2.2.8). Zone 1 parking standards shall be applied to all other areas of the SDZ lands.

- 2.2.6 Bicycle Parking: The minimum parking standards for the SDZ lands are set out under the South Dublin County Council Development Plan 2016 – 2022 and the Transport Assessment and Strategy that accompanies this Planning Scheme.

- 2.8.2: All proposals for signage (advertisement, corporate and public information) shall be designed in accordance with the criteria set out under the County Development Plan.

In accordance with the Planning and Development Act:

170.— (1) Where an application is made to a planning authority under section 34 for a development in a strategic development zone, that section and any permission regulations shall apply, subject to the other provisions of this section.

(2) A planning authority shall grant permission in respect of an application for a development in a strategic development zone where it is satisfied that the development, where carried out in accordance with the application or subject to any conditions which the planning authority may attach to a permission, would be consistent with any planning scheme in force for the land in question, and no permission shall be granted for any development which would not be consistent with such a planning scheme.

(3) Notwithstanding section 37, no appeal shall lie to the Board against a decision of a planning authority on an application for permission in respect of a development in a strategic development zone.

(4) Where the planning authority decides to grant permission for a development in a strategic development zone, the grant shall be deemed to be given on the date of the decision.

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The below assesses whether the proposal, in conjunction with the additional information received, is consistent with the Planning Scheme.

Assessment:

Item 1:

Movement & Transport

(a) Street Network

Section 2.2.4 of the Scheme outlines that the centre line and alignment of the Local Streets and Homezones are flexible with the exception of streets with frontages prescribed under Section 3 (Development Areas). In this instance, the application site contains prescribed frontages in the form of Avenue Frontage, Canal Frontage and Park Frontage (Figure 3.1 refers). Concerns are raised in relation to the absence of a Local Street to the east of Block 2, fronting to the future Urban Square. This frontage is prescribed as a 'Avenue Frontage' in the Section 3 and as such the alignment of the Local Street is not flexible. The proposed development omits the street. In addition, it is considered that the identified southern frontage for Block 1 is not delivered. This is an identified 'Park Frontage' and would provide passive surveillance and enclosure to the open space area to the south. The applicant is requested to consider the content of the Planning Scheme and amend the design to address these issues.

(b) Open Street Network and Vehicular Circulation

The Planning Scheme outlines that the alignment of the street network should largely have an orthogonal grid layout and shall largely comprise an open network in term of permeability. Local Streets that provide through routes for strategic pedestrian and cyclist should be filtered to prioritise pedestrians and cyclists where junctions intersect with Link or Arterial Streets. The Planning Scheme provides an Overall Movement Concept in Figure 2.2.7 to demonstrate same. The Movement Concept of the Planning Scheme is integrated with the accompanying Transport Assessment and Transport Strategy. Having regard to the above, it is considered that the movement and street network proposed by the applicant is not consistent with the Planning Scheme in terms of an open permeability network and priority for cyclist and pedestrian movement at a selection of junctions of the link street and local streets.

The NTA has recommended removal of access junction to street 3, to promote walking and cycling. The other access and road layout should conform to the Movement Concept. The Roads Section outlines that a three-way junction at the south of Street 3 should be restored to allow the open flow of traffic around the development in accordance with the transport assessment and strategy that accompanies the Planning Scheme. The applicant is advised to review the NTA submission for further context. The applicant is requested to provide consistent material as part of further information.

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(c) Increased Car Parking and set back on Link Street

The Southern Link Street runs through the centre of the site, having been approved under SD21A/0020. It should also be noted that Condition 4 of this permission requires agreement by compliance for a revised layout indicating that there is parallel parking the length of the Link Street. It is not apparent that this has been incorporated as part of this application. Clarity on this issue is required.

(d) Building Setback

Concerns are raised in relation to the set back of Block 1 from the Link Street. The setback may result in a wide feel to the entrance to the link street from the Fonthill Road. The submitted cross sections do not outline the building to building (likely building line of future development) width and demonstrate compliance with Figure 2.2.5 Example Link Street. Noted that this example indicates a building to building width range of 22m-30m and a setback privacy strip of less than 3m. It is not apparent that the current proposal meets this requirement and further information is, therefore requested.

(e) Bicycle Parking

The Roads report outlines that the bicycle parking explanation needs further detail. A detailed submission highlighting the allocation, quantity and location of the bicycle parking provision should be provided, to ensure the provision is in accordance with the Planning Scheme. The addition of electric bicycle charging facilities has been incorporated in the Clonburris SDZ requiring 10% of bicycle parking provision to provide for charging.

(f) Roads – Other

(i) The applicant is requested to provide details that indicate turning manoeuvres are achievable on all roads unless short enough to allow reversing as per DMURS

(ii) Where links to future developments are left, the applicant is requested to provide plans indicating that they are built right to the boundary. No ransom strips should be created.

(iii) An overall management plan of refuse collection for the apartments should be provided, detailing collection points and vehicle routes throughout the entire development.

Applicant's response:

(a) pedestrian connection has been upgraded to a more substantial pedestrian / cycle link.

Location of crossing point has been re-aligned at link street to link with this route.

Block 1 has been redesigned to provide park frontage.

(b) A review of the Planning Scheme's Street network has been conducted against the Scheme's overall movement concept to ensure consistency in terms of requirements for strategic pedestrian / cycle priority.

Street 3 vehicle access to the link street has been removed.

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Southern end of street 3 has been restored to a vehicle access. Northern arm to the homezone has been maintained as a filtered priority junction to maintain low traffic flows to the homezone section and reinforce the pedestrian priority on this route, which is envisaged as a key pedestrian linkage to Omer Lock House to the south.

The link street pedestrian / cycle crossing on the east side of the site has been slightly adjusted to align with the proposed pedestrian / cycle route linking the southern and northern part of the development.

A comparison of the overall Movement concept for the development and the proposed Planning Scheme with the above adjustments made has been included in Section 2.1 of the IDR to demonstrate consistency with Figure 2.2.7 of the PS.

(c) Southern Link Street is permitted, and this item will be addressed under the compliance, rather than in this application. Nonetheless, it is understood that parallel parking has been provided along the link street in all locations, where possible, subject to constraint posed by sightlines, utilities, landscaping and other constraints. The road link design is shown for context on drawings based on available information.

(d) Full compliance with Figure 2.2.5 not possible in relation to building setbacks, as there are particular constraints – wayleave requires 20m setback. North east section is not in applicant's ownership. These are the only areas where development does not comply with street widths and design team proposing a carefully considered architectural response – at the entrance to the development, a well detailed and attractive landscapes area is proposed with bespoke signage integrated into landscape proposals denoting the entrance to the development. The corner of Block 1 has been redesigned to act as a strong backdrop, beginning the sense of street enclosure envisaged under the planning scheme.

(e) See drawing PL021-PL023 which describes the type and location of the secure cycle parking for duplexes and apartments. EV charging provided at a rate of 10%. 120 visitor spaces. See JSA / DBFL reports.

(f)(i) See dwg 162119-DBFL-RD-SP-DR-C-1201, 1202, 1203 and 1205, which show turning manoeuvres

(ii) See dwg 162119-DBFL-RD-SP-DR-C-1201, 1202, 1203 and 1205, which show adjusted road layouts and indicate all future pedestrian, cycle and road links to future developments, extending to the site boundaries

(iii) the pedestrian priority route to the south east corner is primarily provided on the generous paths at this location.

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Assessment:

a). The applicant has provided an active frontage at Apartment Block 2 to the future adjacent urban square and an enhanced local pedestrian/ cyclist street. In this instance, this is considered acceptable in place of a vehicular local street.

The redesign of apartment block 1 to the south to provide a stronger south frontage towards the open space and canal is noted. It is considered that the street design / car parking area to the south offsets the design improvements. The proposal does provide not adequate park frontage as the southern façade is approx. 24m from the park, with perpendicular parking in between. A redesign of this area is required.

(b) The Roads Department Report states “*Access to street 3 has been moved from the link road east to reduce the number of vehicle access points. The access is now only cycle. The southern street running east west has been made continuous, although not a 3 arm junction, the configuration will function as such*”.

(c) Noted that the link street parking will be provided for under a separate compliance.

(d) noted that width is not achieved but this is dictated by constraints outside the applicant's control.

(e) The Roads Department has stated “*The SDZ Planning Scheme references the current County Development Plan to calculate bicycle parking rates. With regards to this development, the SDCC development plan sets the following minimum bicycle parking rates:*

| | <i>Apartment Units</i> | <i>Long Term 1 per Bedroom</i> | <i>Short Term 1 per 2 Apartments</i> | <i>Total Required</i> |
|--|------------------------|------------------------------------|--|---------------------------|
| Apartment Block 1 | <i>60 x 1 Bed</i> | 60 | 30 | 90 |
| | <i>103 x 2 Bed</i> | 206 | 52 | 258 |
| | <i>5 x 3 Bed</i> | 15 | 3 | 18 |
| Apartment Block 1 Total (Minimum) | | | | 366 |
| Apartment Block 2 | <i>16 x 1 Bed</i> | 16 | 8 | 24 |
| | <i>22 x 2 Bed</i> | 44 | 11 | 55 |
| Apartment Block 2 Total (Minimum) | | | | 79 |
| Apartment Block 3 | <i>16 x 1 Bed</i> | 16 | 8 | 24 |
| | <i>22 x 2 Bed</i> | 44 | 11 | 55 |
| Apartment Block 3 Total (Minimum) | | | | 79 |
| Duplexes | <i>74 x 2 Bed</i> | 148 | 36 | 184 |
| | <i>74 x 3 Bed</i> | 222 | 36 | 258 |
| Duplex Total (Minimum) | | | | 442 |

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As can be seen from the above minimum parking rate table, the proposed number of bicycle parking spaces falls below the minimum rate set out in the County Development Plan 2022-2028.

The applicant should also indicate where the location of the electric charging points for bicycles will be."

Conditions are recommended in the event of grant.

(f) The Roads Department has stated

(i) "There is one outstanding cul-de-sac on the road to the south of Block 1 which has not been analysed. The applicant should provide details indicating how turning manoeuvres are achievable at this point.

(ii) Applicant has provided revised Roads Layout drawings showing links to future developments built right to the site boundary

(iii) Roads department is satisfied with the overall management plan of refuse collection."

Conditions are recommended in the event of grant.

Item 2:

Visual of Street

CGIs with accompanying cross sections of the different street types are required.

Applicant's Response:

Further cross sections and CGIs provided.

Assessment:

It is noted that the proposed development is generally not visible from the viewpoints chosen, therefore, little additional information / visualisation of the scheme is provided from these.

With regards the CGIs, 10 are now provided, as opposed to 6 in the original submission.

The new areas indicated are

CGI G – parking area to the south of Block 1

CGI H – view to west elevation Block 1

CGI I – view south on street 6

CGI J – view south west from rear of local node

The additional visuals are welcomed; however, it should be noted that there are still concerns regarding design of streets and other detailed matters. Conditions are required to address the design of streets and also agreement of final materials.

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Item 3:

Built Form & Design

Street Design, Car Parking & Street Trees

(i) The Planning Authority has concerns about the level of perpendicular car parking on the local streets and the on curtilage parking in homezones. The applicant is requested to submit revised plans indicating revised details via further information. A cross section should also be provided.

(ii) Homezones (Intimate Local): In terms of design, the homezones have perpendicular parking and are not in accordance with the scheme. The applicant is requested to submit revised plans indicating revised details via additional information indicating a revised layout in accordance with figure 2.2.6. A cross section should also be provided.

(iii) Pedestrian Priority: A single pedestrian priority route is indicated in the scheme, to the south east corner (south of the proposed apartment block). There are a number of raised crossing points on this route but there is no indication given that the route is pedestrian priority. The applicant is requested to provide this street as pedestrian priority.

(iv) Carparking

Section 2.8.10 Design of Parking and Loading in the Planning Scheme provides for design criteria for the provision of car parking. The Scheme outlines that car parking should be carefully considered as part of the overall public realm. In the context of this site, the Scheme states that a mixture of on street parking for visitors and residents should be provided. The Scheme states, 'that a range of less formal or alternative parking arrangements may be used along Local Streets...' and 'This may include a mixture of on-street and in- curtilage parking, however, no more than 60% of residential parking spaces shall be provided as in-curtilage parking space in any Development Area. Parking within Home Zones/Intimate Local Streets shall be on- street.' In this context, the Planning Authority has concerns in relation to the approach of the proposed development to car parking. It appears from the site layout plan and the taking in charge drawings that the majority of car parking is in-curtilage. The Scheme states that parking within Home Zones/ Intimate Local Streets shall be on- street. Further consideration of the approach to car parking is required by way of further information. This issue is interlinked with the design of the public realm. Noted that the Parking Strategy in the Transport Assessment and Strategy examined the spatial requirement for residential on-street parking, concluding that maximum parking standard provision could be met on-street with only a few areas requiring supplementary parking.

(v) Street Planting

The Planning Authority requires further information in relation to the provision of Street Planting. It is considered that the proposal for street planting do not meet the standards of the Planning Scheme and South Dublin County Council in terms of biodiversity, quantum, management and street trees.

- A revised proposal shall be consistent with Section 2.8.11 of the Scheme The Planning Authority considers that the design of the local streets/ homezones requires a multi-disciplinary reconsideration in relation to the street trees and car parking to ensure a high quality urban design taking account of the following:

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- The Parks report outlines that SDCC do not accept front garden trees or trees between driveways as street trees. Such trees cannot be taken in charge and maintained by the Council.
- Parks note that street tree planting has been proposed on private curtilage and partly within the public footpath. This solution remains very problematic. The tree canopies and roots are still up to 50% on property not taken in charge by the Council which threatens the long term viability of the trees. The trees are also at risk from vehicles using the car parking spaces. The trees could be moved to the outside of the path shown on the drawing.
- Revised proposal shall provide street trees to be provided fully in Public Areas and to be an integral part of the street rather than in front gardens. The applicant is referred to the Clonburris SDZ Planning Scheme 2019, Clonburris SDZ Parks and Landscape Strategy and DMURS (2013) for guidance on street tree provision and appropriate design layouts for local streets and homezones.
- All Street Trees planted within the Public Realm shall have suitable tree pits that incorporates SuDS features.
- Street Trees to be planted at:
 - o Minimum 18-20m girth along local streets
 - o Minimum 16-18cm girth on intimate local roads, i.e., homezones.
- Street trees to incorporate SuDs Tree pits including sufficient growing medium.
- The trees proposed for grass margins do not require SuDs tree pits, root deflectors, protection measures or tree grilles.
- Proposed trees, configured to lie within the Public Realm, have been provided along some streets according to the requirements of Clonburris SDZ Planning Scheme and DMURS (2019), however several local streets and homezones lack street trees, estimated as:
 - (i) Street 1: Western Side, approx. 140m - no street trees
 - (ii) Street 2 Homezone North-South approx. 70m - no street trees
 - (iii) Street 3 approx. 80m - no street trees
 - (iv) Street 4 Homezone North-South; approx. 90m - no street trees
 - (v) Street 5 approx. 50m - no street trees; and a further 35m has no street trees on western side,
 - (vi) Street 6 Homezone North-South; approx. 60m - no street trees
 - (vii) Street 7 North-south approx. 60m - no street trees
 - (viii) Street 7 East-West approx. 310m has no street trees on northern side (local street and home zone)
 - (ix) Northernmost Street: No street trees for approx. 90m.
 - (x) Various Streets: street trees are provided at up to 8 perpendicular car parking spaces. The Clonburris SDZ requires street trees at least every 6 perpendicular car park spaces.

Applicant's response:

(i) This item has been considered in the context of appropriate street design, integration of parking with landscape and the provision of street trees in the public realm. Parking bays do not dominate. All local street typologies comply with 2.2.6 in terms of target widths and the plan has

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been revised to incorporate street trees on local streets in the public domain, as well as on the curtilage of houses along these streets. 47 % on curtilage.

(ii) surface parking is integrated with landscape design and street trees are provided in public realm. Car parking is on and off street.

Homezones contain a mix of parking types, with on street parking proposed for higher density building typologies and on curtilage for houses. Street trees are off curtilage.

(iii) pedestrian priority has been provided on generous paths, which link to the gas wayleave. The street is designed as a homezone with raised crossing points. Vehicle yield markings at pedestrian crossing points reinforce pedestrian priority.

(iv) mix is compliant with on curtilage requirement.

(v) proposals have been updated to increase the number of street trees where feasible to do so. Footpaths have been widened along street 3, 5 and 7 to allow for a row of street trees.

Elsewhere, the tree planting pits are between driveways, however, they are delineated from the private curtilage of the residential dwellings with a robust low railing above. Streets in homezones are proposed in pedestrian zones, in the public realm. Details on tree pits and SuDS provided.

Assessment:

(i) the layouts are not generally in accordance with Figure 2.2.6 of the SDZ scheme.

Furthermore, it is considered that the proposed layout, if permitted, would result in a car dominated type of development, to the detriment of the public realm and overall standard of residential quality. It is noted that the building to building widths are met in most instances, but otherwise there is little correlation between the proposal and Figure 2.2.6. According to the Roads Department Assessment, *“The House and Duplex car parking provision exceeds the maximum in the county development plan maximum provision. The overprovision is **64no. spaces over the maximum allowable parking** for these types of units. The apartment provision is approximately around what we would accept for this type of location.”*

The following changes are required for the street network:

(a) unnamed street to the south of Block 1 has been set out as a ‘homezone’. The location of local streets is flexible in accordance with Table 2.2.1 of the SDZ Planning Scheme. However, it is stated that the exception to this is streets with frontages prescribed under Section 3 (Development Areas). The street in question has a frontage in accordance with Figure 3.3.7. This shall be changed to pedestrian only in accordance with the SDZ scheme. This street shall be designed to be fully pedestrianised outside of delivery hours.

(b) Street 1 (local street): Street width is approximately 27m. It is noted that the scheme identifies a frontage along this street (Figure 3.3.7). The current proposal is acceptable in this regard, as such, the building frontages shall be retained. The street shall be redesigned in accordance with Figure 2.2.6 Indicative Local Street A.

(c) Street 2 (Homezone / Flexible): The north / south element of this street is 20m. The east / west element of this street is between approximately 22.5m and 25m (*when taken from the front*

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of the duplex steps). It is noted that the need to provide link street frontage results in a wider portion on the east / west element and that additional landscaping is proposed. This is considered acceptable in this instance due to the alignment of the link road and the desire to retain this. This element of the street should be redesigned as a Local Street, rather than a homezone and should generally be in accordance with Figure 2.2.6 Indicative Local Street A. The north / south (20m wide) element shall be retained as a homezone and shall be redesigned in accordance with Figure 2.2.6 'intimate scale'.

(d) Street 3 (Local Street / Flexible): This street varies between 20m – 26m. A local street is acceptable in this location. The street shall be redesigned in accordance with Figure 2.2.6 Indicative Local Street A.

(e) Street 4 (Homezone / Flexible): It is noted an element of this is non-vehicular, with the exception of this, the north / south element of this street is 20m, increasing to 21m. The north / south element shall be retained as a homezone and shall be redesigned in accordance with Figure 2.2.6 'intimate scale.' It should be noted that a maximum distance between building frontages in such areas is 20m and the applicant shall adjust the building frontages to ensure this standard is met (e.g., moving dwellings 469-472 to the east by 1m). The east / west element of this street is between approximately 20m (*when taken from the front of the duplex steps*). This element of the street shall be retained as a homezone and shall be redesigned in accordance with Figure 2.2.6 'intimate scale'

(f) Street 5 (Local Street / Flexible): The element between the community building and dwelling 309 is 18m wide. Given the width, the street shall be redesigned in accordance with Figure 2.2.6 Indicative Local Street B. The element south of the community building is 25m wide. This shall be redesigned in accordance with Figure 2.2.6 Indicative Local Street A.

(g) Street 6 (Homezone / Flexible): This street is between 19.5 and 20m wide. This street shall be retained as a homezone and shall be redesigned in accordance with Figure 2.2.6 'intimate scale.'

(h) Street 7 (local street). It is noted that the scheme identifies a frontage along this street (Figure 3.3.7). It is therefore fixed. This street shall be redesigned in accordance with Figure 2.2.6 Indicative Local Street A. If feasible without negatively impacting on the POS to the west, parallel car parking may be provided adjacent to the park.

(i) Street 8 (Homezone / Flexible): This street is between 26m-30m wide (*when taken from the front of the duplex steps*). It is noted that the need to provide link street frontage results in a wider street and that additional landscaping is proposed. This is considered acceptable in this instance due to the alignment of the link road and the desire to retain this. This element of the street should be redesigned as a Local Street, rather than a homezone and should generally be in accordance with Figure 2.2.6 Indicative Local Street A.

(j) Street 9 (Homezone / Flexible): This street fronts open space. It is highlighted as a home zone; however, perpendicular parking has been provided. The Planning Authority's preference is that car parking is not provided adjacent to the open space. As such, the perpendicular parking may be retained in this home zone as an exception, subject to adequate public realm design.

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(k) Street 10 (Local Street / Flexible): This street is between 16m and 17m wide. The street shall be redesigned in accordance with Figure 2.2.6 Indicative Local Street B. Parking shall not be provided immediately adjacent to the communal open space on the east side.

(l) Street 11 (local street): It is noted that the scheme identifies a frontage along this street (Figure 3.3.7). It is therefore fixed. This street shall be redesigned in accordance with Figure 2.2.6 Indicative Local Street A. If feasible without negatively impacting on the POS to the west, parallel car parking may be provided adjacent to the park.

(m) Street 12 (Local Street / Flexible): This street is situated adjacent to a future development site. The overall width is currently unknown. The street shall be redesigned in accordance with either Figure 2.2.6 Indicative Local Street A or B. The applicant should note that the adjacent development to the north should be in keeping with the street typology.

(n) Canal Road (local street): It is noted that the scheme identifies a frontage along this street (Figure 3.3.7). It is therefore fixed. Elements are proposed as a homezone, and elements are proposed as a local street. This street should be redesigned in accordance with Figure 2.2.6 Indicative Local Street A. Car parking shall not be provided along the canal side of the street.

(o) East of Block 2: It is noted that the scheme identifies a frontage along this street (Figure 3.3.7). It is therefore fixed. No street has been proposed. The area shall be redesigned in accordance with either Figure 2.2.6 Indicative Local Street A or B.

The Roads Department has stated *“The applicant should provide clarification on this deviation from the SDZ Planning Scheme.”* A condition is recommended in event of grant to ensure compliance with the scheme.

(ii) the proposed arrangement is not considered acceptable and is not in accordance with Figure 2.2.6. Paragraph 2.8.10 of the Planning Scheme states, *“Parking within Home Zones/Intimate Local Streets shall be on-street.”* The Roads Department has stated *“When comparing the proposed Homezone layout with the Homezone layout in Figure 2.2.6 of the SDZ Planning Scheme there are several strong deviations from the preferred design. Most notably, the SDZ does not allow for on-curtilage parking in Homezones. The applicant should provide clarification on this deviation from the SDZ Planning Scheme.”* A condition is recommended in event of grant to ensure compliance with the scheme.

(iii) It is noted that a substantial pedestrian footpath has been identified. However, it is considered that a much wider area, capable of taking deliveries at certain times, was envisaged for this area. In accordance with paragraph 2.8.10 *“Large areas of surface parking will not be permitted within the SDZ Lands. Parking courts should therefore be restricted in size to no more than 40 spaces and should also be well landscaped and subject to a landscape plan”*. It is noted that the applicant is proposing a large parking area of 62 spaces. Given the desire to provide a stronger pedestrian connection, this shall be reduced to one side only, with appropriate planting / landscaping. The Roads Department has stated *“The road directly to the south of Apartment Block 1 has not been made a pedestrian priority route. The road contains perpendicular on-street parking on both sides. The applicant should provide clarification on this deviation from*

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the SDZ Planning Scheme.” A condition is recommended seeking a reduction in the level of parking and redesign.

(iv) noted that current proposal is in keeping with on curtilage requirements. The Roads Department has stated *“The applicant has submitted a parking strategy drawing which indicates the location of the on-street and on-curtilage parking spaces. The location and type of spaces on local streets and in Home Zones remains generally unchanged. The applicant should provide clarification on this deviation from the SDZ Planning Scheme.”* A condition is recommended in the event of grant, requiring the applicant to demonstrate compliance with this following the required re-design of the streets.

(v) The Parks Department has stated

- a) *“Proposed trees, configured to lie within the Public Realm, have been provided along some streets according to the requirements of Clonburris SDZ Planning Scheme and DMURS (2019), however several local streets and homezones are still lacking in street tree provision with some streets having street trees on one side only.*
- a) *SDCC do not accept trees between ‘front gardens’ as street trees even if they are fenced off and with root protection barriers. The tree canopies are still up to 50% on property not taken in charge by the Council which threatens the long term viability of the trees. The trees are also at risk from vehicles using the car parking spaces. The trees should be moved to the outside of the path shown on the drawing.*
- b) *The planning scheme requires ‘Streets should be generously planted at frequent intervals to soften the impact of parking and strong building frontages at intervals of 14 – 20 metres. In the interest of biodiversity and place making, reduced spacing between street trees should be considered where appropriate and achievable. (Planning Scheme P64).*
- c) *A high quality of Street Tree planting is required throughout the development to strengthen Green Infrastructure links.”*

Conditions are recommended in the event of grant.

Item 4:

Local Node/Park Hub

- (a) The quantum of the childcare floorspace is below the stated minimum of 600sq.m and the applicant contends that the employment hub will serve a community employment function and also a commercial function and the combined floorspace of commercial/ community of 1,173sq.m meets the combined minimum of 800sq.m. The Planning Authority can see some merit in this rationale, however, more details in relation to the operation and management of the employment hub are requested.
- b). The Planning Authority has concerns in relation to the achievement of the Park Hub function at the Local Node. Table 2.7.2 of the Scheme outlines that the Park Hub community buildings be located adjacent to the main parks at the local nodes. The Cappagh Park Hub is to be a small

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scale community building to provide floorspace complementary to the adjacent Grand Canal Park and Boundary Park such as changing rooms and meeting rooms.

The Planning Authority considers that the Planning Scheme envisages a minimum community floorspace of 600 sqm at the Cappagh Local Node and envisages a community building, known as a Park Hub, to facilitate floorspace complementary to the adjacent Grand Canal Park and Boundary Park such as changing rooms and meeting rooms at the local node. Concerns remain regarding the absence of the community building element. Further consideration and discussion required with South Dublin County Council.

c). The Planning Scheme outlines that Local Landmark Buildings are permissible at key locations. The Local Node is identified as such a location in the Planning Scheme. The provision of a landmark building is not considered a requirement of the Planning Scheme, more an opportunity at key locations. The applicant states that the proposed local node is part 3/part 4 storeys which compares to the 3 adjacent 3 storeys of the duplex buildings and 2 storey houses and in compliance with achieving a local landmark. The Planning Authority considers that a landmark building is not proposed as part of the subject application as landmark buildings should be designed in a manner that is distinctive from surrounding buildings both in terms of architectural treatment and use of materials. The Planning Authority are concerned that the absence of any appropriately design landmark building is a missed opportunity to contribute to placemaking and legibility. In the context of the additional items above, the applicant is requested to consider additional height and landmark qualities for the Local Node.

Applicant's response:

(A) The local node has been revised to increase the combined area to 600sq.m community space. The employment function is now separate from the community function.

(B) community space now at ground floor and accessed directly off the street adjacent to the park. This space is flexible and capable of housing changing facilities and / or meeting rooms

(C) Floor to ceiling heights at local node have now been increased, as well as the parapet height facing main street in order to provide additional height. The additional height, along with commercial entrances off the main street, the entrance canopy feature to the office facility and the alternative elevational treatments in terms of window placement and the extent of the application of grey brick will create a distinctive building and contribute to placemaking and legibility

Assessment:

(A) the quantum of floorspace is acceptable. The separation of the employment from the community space is also welcomed.

(B) the flexible space capable of housing changing facilities is welcomed. A condition is recommended in the event of grant to ensure the space functions as a park hub, as well as a local node.

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(C) The local node has been changed as follows:

- The overall height has increased – the building is between 1.3m and 2.3m taller than the adjacent buildings.
- The ground floor main elevation includes large levels of glazing, more conducive to a commercial or retail unit.
- changes have been made to the fenestration details on the side (public) elevation
- changes have been made to the fenestration details on the rear elevation
- Changes have been made to the boundary fencing

The Local Node is now considered to be a landmark structure. It is noted that the overall design of the building has not changed substantially from the initial submission, but it is considered that the design is different to the surrounding buildings.

Conditions are recommended in the event of grant.

Item 5:

Design.

(i) The applicant is requested to set out how the proposal meets the overarching objectives in terms of design (Section 2.8). These are:

- To ensure that development is designed in accordance with best practice and promotes identity and diversity between Development Areas;
- To ensure that development is laid out in a series of blocks and plots that are legible, permeable and human in scale with appropriate topography responses, building heights, street widths, urban grain and street frontages;
- To design streets using a more integrated approach to pedestrian, cyclist and vehicular movement and ensure that the movement function of each street is reflected by an appropriate design response and design speed.

At present, the Planning Authority is of the opinion that the applicant has not fully demonstrated a promotion of an identity / diversity in this location, Further detail required in some areas. There is little variation in FFL, the existing layout plan indicates a topography that could have been used to create variety and Further detail required in some areas.

(ii) The Planning Authority remains concerned regarding the E/W aligned pedestrian walkway to the south of the Link Street. Quantum of blank rear boundary walls to rear of duplex, coupled with the bike, bin store and ESB, which blocks views and passive surveillance and taken in conjunction with house type F2s is concerning for the urban design quality. The applicant is requested to amend the design to address this issue and provide a series of CGIs/photomontages for the area at various point, including communal open spaces, narrower points and the car parking.

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(iii) Visual impact.

The Planning Authority is concerned regarding the impact of the materials and the creation of a sense of place. It is not evident that the materials are suitable from the photomontages provided. View 4 shows no landmark or variety of height. The applicant is requested to address this matter.

(iv) Block Form.

All perimeter blocks shall be designed according to the following principles (Section 2.8.3). The below sets out principles with the Planning Authority's Concerns:

- Building massing to the perimeter of the block; buildings do not turn corners, in accordance with 2.8.1 / 2.8.2 of the scheme.
- Building frontage to all sides, including the shorter sides (secondary street frontage) of the block; buildings do not turn corners, in accordance with 2.8.1 / 2.8.2 of the scheme.
- Proper design and attention to corners, avoiding dead or windowless gables; buildings do not turn corners, in accordance with 2.8.1 / 2.8.2 of the scheme. Additional information. Noted that dual frontage provided however these could be strengthened with additional windows.
- A continuity of building frontage, which relates to the local or urban context, and avoidance of blank walls; E/W pedestrian link to the rear of duplexes does not fully achieve this. Noted that dwelling that cited as being dual frontage are not and do provide habitable rooms overlooking. (e.g., dwg 19022 PL 105 and 19014 PL 112). Where there is a gable end facing onto public realm, walkways, they should be redesigned to provide active frontage. The house design for J3 is strong and this should be mimicked across the development.
- An appropriate scale of buildings to provide the appropriate level of enclosure of the streets and spaces; there are concerns regarding building height in some locations and also passive surveillance. There should be more variety in building height and roof level, to add visual interest.
- Adequate back-to-back distances within the block; detail not provided on layout plan
- Appropriate building setbacks from the street in line with the use of ground floors; detail not provided on layout plan
- Adequate arrangements for car parking and access around, within or below the block; Parking arrangement not in accordance with scheme

The applicant is requested to address Planning Authority's concerns above.

(v) Urban Grain and Façade Treatment

Figure 2.8.5 of the Planning Scheme provides for a fine urban grain at two locations fronting on the canal. The applicant has proposed a House Type H, a narrow gable fronted typology. The Planning Scheme states that each plot along the canal frontage (fine urban grain locations) shall be capable of development independently of tother buildings/ plots within each block with own door access to dwellings. The approach of the 2 storey gable fronted dwellings is consistent with Section 2.8.4 of the Scheme; however, it is considered that the fine urban grain provides an opportunity for greater diversity and architectural interest. The applicant shall be requested to consider further alternatives, including different designs between the two locations and further divergence from the adjacent corner house types. Noted that the Building Height concept envisaged a 3-4 storey height at this location.

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(vi) Gradients

19014 PL200 indicates a change in topography at ground level and this should be replicated at roof level, and this would create a higher quality design. The applicant is requested to consider this across the entire site.

(vii) Street Interface and Building Setback

a. No own door access has been provided for apartment blocks 1, 2 or 3. The applicant is requested to address this.

b. The applicant should provide a layout plan indicating that distances between entrances is in accordance with Table 2.8.1

c. Development across the SDZ lands should present strong building frontages close to street edges. Setbacks from the street edge should therefore be minimised and on-street parking should be incorporated in line with the requirements of DMURS (2013), the street typologies illustrated under this Planning Scheme (Section 2.2 – Transport & Movement) and the requirements set out under Section 2.8.10 in relation to the design of parking and loading. It is not apparent that the current proposal meets this requirement and additional information is, therefore requested.

Where dwellings front the street edge, privacy strips/short gardens that range from 1 to 3 metres in depth should be considered particularly along Local Streets and Link Streets. Most are 1m and there is no variety. The applicant is requested to provide more variety. Buildings should not be set back from the street or space where commercial uses are proposed at ground floor

In curtilage parking should only be utilised along Local Streets in low density areas with front garden/driveway depths minimised to retain the required building height to street width ratios (see Section 2.8.6). It is not considered that the parking arrangement is acceptable at present.

(viii) Roofscape

A variety of roofscapes are encouraged to contribute to the architectural and visual diversity of the SDZ Lands. The application fails to recognise changes in levels and create an interesting visual impact. The applicant is requested to address this.

(viii) Privacy and Overlooking

The applicant is requested to indicate separation distances on the proposed layout plan. This should be provided via additional information. Balconies for proposed apartments should also be indicated.

(ix) Sunlight and Daylight

The Planning Authority note the deficiencies in these areas. The minimum private amenity space for each apartment should be increased in order to mitigate deficits. Communal open space should also be more functional. The applicant is requested to provide revised details in accordance with this.

Applicant's response:

(i) Distinct character areas have been created based on the planning scheme designations for frontage onto the canal and man avenue.

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Character area A: Intimate residential: populated with traditional housing and characterised by intimate low density streets with terraces and semidetached houses in a mid of render and brick with brick porch detail.

Character area B: Avenue frontage – distinct from other character areas as it is higher density with additional height along link street. Alternative roof profiles with flat roofs, monopitch and a-symmetrical gables. Palette of materials is also distinct with more varied brick finished used for elevations facing link street.

Character area C is designated 'canal frontage' and is populated with traditional housing, distinct from character area A, through the use of an alternative roofscape and a more diverse palette of materials, notably in the 'urban grain' units which flank the character area.

Layout prioritised pedestrian / cycle and creates a clear street hierarchy which is also legible for vehicle users. Link street allows for pedestrian permeability.

Frontages are in compliance with designated frontages identified in the planning scheme.

Steps and own door access at ground floor for Block 1 and duplex.

Street widths are in compliance with the planning scheme and building typologies have been proposed to provide an appropriate sense of closure.

(ii) CGIs indicate high level of passive surveillance on E/W link to south of link street. All living spaces are orientated to maximise instances of passive surveillance. Parking areas are overlooked. Quantum and size of additional parking structures in parking courts have been limited using only a bin store to frame communal open space.

Elevational design of F2 and F3 housetypes have also been amended to propose a predominantly brick finish rather than the render finish, which was previously proposed, as to visually reinforce the active frontage onto this route.

(iii) Block 1 revised to include variety in height and distinctive stone clad section at corner.

Area to north is an urban centre and contains proposals for high density landmark.

(iv) building massing: proposal is in compliance for aspirations for block size. Continuity of frontage: Redesign of Block 1 now fully addresses the park and is designed to 'turn corners' E/W pedestrian link are orientated to overlook the route. See PL116-PL119 for details of side entry units.

Street widths: all street widths adhered to

Back to back distances: see site layout. Car parking has been revised to provide max of 6 perpendicular or 3 parallel.

(v) Proposals for 'H' type house represent the fine urban grain locations and have a distinctive repetitive gable pattern which delineates each individual unit in contrast to the terraces of houses adjacent, making them distinctive in the area. Additionally, we have altered the facades of the H type houses to allow for a more diverse palette of materials to be applied as well as alternative window sizes and types.

(vi) The opportunities for working with site topography in this phase mainly occur at the entrance to the development where there is a steep gradient at Fonthill Road. There are wayleaves. Steps have been incorporated where appropriate and where the road levels for the permitted link road allow. Redesign of block 1 means more variety in roof levels.

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(vii) All apartments provide own door access at ground floor. 47% on curtilage car parking
Frontages: *The architectural interpretation of the diagrams is that a shift in scale and movement through local and intimate street should be apparent and legible as one move from one street character to another. Shift in character will be reinforced by the hard and soft landscape strategy adopted in each street type. The shared surface and soft planting signify the shift to home zone. Duplex units contain maximum parking banks of 6, which is in line with the PS. Detailed landscaping mitigated impact of car parking.*

Street edge: *Site layout has been revised to provide varying depths of setbacks long local streets and the setbacks on the link street are generally 2m, however they do vary. See site layout.*

(viii)

Roofscape: *due to site constraints, site could not take advantage of existing topography. Block 1 has been redesigned to create several steps in the roofscape thus creating more visual interest. In terms of roof profile, we have proposed a diverse range of treatments to create distinction between building typologies. Apartment building and local node are flat roof with level changes and varying parapet height. Duplexes are monopitch and A-symmetrical gable and the houses feature gables with side entry units proposed at corners to create a variety in the roofscape and demarcate cell edges and connection nodes.*

(ix) refer to PL009-PL014 for separation distances. All back to back distances are within planning parameters.

(x)Sunlight / daylight report – update provided.

Assessment:

(i) The Key Principles of Section 2.8 are:

Key Principles

- *To ensure that development is designed in accordance with best practice and promotes identity and diversity between Development Areas;*

The applicant has identified three character areas – the canal, avenue frontages and the more intimate spaces in between. It is noted that all the site is within the same Development area and, therefore, the proposal is considered acceptable in terms of diversity.

- *To ensure that development is laid out in a series of blocks and plots that are legible, permeable and human in scale with appropriate topography responses, building heights, street widths, urban grain and street frontages; and*

The proposal has been laid out in blocks and widths are generally in accordance with the typologies for either local street or intimate local street. Areas of fine urban grain and street frontages have been identified. The proposal provides a variety of building height and responds to topography where possible. Furthermore, it is noted that the revision to the street typologies and car parking arrangements (are set out above) will further reinforce these distinctive character areas.

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- *To design streets using a more integrated approach to pedestrian, cyclist and vehicular movement and ensure that the movement function of each street is reflected by an appropriate design response and design speed.*

The design of the local and intimate local streets is not considered appropriate, and a condition is recommended in the event of grant to ensure each street is designed in compliance with the planning scheme.

(ii) There have not been significant design changes to the east west street since the previous stage. This is also the area within the proposed development where the applicant is proposing a relatively wide street frontage. It is noted that the floorplans have been orientated to provide passive surveillance. There is also activity along this street as both duplex and end terrace units have main access points from it. The proposal is considered acceptable in this regard.

(iii) A number of additional CGIs have been provided. Further photomontages have also been provided. It is noted that the site is not visible from some of the viewpoints that have been selected and an outline of the proposal is shown instead. The proposal is visible from the following viewpoints:

- VVM10 – offers brief glimpses of the roofscape through trees. Indicates a variety in roof height
- VVM11 – glimpses of buildings through trees from south of canal. Limited detail visible
- VVM12 – some dwellings visible from housing development to south of canal. Variety in roof provide and typologies indicated
- VVM14 - offers views of apartment block from south east, adjacent to canal. Variety of materials and roof profile indicated.
- VVM17 (formerly view 4) – there do not appear to have been any changes to this view, however the applicant has highlighted the roofline in red. Concerns remain regarding visual impact and condition regarding final agreement of materials is recommended in the event of grant.

Overall, the views provide a very limited impression of how the site would look when completed. It is noted that there are limited opportunities as there are few public access points surrounding the site. A condition regarding final agreement of materials is recommended in the event of grant.

(iv) With regards block form, the blocks appear to be generally in compliance. All corner houses are dual frontage, where possible. There are windows on the side of the duplex units. Block 1 has been redesigned; however, a significant distance remains between the apartment block and the park. The Canal terrace house 19014 PL 112 Rev A does not provide dual frontage still. It is noted that there are habitable rooms overlooking the public realm and creating passive surveillance, however, dual frontage is required to create activity. A condition is recommended in the event of grant to secure this.

Back to back distances are now indicated as over 22m in all instances, which is welcomed.

In terms of ground floor frontages, a redesign of all streets is recommended via condition. The parking arrangements are not in accordance with the scheme and a condition is recommended in this regard.

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- (vi) the applicant states that type H has a different character from the adjacent terraces, and this creates distinctiveness in terms of urban grain. The below is taken from PL051 Rev A. The second image is Figure 3.3.7 of the Planning Scheme



It is noted from the above that the location of the urban grain is correct. However, Section 2.4.3 states the following: “*fine urban grain frontage of individual plots should be between 6 and 8 metres and should not in any case exceed 10 metres (see indicative elevation and plan in Figure 2.4.3 and 2.4.4). Each plot shall have an individual distinctive design.*” Each plot is either 6.475m or 6.75m, however, each plot is identical in design and finish.

A condition is recommended in the event of grant, seeking a redesign of the fine urban grain areas, in accordance with the above.

- (vi) The applicant has not amended any roof levels across the site. With the exception of the apartment blocks, a condition is recommended which requires an assessment of topography across the site and an amendment in roof / building height to create a more varied roofscape where possible.

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(vii)

(a) Own door GF apartments now provided.

(b) All entrances should be a maximum of 9m apart. This standard is met for all house types. For apartments and duplex it is not, as the requirement for stairs location and other facilities determines the location of access points.

(c) The street design is not consistent with the Planning Scheme and DMURS. A condition is recommended in the event of grant, seeking redesign.

(viii) The applicant has not provided any variety across the site. A condition is recommended in the event of grant.

(ix) Relevant amenity standard is met for the dwellings. For the apartments, Block 1 meets the minimum required distance.

Block 2 is 6.4m from Block O to the north. There is a kitchen diner window for Block O at first floor and a bedroom window at second floor. These are not primary windows for the room and there are windows to living areas on the opposing elevation of Block 2. Obscure Glazing is recommended via condition for the south elevation (1st and second floors) Block O. Block N is 8.55m from the west elevation of Block 2. There is a kitchen diner window for Block N at first floor and a bedroom window at second floor. These are not primary windows for the room and there are windows to living areas on the opposing elevation of Block 2. Obscure Glazing is recommended via condition for the east elevation (1st and second floors) Block N.

For Block 3, obscure glazing is recommended on the west elevation (upper floors) of block L and also the southern elevation of Block Q.

Obscure Glazing is also recommended for the following duplex side elevations (upper floors), due to their proximity to other duplex or houses:

Block P – east and west elevations

Block N – west elevation

Block M – east and west elevation

Block L – west elevation

Block J – east and west elevation

Block H – west elevation

Block B – east and west elevation

Block A – west elevation

(x) The applicant sets out that a detailed sunlight and daylight assessment has been provided.

While some floors on lower level fail, overall, the quality of daylight across the development can be considered high.

Some mitigation has been proposed by amending balcony placements in the courtyard, moving them directly in front of the kitchen, dining, living rooms, to spanning the bedroom and K/D/L.

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A higher proportion tested now meet the guidelines. South facing communal space has been provided. This mitigation is considered acceptable.

Item 6:

SuDS

The applicant states that the subject application design complies with the site design requirements and objectives in the agreed Surface Water Management Plan as the development cells include the provision for at least two separate SuDS features and provides for swales for roads run off and permeable paving in private car parking areas. The Planning Authority notes the incorporation of SuDS features but also notes the concerns expressed by the Parks and Water Services Department. It appears that the scale of the proposed SuDS measures within the development cell is insufficient.

(i) There is a lack of SuDS (Sustainable Drainage System) shown for the proposed development. Although permeable paving in parking bays; limited swales, a filter drain; and two detention basins have been provided. Further natural SuDS measures are required to deliver a treatment train for improving water quality and utilising water to maximise amenity and biodiversity to comply with the Clonburris SDZ planning scheme. Water needs to be attenuated in more localised SuDS features.

(ii) Where detention basins have underground tanks, water should be directed to the detention basin to allow it to fill first with the 1 in 100 year storm allowing the underground tank to fill. Detention basins should have a low flow channel and a sloped face.

(iii) There appears to be a conflict between the number of swales shown in the drainage proposals and those shown on the landscape drawings. SuDS proposals should be consistent, and all SuDS features included in attenuation calculations.

(iv) Further localised SuDS measures shall create an above ground treatment train and include:

(a) bioretention tree pits, green roofs on apartment buildings, further swales, disconnected downpipes, rain gardens, channel rills, ponds, wetlands etc.

(b) Swales to be planted with native and pollinator perennial riparian wildflowers using local species. Full species lists for the SDZ can be found in Ecological Survey of Clonburris (FERS Ltd., 2018).

(c) Details on how the SuDS elements function.

(d) Drainage and Landscape proposals to be consistent regarding SuDS provision.

(e) Inclusion of all above ground SUDS features in attenuation calculation (avoid underground systems).

(f) Detention basins to have deeper areas that fill first before being directed underground. Detention basins should have a low flow channel and a sloped face. The base of detention ponds should not be flat, they should include some lower areas to ensure that some areas only remain mucky, and the vast majority of the base of the detention pond can dry out cleanly. Where detention basins have underground tanks, the water should be directed to the detention basin first, followed by the underground tank being allowed to fill for the 1 in 100 year storm.

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(g) Paths in Public Open Spaces used to attenuate water to be a permeable solid surface rather than compacted gravel.

(v) The location, type and size of all SuDS features shall be shown in a revised site layout drawing with a separate report to show what capacity in m³ each SuDS feature has. Examples of SuDS include and not limited to:

- Rain gardens,
- Green roofs
- Channel rills
- Tree pits
- Swales
- Planter boxes, water butts
- Other such Suds.

Applicant's response:

See DBFL-FIR response which indicates extensive SuDs measures have been included.

Assessment:

Water Services has raised no objections, subject to conditions.

The Parks and Public Realm Department has stated

“Further natural SuDS should be used to create/enhance the Local Green and Strategic Green Infrastructure Links required by the Planning Scheme.

There appears to be a conflict between the number of swales shown in the drainage proposals and those shown on the landscape drawings. SuDS proposals should be consistent.

We require detail of all SuDs components and for all SuDS features to be included in attenuation calculations.”

“The Clonburris SDZ strategy requires a green infrastructure based approach to drainage and stormwater management. SuDS are to be designed as an ecological resource designed into the street, public squares and open space network. These shall be of a high quality, designed as a series of ‘wet’ and ‘dry’ landscape elements to achieve a multifunctional space for amenity, biodiversity and surface water management.

It is essential that open spaces accommodating SUDS measures such as attenuation ponds and swales are designed in order to achieve a balance between surface water management and high-quality open space. The scheme requires:

- *A system of infiltration trenches, tree pits, permeable paving, swales, green roofs, and other elements that should direct surface water to attenuation areas.*

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- *Swales designed as linear landscape elements to enhance streetscape and neighbourhood character and identity.*
- *Surface water to be captured and treated within the curtilage of each site using green roofs, rainwater gardens, filter trenches or bio retention units.*
- *The perimeter attenuation areas to be profiled to enable walkways, high quality planting, amenity edges, and habitat establishment.*
- *Open spaces to have 'important Sustainable Urban Drainage System functions' with 'SUDS features such as major detention ponds and swales' and 'Retention and enhancement of selected hedgerow.'*

- *Local Parks and Squares to 'include local level SuDS function with small swales and bioretention areas and Retention and enhancement of selected hedgerow*

- *Local Links to incorporate 'Tree lined street and avenues' and 'small scale SUDS features such as swales, where appropriate'.*

Conditions are also recommended in the event of grant.

Item 7:

Green Infrastructure

(a) Street tree provision is inadequate: there are large sections of streets without trees in the Public Realm. More effort is needed to create strong green infrastructure links throughout the development. This is best achieved through additional street trees and SuDS to create these connections.

(b) Greater efforts are required integrate, retain and enhance existing hedgerows into the local green space/infrastructure and local parks.

(c) The submitted designs fail to maintain interconnectivity between the Grand Canal Corridor, urban streets, public parks and open spaces, and the Railway Corridor.

The current proposal has not availed of the opportunity to build upon the existing green infrastructure links on this site, and thereby falls short in the delivery of a resilient development with a distinctive identity.

Where green infrastructure links are not possible to retain, it is a key objective of the planning scheme to incorporate new biodiversity opportunities into the developments. While this is not a 'like-for-like' compensatory measure, benefits can be achieved by creating new and appropriate habitats and the inclusion of a variety of different SuDS measures, including green roofs.

Applicant's response:

(A) where possible street tree shave been introduced. Details of SuDS tree pits provided

(B) See 1738-PL-P-01

(C) See 1738-PL-P-00 and 1738-PL-P-01

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Assessment:

The Parks and Public Realm Report states:

- a) *“Proposed trees, configured to lie within the Public Realm, have been provided along some streets according to the requirements of Clonburris SDZ Planning Scheme and DMURS (2019), however several local streets and homezones are still lacking in street tree provision with some streets having street trees on one side only.*
- a) *SDCC do not accept trees between ‘front gardens’ as street trees even if they are fenced off and with root protection barriers. The tree canopies are still up to 50% on property not taken in charge by the Council which threatens the long term viability of the trees. The trees are also at risk from vehicles using the car parking spaces. The trees should be moved to the outside of the path shown on the drawing.*
- b) *The planning scheme requires ‘Streets should be generously planted at frequent intervals to soften the impact of parking and strong building frontages at intervals of 14 – 20 metres. In the interest of biodiversity and place making, reduced spacing between street trees should be considered where appropriate and achievable. (Planning Scheme P64).*
- c) *A high quality of Street Tree planting is required throughout the development to strengthen Green Infrastructure links.”*

“The Planning Scheme designates:

- *A **Strategic Green Corridor** linking the Grand Canal and Railway Strategic Green Corridor along the **western-most boundary** of the proposed development area, along Street 7.*
- ***Local Green Corridors** along Clonburris Link Street; Fonthill Road and Street 2.*
- ***Tree Lined Streets** throughout with street trees on both sides.”*

...

“Impact on existing hedgerows and biodiversity. We welcome the proposed retention and enhancement of existing trees and hedgerows along the Fonthill Road and within the Grand Canal Park pNHA and the planting of compensatory hedgerow in Grand Canal Park and along some streets. However, there needs to plant compensatory hedgerow in the local parks, green spaces and roadsides both within and outside of the 50m pNHA no development zone”.

Conditions are requested in the event of grant.

The Heritage Officer has stated *“I consider that the requests for Further Information as issued by the Planning Authority in relation to ecological matters/green infrastructure (GI) have not been addressed in the response has received from the applicant/planning agent.*

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In particular, requests for an amended design that would allow for the adequate retention of hedgerows and to provide for north-south GI links through the proposed development design have not been addressed. These north-south GI links are essential to connect the Grand Canal Corridor to the Railway Corridor through a mix of strategic green corridors, local green corridors, and tree-lined streets.

Lack of clarity also remains in relation to the protection of the interface of the development with the Grand Canal Park.

The provision of street trees in conjunction, with the inappropriate and un-sustainable location of trees in private gardens, and the proposed length and location of replanted hedgerows is grossly inadequate.

I therefore consider that the proposed application and its F.I. responses are not in adherence with the Clonburris SDZ Scheme in relation to ecological and green infrastructure matters.

Should a grant of permission be issued, I recommend the following Condition be applied to address inconsistencies with the SDZ Scheme:

- *A redesign of the current arrangement of north-south streets is to be amended to allow for the inclusion of appropriate Green Infrastructure links between the Grand Canal Park and the Railway Corridor.*
- *Prior to the commencement of work, including any site clearance works and/or the establishment of access routes and site compounds, a Biodiversity Management Plan for the proposed development site is prepared and agreed in conjunction with the Planning Authority's Heritage Officer.*
- *This Biodiversity Management Plan (BMP) is to be devised by a qualified and experienced ecological expert/ecological team who can demonstrate previous experience of devising and implementing such a plan. Contact details of the ecological expert/team are to be forwarded on appointment to the Planning Authority's Heritage Officer.*
- *The BMP will be required to clearly demonstrate how it proposes to adhere to and implement the ecological objectives and recommendations of the Clonburris SDZ Scheme, the Clonburris SDZ Biodiversity Management Plan, and the Parks and Open Space Strategy. Particular focus is to be placed on demonstrating the retention and enhancement of an appropriate level of existing biodiversity, the robust and sustainable nature of any proposed replanting, the strengthening of exiting GI links, and the creation of new and appropriate green infrastructure.*
- *An Ecological Clerk of Works (ECoW) shall be appointed to oversee the day to day operation and implementation of the agreed BMP and its actions. The ECoW shall liaise*

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throughout the pre-construction and the construction phase with the Planning authority's Heritage Officer.

- *The integration of the objectives and actions of the BMP into the overall project Construction Management Plan shall be clearly outlined and demonstrated.*
- *The ECoW will liaise closely with other project construction teams, particularly (but not restricted to) the lighting design team and the landscape design team. This is to ensure maximum protection for existing and proposed habitats and the protection of protected species including bats, otters and crayfish.*
- *The BMP will clearly indicate how the implementation of the BMP will be monitored, with appropriate remediation measures where shortfalls may occur.*

Conditions are recommended.

Item 8:

Open Space Design

Grand Canal Park:

(i) It is unclear from the plans whether the proposed native hedgerow would be sufficient to protect the existing native hedgerow from damage from users. Further measures (defensive planting; native hedging, chestnut paling) should be proposed where required in localised areas to prevent damage to existing vegetation by users of the Park and to prevent desire lines or paths forming through this sensitive area.

(ii) The canal overflow stream is an important habitat for freshwater crayfish that enter and exit the canal through this channel. The prevention of disturbance to the existing sensitive habitat conditions is critical to maintaining the health of this population. The applicant is therefore requested to revise the landscape design for the interface area at the northern edge of the canal overflow stream, demonstrating how inadvertent disturbance of this sensitive habitat will be achieved.

(iii) The applicant is also requested to remove the suggested locations on site layout plans/ landscaping plans for two possible future secondary linkages to the canal towpath unless agreed in a finalised PLS. The proposal should retain the proposals for the crossing of the overflow channel at the existing Fonthill Road end and at a location to link with Omer Lock House. Any potential additional permeability can be considered post occupation of the area, as required.

(iv) The applicant is requested to provide details of the crossing point of the canal overflow and detail if any works are required.

Local Park:

(i) Requires appropriate boundary fencing, planting, a lockable vehicular access for maintenance and a separate entrance for pedestrians. A line of removable bollards is not an adequate entrance.

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All Public Open Space:

(i) Parks require a greater retention of existing trees and hedgerows within the pNHA, parks and public open space as required by the Clonburris SDZ Planning Scheme (2019) and Clonburris SDZ Parks and Landscape Strategy.

(ii) The use of compacted gravel is not suitable in Public Open Spaces use to attenuate water. We require paths to be a permeable solid surface.

(iii) Park Boundaries to have appropriate boundaries to a standard suitable for Public Realm, with entrances for vehicular access and separate entrances for pedestrians.

Other Detail

The applicant is requested to provide further details of the following matters:

- The applicant is requested to provide details of plot width for houses and duplexes
- There are a number of areas where bins are located at communal open spaces and do not benefit from passive surveillance the applicant is requested to address this. The applicant is also requested to provide details of the impact of bin / cycle stores on open space but providing cross sections and details of materials.
- Overlooking of the open space to the south east
- Interface with Lock House.

Applicant's response:

(i) additional native hedgerow and chestnut paling boundary fencing has been included along Canal Park.

(ii) Access to the overflow stream has been removed. Potential access is discouraged.

(iii) Two future access points / secondary linkages have been removed from the revised landscape plan, with the existing connection retained at Fonthill Road.

(iv) The existing crossing point is a simple agricultural bridge with no safety measures. This will need to be replaced.

(v) boundary fencing / railing within local park is included in the revised landscape plans.

(vi) see 1737-PL-P-01.

Further detail

Plot widths: range from 4.4m to 6.475m. Duplex plot widths are 7.2m wide. A small no is wide at 10.6m.

Bins: high level of passive surveillance

Space to SE: revised Block 1 introduces significant frontage and overlooking to the open space to the south east.

Lock House: pocket park provided to southern end of home zone directly to the north which leads to a searing area and plat ground, to encourage people to congregate. Anticipated restoration of Lock House will provide link to linear park.

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Assessment:

The Parks and Public Realm report states:

- i) “Grand Canal Park:
It is unclear from the plans whether the proposed native hedgerow would be sufficient to protect the existing native hedgerow from damage from users. Chestnut paling was also requested but is not shown on the landscape plan.
- ii) Local Park:
 - a) *Local Parks requires appropriate boundaries: i.e., low wall with heavy duty round bar, minimum 16mm diameter galvanised and powder coated matt black metal railing, 1.8m high, to a standard suitable for Public Realm, with entrance(s) for vehicular access and separate entrances for pedestrians to be agreed with Public Realm, planting, lockable vehicular access for maintenance and a separate entrance for pedestrians. These are not shown on the landscape plan.*
 - b) *The entrance detail for pedestrians to be agreed.*
 - c) *On examining the detail of locations proposed for self-binding gravel, the locations are not suitable for same as they will likely be used to attenuate surface water. These paths are required to be a permeable solid surface.”*

Conditions are requested in the event of grant.

Other Detail Items:

Plot Width:

In accordance with Section 2.84 Urban Grain and Façade Treatment “*Plot widths for houses and duplexes across the SDZ lands should generally be between 5 metres and 9 metres particularly along residential streets with canal and park frontages, which shall be developed with terraces of houses/townhouses or duplexes subdivided into plots of no more than 9 metres*”. It is noted that some areas fall above and below this standard The wider width plots are the special units required as part of part V. the narrower plots appear to be 3 x 2pairs of mid terrace units. Due to the distance between these units and the amount of them in relative to the overall development level, they are considered acceptable in this instance.

The areas that are identified as canal and park frontage are in compliance with the requirement.

Bins:

It is noted that the floorplans provide for passive surveillance of these areas. Details of materials have also been provided. Notwithstanding these details, it is considered that these bins storage areas should be ‘greened.’ The details of this shall be agreed via condition.

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Space to South East:

It is noted that Block 1 has been amended, however, there are still concerns regarding the degree of overlooking. It is noted that an area which has the appearance similar to the applicant's proposed streets has been proposed between the apartment block and the POS. The scheme calls for a pedestrian street within this area. However, it does allow for parking courtyards. A condition is recommended which seeks to remove some of this car parking and increase the width of the pedestrian street.

Lock House:

The interface with this area is noted and is welcomed.

Item 9:

Part V

It is noted that the proposed Part V units include 56 duplexes. It is the preference of the Housing Department to have a mix of unit types and sizes more in proportion with the overall schedule of accommodation for the scheme and to include a specially adapted unit, suitable for persons with medical needs.

Applicant's response:

Proposals for Part V includes 56 duplexes. House type C is an adaptable universal design. 2 are provided.

Assessment:

Housing strategy has reviewed the application and has raised no objections, subject to conditions.

Item 10:

Foul Water

Foul sewers such as 450mm diameter foul sewer South of Southern Link Road at eastern end of site are too close to proposed buildings. The applicant is requested to contact diversion@water.ie Irish Water to agree the setback distance to all proposed foul sewers for the proposed development.

Applicant's response:

The subject 450mm sewer is to be constructed as part of the Link Street. The Clonburris 1A sewer will discharge into this and the necessary arrangements have been made with the designers of the link street to adjust the distance to 10.982m, which is in line with Irish Water requirements.

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Assessment:

Irish Water has stated “1. *The applicant shall sign a connection agreement with Irish Water prior to the commencement of the development and adhere to the standards and conditions set out in that agreement.*

2. *All development shall be carried out in compliance with Irish Water Standards codes and practices.*

3. *Any proposals by the applicant to divert or build over existing water or wastewater services shall be submitted to Irish Water for written approval prior to works commencing.*

4. *Separation distances between the existing Irish Water assets and proposed structures, other services, trees, etc. have to be in accordance with the Irish Water Codes of Practice and Standard Details”.*

A condition is recommended in the event of grant. It is the Planning Authority's view that the condition should include a clause seeking an amendment application should the setback distance not be agreed with the current building line.

Item 11:

PLS & BMP

It is noted that the Parks and Landscape Strategy and the Biodiversity Management Plan at a draft stage. As part of the response to the further information, the applicant is requested to review the final PLS and BMP and demonstrate compliance with each document.

Applicant's response:

Applicant's response:

Below table sets out compliance with Parks and Landscape Strategy

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PARKS AND LANDSCAPE STRATEGY

Relevant Recommendations and Requirements

| PLS Heading and Brief Outline | M&A Response |
|--|---|
| 4.2 Existing Trees, Hedgerow and Vegetation Retention | Detailing of existing trees and hedges to be retained is included on Murray & Associates drawing 1723_PL_P-01 and within the Project Arborist's planning pack. |
| 4.3 Hedgerows - Mitigation and Compensatory Measures | Compensatory native hedgerow planting has been included within the proposals. All hedges within the open spaces are native species, along with hedgerows within the residential areas. This accounts for a total of 2,458 metres of new native hedgerow. Maintenance of hedgerows is laid out in Murray and Associates Outline Landscape and Maintenance Specifications document. |
| 4.4.4.1 Play Provision and Facilities | Play spaces for all ages are included throughout the development site in easy walking distance of all dwellings. A hierarchy of play also exists, with larger play facilities and a MUGA with the local park and smaller play spaces and natural play areas within the development. See Landscape Design Report for further information. |
| 4.7 Surface Water and Wastewater Management | SuDS measures are present throughout the site, with the inclusion of detention basins within the open spaces and swales, SuDS tree pits and bioretion areas throughout the site. SuDS measures have been included in collaboration with the project engineers. See Murray and Associates drawing 1723_PL_P_00 for further information on SuDS. |
| 5.0 Landscape Design of Strategic Parks 5.4 Grand Canal Park | The pNHA has been taken into account within the design of the Canal Park, with the relevant setback distances adhered to. The existing habitat has been retained along the canal bank boundary, with additional enhancement planting included to bolster the strategic green infrastructure corridor. All planting specified are native species and/or have reference to the All Ireland Pollinator Plan. |

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| <p>6.0 Local Parks and Urban Squares 6.1 Local Parks</p> | <p>The local park has incorporated natural play spaces, a MUGA and areas for informal kick-about. Seating spaces have also been included. Swales have been proposed to the northern and eastern boundaries. Extensive tree planting is also proposed.</p> |
| <p>7.0 Strategic Routes and Green Corridors 7.1 Strategic Routes 7.2 Grand Canal Corridor 7.6 Local Links</p> | <p>Existing green infrastructure along the canal bank strategic route is retained, with additional native planting specified to enhance the strength and connection within this route. No lighting measures are proposed within the Canal Park. Discussion has taken place with Waterways Ireland regarding the retention and treatment of landscape along the Canal Park extent. Local links have been provided through the development. These take the form of grassed and planted swales, tree lines, bioretention areas and permeable paving. See Murray and Associates drawing 1723_PLL_P_00 for further information.</p> |
| <p>8.0 Tree Planting 8.1 Street Tree Planting</p> | <p>Street tree planting has been incorporated within the development and takes the principles and recommended species as laid out in the PLS into account. SuDS tree pits are also included where appropriate.</p> |
| <p>9.0 Surface Materials</p> | <p>Surface materials choices have taken the PLS into account.</p> |
| <p>10.0 Furniture, Fittings and Way-finding</p> | <p>The location of seating elements have been included within the landscape proposals. Further specifications of street furniture is to detailed design stage.</p> |
| <p>11.0 Park Boundaries</p> | <p>The local park is enclosed with a 1.8m high steel bar railing with matching gates. The Canal Park is open in nature and is not enclosed. Access from the Canal Park to the overflow stream and existing vegetation along the canal bank is restricted with a native hedgerow and chestnut pale fencing where hedgerow is not appropriate.</p> |
| <p>13.0 Soft Landscape</p> | <p>The inclusion of native species within open spaces is a primary concern of the planting strategy. This includes trees, woodland, hedgerow and native wildflower meadows.</p> |
| <p>14.0 Management and Maintenance 14.2 Hedgerow Management</p> | <p>Maintenance strategies are included within Murray and Associates Outline Landscape and Maintenance Specifications document.</p> |

Biodiversity Management Plan compliance:

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| BMP Objective | M&A Response |
|---|---|
| <p>HR01 Where feasible having regard to the SDZ Masterplan proposed developments should retain habitats of ecological value that can be accommodated. Particular consideration must be given to retaining ecological features which provide connectivity between habitats (e.g. hedgerows and treelines) to promote green and blue infrastructure within the SDZ lands. Retention of townland boundary hedgerows within open space, which have high biodiversity and heritage value should be given priority.</p> | <p>The vast majority of vegetation along the Canal pNHA is to be retained. Where small areas of removal occur this is to allow for useable public open space. And is compensated for by additional native tree and hedgerow planting.</p> |
| <p>HR02 Where hedgerows, treelines, woodland and other semi-natural habitats are being retained within the SDZ lands, details of their management and protection should be provided in a Habitat Management Plan (HMP) to be provided to the Council by the developer alongside the planning documentation.</p> | <p>Maintenance and management strategies are included within Murray and Associates Outline Landscape and Maintenance Specifications document.</p> |
| <p>HR04 Development must be set back from the Grand Canal 1. All buildings must be set back 50m from the Grand Canal pNHA boundary 2. Other development (with the exception of footpaths and bridges) must be set back 30m from the Grand Canal pNHA boundary 3. Any proposed works including footpath surfacing or access points through the existing vegetation north of the existing northern tow path are to be subject to detailed discussions with South Dublin County Council and will require: - ecological surveys - arborist survey - consultation with National Parks and Wildlife Service - consultation with Waterways Ireland - site walks with relevant stakeholders, if necessary.</p> | <p>The relevant setbacks are observed within the landscape proposals. There is 1no. existing connection north of the towpath through to the site. It is proposed to retain this location, while upgrading the existing agricultural bridge with a more appropriate pedestrian/cycle friendly bridge. The required surveys and consultations will be completed prior to commencement of works.</p> |
| <p>HR05 Prior to any works, watercourses will be fenced off at a minimum distance of 10m from the watercourse bank in order to maintain a biodiversity protection zone of not less than 10 metres from the top of the bank.</p> | <p>Protection fences will be installed prior to commencement to protect the existing overflow stream.</p> |
| <p>HR07 Where other works e.g. footpath maintenance must take place within 10m of the edge of a watercourse or tributary thereof, a risk assessment should be</p> | <p>No construction works are proposed within 10 metres of an existing watercourse.</p> |

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| <p>carried out on a case-by-case basis by a suitably qualified ecologist in order to determine if the works will require a Construction Environmental Management Plan (CEMP) outlining how pollution of watercourses during and after the construction period will be prevented and / or mitigated. If a substantial risk is identified, the CEMP must be developed in consultation with Inland Fisheries Ireland at application stage where feasible.</p> | |
| <p>HR08 Where meadows (labelled as Fossitt code GS2 in Figure 1) are to be retained within the areas of open space as outlined in the Parks and Landscape Strategy, particular consideration should be given to retain this habitat around other features of ecological importance such as hedgerows, water features (including attenuation ponds) and scrub. Where possible, developers are encouraged to retain meadows within their ownership boundaries</p> | <p>Areas of existing grassland are to be retained where possible within the Canal Park, in particular where the existing canal bank vegetation interfaces with the existing grassland areas. Where grassland cannot be retained additional complementary grassland meadow planting is specified.</p> |
| <p>Grassland and Meadow Objectives HR09 The following document should be consulted prior to the design of wildflower meadows: National Biodiversity Data Centre (2017) <i>Creation and management of a wildflower meadow. All-Ireland Pollinator Plan, How-to-Guide 4. National Biodiversity Data Centre Series no. 13</i></p> | <p>The document <i>Creation and management of a wildflower meadow. All-Ireland Pollinator Plan, How-to-Guide 4. National Biodiversity Data Centre Series no. 13</i> is to be consulted at detailed design stage and in collaboration with the project ecologist prior to specification of native meadow species.</p> |
| <p>Woodland and Scrub Objectives HR10 Where woodland or individual trees are being retained, the root protection zone / area must be calculated by a qualified arborist. Protective barriers must be installed to exclude construction activities from the root protection area of the woodland / trees in accordance with BS 5837</p> | <p>The project arborist (The Tree File) has proposed the required root protection zones and tree protection measures within their planning submission.</p> |
| <p>HR11 Particular consideration must be given to retaining woodland which provides ecological connectivity to other habitats of ecological importance. This is to strengthen the green and blue infrastructure network.</p> | <p>The vast majority of existing vegetation along the canal bank and along the Fonthill Road embankment is to be retaining.</p> |
| <p>Hedgerow and Treeline Objectives HR12 The Parks and Landscape Strategy indicates the retention of 7,720m of hedgerow / linear woodland habitat within the strategic open spaces - 5,200m along the canal, 520m along the Griffeen river and 2,000m of hedgerow within parks and open spaces. When final landscape designs are being prepared for open spaces, this level of retention is considered to be the minimum acceptable.</p> | <p>As part of this application there is approximately 1,038 metres of hedgerow to be removed. (An additional 320 meters is also removed within the local park and open space to the south of Apartment Block 1 – this however is part of the granted CIL application for the roads and attenuation areas). In mitigation, there is a proposed 728 metres of hedgerow within the Canal Park and a further 1,730 metres of native hedging within the residential areas, totalling 2,458 metres of new native hedgerow.</p> |

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| Where swales are proposed within the SDZ, the design should include native grass species to enhance biodiversity and wildlife and be in accordance with the SDCC Sustainable Drainage Systems (SuDS) Explanatory, Design and Evaluation Guide | The proposed swales and bioretention areas include native grass species. Species to be specified at detailed design stage and with reference to the SDCC Sustainable Drainage Systems (SuDS) Explanatory, Design and Evaluation Guide. |
| HR13 Where hedgerows and treelines are being retained, the root protection zone / area must be calculated by a qualified arborist. Protective barriers must be installed to exclude construction activities from the root protection area of the hedgerows and treelines during construction works in accordance with BS 5837. | The project arborist has included the required root protect areas and protection measures within their planning package. |
| HR14 Pedestrian access points to the Grand Canal must be located in areas that are sparsely vegetated and should avoid as much tree and vegetation removal as possible. Where vegetation removal is required, this should be focused on vegetation of lower ecological importance and avoid mature trees and hedgerows. | The proposed pedestrian access is at an existing access point. This existing bridge will be upgraded to allow for a new bridge to cater for pedestrians and cyclists. |
| HR15 Appropriate pedestrian access points to the Grand Canal are to be sensitively designed to prevent damage to adjacent vegetation. | A new pedestrian/cycle bridge is proposed to replace the existing agricultural crossing to the south-east. |
| HR16 Where hedgerows are proposed for retention, management measures should be set out, appropriate to their location and function, and in accordance with guidance set out in the following document: <i>The Heritage Council (2016) Conserving Hedgerows</i> . Management must also include the removal of non-native invasive species such as butterfly-bush <i>Buddleja davidii</i> ¹³ and filling in sparse patches with native species planting. | The management and maintenance of hedgerow is included within Murray and Associates Outline Landscape and Maintenance Specifications document. |

Table 2: Biodiversity Objectives for Habitat Creation

| BMP Objective | M&A Response |
|---|---|
| Native vs Non-native Planting | |
| HC01 Planting schedules for all areas within the lands should include predominantly native species, and non-native species should be limited to specific areas. | The planting proposals include predominantly native species throughout. |

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| <p>HC02 No invasive species listed on the Third Schedule of the <i>European Communities (Birds and Natural Habitats) Regulations 2011</i> will be planted on the lands. Under the regulations, to do so would constitute an offence.</p> | <p>No invasive species have been proposed within the development.</p> |
| <p>HC03 Planting schedules should have regard to Invasive Species Ireland's <i>Amber list</i>. Planting schedules must not include species on these lists, as they may have invasive properties which would be detrimental to the overall biodiversity of the SDZ.</p> | <p>No species on the Amber List have been included in the proposals.</p> |
| <p>HC04 Where native species planting is not feasible, planting schedules should include species that provide biodiversity value (food and shelter resources) to pollinators and other fauna species. Suitable plant species can be found in the All-Ireland Pollinator Plan's <i>Pollinator Friendly Planting Code</i>.</p> | <p>Regard is had to the All Ireland Pollinator Plan within the planting proposals.</p> |
| <p>HC05 Native species should be used for formal hedging proposed within Clonburris SDZ. Suitable species include hazel <i>Corylus avellana</i>, wild privet <i>Ligustrum vulgare</i>, guelder rose <i>Viburnum opulus</i> and yew <i>Taxus baccata</i>.</p> | <p>Native species are used for hedging throughout the development, even within the residential areas.</p> |
| Wildflower meadow / Strip / Garden | |
| <p>HC06 Native wildflower meadows proposed within the SDZ should reflect the existing biodiversity in the area. This may be achieved in the following ways:</p> <ul style="list-style-type: none"> • Where possible and subject to season restriction, seeds may be harvested from the existing meadows (if there are no non-native invasive species present in the area) to ensure that local biodiversity is retained. • Local biodiversity may be retained by translocation. Intact turves may be removed from donor sites with a suitable excavator and incorporated into a suitable receptor site. • Seed mixes may be bought from a wildflower provider. Species known to be present in the area should be chosen for the seed mixes. Full species lists for the SDZ can be found in <i>Ecological Survey of Clonburris</i> (FERS Ltd., 2018). | <p>Seed mixes of wildflower meadows will be specified at detailed design stage. The proposals state that native meadow grass mixes are to contain native irish species and be in compliance with the All-Ireland Pollinator Plan. Specific species will be specified in collaboration with the project ecologist and have reference to the species lists for the SDZ in the <i>Ecological Survey of Clonburris</i> (FERS Ltd., 2018).</p> |
| <p>HC07 If seed mixes are to be bought, a perennial mix must be used to create wildflower meadows on site, rather than continually planting annuals. Even though a perennial mix meadow may be less colourful than an annual mix meadow, this is a more</p> | <p>Seed mixes and species will be specified in collaboration with the project ecologist.</p> |

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| <p>cost effective approach and provides a better source of food for pollinators than an annual mix. Native Irish perennial seed mixes can be sourced from various suppliers.</p> | |
| <p>HC08 Where wildflower meadows are being planted on site, proper ground preparation and weed elimination is integral to the successful creation of the wildflower meadow. Steps to be taken to prepare the site for sowing with wildflower are described in the following document: National Biodiversity Data Centre (2017) <i>Creation and management of a wildflower meadow. All-Ireland Pollinator Plan, How-to-Guide 4. National Biodiversity Data Centre Series no. 13.</i> These steps must be followed for the proposed wildflower meadow habitats on site.</p> | <p>Site preparation will be detailed in a full landscape specification, to be issued for agreement prior to commencement of development.</p> |
| <p>HC09 The following document must be consulted prior to the design of wildflower meadows: National Biodiversity Data Centre (2017) <i>Creation and management of a wildflower meadow. All-Ireland Pollinator Plan, How-to-Guide 4. National Biodiversity Data Centre Series no. 13.</i> This resource follows the principles set out in the <i>All-Ireland Pollinator Plan 2015-2020.</i></p> | <p>This document will be consulted and reference will be made to it in the full landscape specification, issued prior to commencement.</p> |
| <p>HC10 Factors such as soil and aspect will need to be considered in the design of wildflower meadows, as these can heavily influence the successful creation of this habitat.</p> | <p>Site investigation and analysis will occur in collaboration with the project ecologist.</p> |
| <p>Green Roofs</p> | |
| <p>HC11 Green roofs are recommended in the Clonburris SDZ Planning Scheme Surface Water Strategy (2017)¹⁴ for consideration within the Clonburris SDZ on appropriate apartment and commercial buildings. In addition to improving the biodiversity value of an area, they also are a recommended SuDS measure and can contribute to climate mitigation and adaptation. These advantages are all outlined as Key Principles of the Planning Scheme.</p> | <p>Green roofs are specified to Apartment Block 1.</p> |
| <p>HC12 All planting proposed for green roofs must be of native species and preferably species that are local to the area. Native Irish perennial seed mixes can be sourced from various suppliers.</p> | <p>Plant species will be specified in collaboration with the project ecologist. Native Irish species will be used where appropriate.</p> |
| <p>HC14 A plan for the maintenance of green and brown roofs must be prepared for each roof.</p> | <p>A maintenance plan will be issued for agreement prior to commencement. This is dependent on the</p> |

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| <p>Plans should include maintenance measures such as mowing and weed removal etc. and responsibility for such management must be identified within the maintenance plan.</p> | <p>specification of green roof and the species chosen in collaboration with the project ecologist.</p> |
| <p>Hedgerows</p> | <p>See Murray & Associates drawing 1723_PL_P_01 for tree and hedge planting proposals.</p> |
| <p>HC15 The planting of hedgerows within the parks areas and along roadways is a key habitat creation objective. planting of hedgerows should also be considered in Development Areas. Species lists must be comprised of a range of native species and preferably comprised of the species already present locally. Species should include a range of trees and shrubs as well as suitable understorey planting. Full species lists for the hedgerows within Clonburris SDZ can be found in the document <i>Ecological survey of Clonburris Strategic Development Zone, Clondalkin, Co. Dublin</i> (FERS Ltd., 2018).</p> | <p>Native hedgerows are proposed throughout the site, in residential areas and within open spaces. In total there is 2,458 metres of native hedgerow proposed. Species proposed will have reference to the document <i>Ecological survey of Clonburris Strategic Development Zone, Clondalkin, Co. Dublin</i> (FERS Ltd., 2018).</p> |
| <p>HC16 Where hedgerow planting is proposed within the lands, the new hedgerows should take the form of a double line of native tree with shrub species. Translocation of existing hedgerows and their seed banks to new locations should be considered where feasible. Hedgerows must be correctly maintained according to the following document: <i>The Heritage Council (2016) Conserving Hedgerows</i>.</p> | <p>Hedgerows will include native trees where appropriate. Hedgerow maintenance will have reference to the following document: <i>The Heritage Council (2016) Conserving Hedgerows</i>.</p> |
| <p>HC17 Hedgerow locations must be chosen to connect features of ecological value (particularly the Griffeen River, the Grand Canal and the railway line, as well as existing hedgerows, treelines and woodland) to the ecological network in the wider landscape where possible and promote green infrastructure within the lands. This can be achieved by planting hedgerows where they do not already exist and in this way minimising the number of gaps in the hedgerow network that would affect ecological connectivity within the SDZ lands and the surrounding areas.</p> | <p>A native hedgerow is proposed to the majority of the length of the Canal Park. This reinforces the existing green infrastructure connection.</p> |
| <p>HC18 Where existing tree planting is present along roadsides, supplementary native understorey shrub and herbaceous planting should be considered. This would help compensate for the loss of hedgerow habitat and strengthen green and blue infrastructure within the lands.</p> | <p>Supplementary planting is proposed within the canal bank vegetation. It is anticipated that 20% of the existing area of vegetation within the site boundary along the Canal Park will be planted with native trees and shrubs.</p> |

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| <p>HC19 Where hedgerows are being retained within parkland, consideration should be given to incorporate sufficient space for hedgerows to develop into linear woodland features.</p> | <p>There is adequate room for the native hedgerow within the Canal Park to grow into a linear woodland feature.</p> |
| <p>Tree Planting HC20 For every tree felled within the Clonburrís SDZ, a replacement tree should be planted within the SDZ. Planning proposals shall demonstrate same. This ensures compliance with South Dublin County Council's <i>Tree Management Policy</i>.</p> | <p>In total there are 54no. individual trees surveyed to be removed within the site redline. Of this number, 34no. are to be removed as part of the CIL application covering the attenuation area within the Local park and as such is not included in the above total. Additionally, 777sqm of Wood Thicket 1 and 136sqm of Wood Thicket 3 (as per Arborist's designation) is to be removed to allow for useable public open space. Individual trees within these thickets are not surveyed. In compensation there are the following numbers of trees proposed within the site: Street Trees: 328no Open Space Trees: 556no Garden Trees: 172no Woodland Bare-Root/Feathered/Standard Trees: 5592no (inc. Canal enhancement) (TOTAL NEW TREES WITH DEVELOPMENT AREA: 6558no)</p> |
| <p>HC21 Preferably, all tree planting (including street planting) should be of native species. Where this is not possible, tree species should be chosen with regard to the All-Ireland Pollinator Plan's <i>Pollinator Friendly Planting Code</i>.</p> | <p>Native species predominate within open spaces. Elsewhere the recommendations of the Parks and Landscape Strategy is followed.</p> |
| <p>HC22 Where tree planting is proposed, multi aged canopy is preferred. Semi mature specimens will be required at strategic locations. This will help compensate for the loss of mature trees across the SDZ and immediately provide nesting and feeding habitat for fauna species.</p> | <p>Tree planting proposals include a variety of sizes/tree maturity. 5% of trees within the open spaces are to be 20-25cm girth, with a further 5% of specimen ornamental trees within the development to be 30-35cm girth.</p> |
| <p>HC23 Tree planting must take into consideration the connectivity of existing ecological features (e.g. hedgerows, treelines, woodland, watercourses) within the SDZ lands and planting must aim to contribute towards it. This can be achieved by, for example, planting trees and/or groups of trees relatively close to each other across amenity grasslands and wildflower meadows thus providing 'stepping stones' for wildlife over open areas, and/or by planting treelines along streets and other linear features and consequently improving green infrastructure and the overall ecological connectivity within the SDZ lands.</p> | <p>Extensive tree planting is proposed throughout the site. Trees are grouped accordingly to allow for green infrastructure connectivity.</p> |
| <p>Swales (SuDS Measure)</p> | |

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| <p>HC28 Where swales are proposed within the SDZ, the design should include native grass species to enhance biodiversity and wildlife and be in accordance with the SDCC Sustainable Drainage Systems (SuDS) Explanatory, Design and Evaluation Guide.</p> | <p>Native grass species are proposed within the swales and bioretention areas. Inclusion of further native species will be included as advised by Project Ecologist and in accordance with SDZ documentation and the SDCC Sustainable Drainage Systems (SuDS) Explanatory, Design and Evaluation Guide. This will be to detailed design stage and agreed prior to commencement.</p> |
| <p>Pond (SuDS Measure) HC30 New wetlands should be created with biodiversity in mind. Detention and attenuation ponds/ basins should have shallow, gently sloping areas to create suitable habitat for amphibians and other fauna. Details to be in accordance with the SDCC Sustainable Drainage Systems (SuDS) Explanatory, Design and Evaluation Guide (when available)</p> | <p>Both detention basins within the open spaces include low areas within the basins that allow for the creation of a 'wet' habitat. Banks are gently sloped where possible. Due to the size and available space for the detention basins there are certain areas where the gradient is a maximum of 1:3. Details of the construction of the detention basins are to the consulting engineer's specifications.</p> |
| <p>HC31 New wetlands should connect to other features of ecological interest within the lands such as meadows and hedgerows. This is to strengthen the biodiversity value of the lands and improve green and blue infrastructure. Details to be in accordance with the SDCC Sustainable Drainage Systems (SuDS) Explanatory, Design and Evaluation Guide (when available).</p> | <p>There are no wetlands proposed within the development lands.</p> |
| <p>Watercourses HC39 Inland Fisheries Ireland and Waterways Ireland must be consulted on any within the biodiversity protection zones (within 10m) of the Griffeen River and the Grand Canal prior to works.</p> | <p>Waterways Ireland have been engaged with prior to lodgement of planning, welcoming the retention of the canal bank vegetation and accepting the measures to limit access to the overflow stream, with native hedging and chestnut paling. Inland Fisheries will be consulted prior to commencement.</p> |
| <p>Grand Canal (including pNHA) HC40 Any proposed planting along and adjacent to the Grand Canal must take into consideration measures for the protection of existing habitats by including an appropriate set-back distance from the pNHA boundary to facilitate protected species, biodiversity, and a fully functioning green and blue infrastructure network. This distance is dependent on the ecological feature (e.g. bat tree roost, rare flora) in question and should be assessed on a case-by-case basis by a suitably qualified ecologist.</p> | <p>The proposed setback distances as proscribed within the SDZ document are followed. All planting within these setback areas along the Grand Canal is specified to enhance the existing strategic corridor and provide additional biodiversity and habitats</p> |
| <p>HC41 Planting schedules along the boundary of the Grand Canal pNHA must have regard to the habitat creation recommendations provided above.</p> | <p>The proposed planting measures take into account the habitat creation measures where possible.</p> |

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| <p>HC42 Planting along the boundary of the Grand Canal pNHA should take into consideration management requirements of proposed species in the planting schedules and prevent their encroachment into the habitats of the pNHA.</p> | <p>Planting specified along this boundary is similar and complementary to the existing vegetation within the Canal pNHA and as such it is not anticipated that there will be harmful encroachment. Indeed, the existing vegetation will be enhanced with additional native vegetation that aims to blend seamlessly with the existing conditions along the pNHA boundary.</p> |
| <p>HC43 A permission should be sought from Waterways Ireland if any proposed works require access to the Grand Canal footpath.</p> | <p>The existing access point from the canal towpath to the south-east will be utilised for a greenway connection from the canal to the link road junction on Fonthill Road. Works will be required to upgrade the existing bridge crossing. In initial discussions with Waterways Ireland this issue has been raised with no adverse comments. A full method statement and ecological survey etc will be carried out and agreed prior to commencement.</p> |

Table 3: Biodiversity Objectives for Birds

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| <p>Bi05 Consideration should be given to installing nest boxes within the parks and development zones. Nest boxes designed to accommodate a range of different species should be installed including boxes for raptors, large birds, small birds etc.</p> | <p>Nest boxes will be installed throughout the open spaces. The appropriate specifications for the various species will be agreed in collaboration with the project ecologist and issued for agreement prior to commencement.</p> |
| <p>Bi07 The parks onsite should be managed to retain suitable foraging habitat for barn owl. A network of rough grassland habitat, particularly that is associated with wetland habitat should be retained throughout the parks.</p> | <p>Areas of rough grassland habitats are proposed throughout the Canal Park.</p> |

Table 4: Biodiversity Objectives for Bats

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| <p>Ba01 Where buildings are to be demolished/ refurbished or trees with suitability for bats are to be removed within the lands, bat surveys must be carried out at the appropriate time of year by a suitably qualified ecologist to assess whether roosting bats are present (at least 2 surveys separated by a minimum of a week carried out between May and August). If bat roosts are confirmed within the lands (either in trees or buildings), the roost should be retained wherever possible. Should retention of any bat roost not be possible, then in order for a derogation licence to be granted there must have been no reasonable alternative, the loss of the roost must not affect the</p> | <p>With regards to providing bat friendly tree planting measures and replacement roost opportunities consultation with a suitably qualified ecologist will further inform the planting strategy at detailed design stage. It is considered that the current planting (large groups, linear planting areas and the retention of the canal bank vegetation) provide good roost opportunities.</p> |
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| conservation status of the species. In all cases it is strongly recommended that loss of bat roosts is offset by providing replacement roost opportunities. All recommendations for mitigation should be adapted to the species and the function of the roost. | |
| Ba03 Lighting on the northern Grand Canal bank (towpath & 30m buffer) should be avoided ,and all lighting along the canal should be minimised. It is recommended that the design ,and operation of the artificial lighting on the southern tow path is reviewed by SDCC in consultation with a suitably qualified ecologist. | There is no lighting proposed within the Canal Park. |
| Ba04 Any developments located close to a known bat roost or ecological corridor should consider incorporating enhancement measures into the design. Appropriate measures may include installing bat boxes onto buildings, planting hedgerows, pond creation and planting of night-scented flowers. | Native hedgerows and linear groups of trees are proposed within the Canal Park. |
| Biodiversity Objectives for Mammals | |
| Overarching Objectives M02 A 10m riparian habitat buffer zone will be provided around existing and proposed rivers, streams and wetland habitat where space allows to maintain commuting and foraging routes for otter. Exceptions to the 10m buffer zone will apply where required to provide for road crossings, services and landscaping features. | A minimum of a 10m buffer is provided to existing watercourses. |

Table 6: Biodiversity Objectives for Invertebrates

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| Biodiversity Objectives for Invertebrates | |
| Overarching Objectives | |
| I01 Grassland / meadow habitat retained or created throughout the lands should be managed to keep important foodplants of the invertebrate species recorded (<i>Poa</i> spp., <i>Agrostis</i> spp., <i>Lolium</i> spp., <i>Urtica dioica</i> , <i>Cirsium</i> spp., <i>Lotus corniculatus</i> , <i>Lotus pedunculatus</i> , <i>Senecio jacobaea</i> , <i>Centaurea nigra</i> , <i>Rubus fruticosus</i> agg., <i>Dipsacus fullonum</i> etc.). | The management of grassland/meadow habitat is referenced in the Murray and Associates Outline Landscape and Maintenance Specifications document. |
| I02 Installation of 'insect hotels' should be considered throughout the site. Insect hotels can include solitary bee bricks that can be built into buildings, purpose built 'insect houses' or standing deadwood. The creation of earth banks or bare | Insect hotels will be specified to detailed design stage. Full details of the structures will be issued for agreement prior to commencement. |

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| <p>should be created facing southwards. Detailed instructions for the creation of wild pollinator nesting habitat can be found in the following document: National Biodiversity Data Centre (2016) <i>Creating wild pollinator nesting habitat. All-Ireland pollinator plan, How-to-guide 1. National Biodiversity Data Centre Series no. 5.</i></p> | |
| <p>103 Planting throughout the site should focus on native species that provide food for pollinators. Where this is not possible, species included in ornamental planting lists should be chosen with pollinators in mind. A range of plants that produce pollen and nectar throughout the year should be chosen. A list of suitable species that provide food for pollinators can be found in the All-Ireland Pollinator Plan's <i>Pollinator Friendly Planting Code</i>.</p> | <p>A large range of native species is included within the planting proposals. Where native planting is not specified, reference is had to the All-Ireland Pollinator Plan.</p> |

Table 14: Suggested biodiversity measures for Clonburris South West

| Typology Biodiversity Measures | |
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| Retention of treelines and enhancement of treelines | Tree lines are retained where possible. This is along the canal boundary and the Fonthill Road boundary. Retention of trees within the site is not deemed possible due to the required street network and residential layout as proscribed in the SDZ document. |
| Retention, enhancement and creation of hedgerows | Additional native hedges are proposed throughout the development. The retention of hedges within the site is not deemed possible due to the required street network and residential layout as proscribed in the SDZ document. |
| Retention, enhancement and creation of woodland (pockets in park, near railway line and Grand Canal and around other water features) | Additional native woodland areas are proposed within the Canal Park. The existing canal bank vegetation is also enhanced with additional native woodland planting. |
| Planting of native flowering and fruiting tree species | Flowering and fruiting species are proposed throughout the development. |
| Creation of long-flowering wildflower meadows (areas in parkland) | Wildflower meadows are proposed throughout the open spaces. Native species to be specified in collaboration with the project ecologist and be in compliance with the All-Ireland Pollinator Plan. Species to be agreed at detailed design stage and prior to commencement. |
| Herbaceous pollinator-friendly planting (urban planters, areas of annual bedding) | Swales will contain certain pollinator-friendly planting species, as will areas managed by a future management company, mainly in the homezone areas and apartment surrounds. Areas taken in charge will have limited species rich areas due to the management requirements of SDCC. Full details to be specified at detailed design stage. |

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| Creation and enhancement of ponds, swales and other water retention features | Swales, bioretention planting areas and detention basins are proposed within the development. |
| Addition of bird and bat boxes on trees | Bird and bat boxes are to be included on appropriate trees and to project ecologist's specification. |
| Sensitive lighting design and innovative lighting (e.g. red light) for the protection of bats | Lighting is not proposed within the Canal Park. Elsewhere, lighting proposals are to be reviewed by the project ecologist. |
| Addition of leaf litter and log piles, earth banks and bee and bug Hotels | Insect hotels to be included at appropriate locations to detailed design stage. |
| 1B Local Park | |
| Retention of treelines and enhancement of treelines <ul style="list-style-type: none"> • Retention, enhancement and creation of hedgerows • Retention, enhancement and creation of woodland (pockets in park, near railway line and Grand Canal and around other water features) • Planting of native flowering and fruiting tree species • Creation of short-flowering species rich grassland (roadside verges, pavement verges) • Creation of long-flowering wildflower meadows (areas in parkland) • Herbaceous pollinator-friendly planting (urban planters, areas of annual bedding) • Creation and enhancement of ponds, swales and other water retention features • Addition of bird and bat boxes on trees • Addition of leaf litter and log piles, earth banks and bee and bug Hotels | The large-scale retention and enhancement of existing vegetation within the Local Park is made difficult due to the required size of the below-ground attenuation area and above ground detention basin. The further requirement that the Local Park acts as a well-used public open space also limits the retention of existing vegetation. Where planting is proposed there is a variety of topologies: native tree planting, wildflower meadows, grassland and low 'wet' areas within the detention basins. Bird and bat boxes are to be included, along with insect hotels at appropriate locations. |
| 1E(i) Grand Canal 1E(iii) Fonthill Embankment | |
| <ul style="list-style-type: none"> • Retention, enhancement and creation of hedgerows • Retention of treelines and enhancement of treelines • Retention and enhancement of existing scrub habitat • Creation of short-flowering species rich grassland (roadside verges, pavement verges) • Creation of long-flowering wildflower meadows (railway verges, roadside verges, pavement verges, canal towpath) • Sensitive lighting design and innovative lighting (e.g. red light) for the protection of bats | The retention of the existing vegetation within the Canal Park and along the Fonthill Road embankment is of prime importance and has been a major focus of the landscape proposals. Small areas of Woodland Thickets 1 and 3 are proposed to be removed to allow for useable public open space. This is compensated for by the inclusion of additional native woodland planting, native wildflower meadows and the enhancement of the existing vegetation along the canal bank. There are no lighting proposals within the Canal Park. |

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Assessment:

The compliance with the relevant documents is noted. The Parks and Public Realm Department has recommended conditions in the event of grant of permission.

Item 12:

Net Development Area

The applicant is requested to overlay the proposed net development area proposed with Figure 2.13.3 in the Planning Scheme. It is noted that the Planning Scheme outlines that some slight plot adjustment for each Sub Sector may be acceptable provided that this would not affect prescribed dwelling numbers/densities or non-residential floorspace for any Sub Sector; would not significantly affect the gross or net development area of any Sub Sector.

It is considered that the applicant has not fully demonstrated that the net development area of the CSW-S4 and the CSW- S3 (partial) is in accordance with the Planning Scheme.

Applicant's Response:

See FI 006 which shows net development areas. The proposed development and relatively modest plot adjustment does not affect the alignment, centreline or building line of any fixed street and does not impact on the environment or environmental objectives contained in the SEA environmental report (including setback from the Grand Canal).

Assessment:

The Net development area for S4 is stated as 6.91ha which is slightly in excess of the net area outlined for the sub sector in the Scheme. The Net development area for S3 is stated as 8.02ha (4.38ha as part of this application and 3.64ha as part of a future application. This is slightly below the net area in the Planning Scheme. The

In accordance with the planning scheme “*Net Development Area comprises Gross Development Area excluding strategic parklands, canal corridors, schools and existing residential development.*” The Net area for S4 excludes the canal corridor and the Net area for S3 includes the local parks.

Item 13:

Future Retail /Retail Services Opportunity

The Planning Authority accepts the rationale for not providing retail at this location at this time due to the proximity of the subject site to a future urban centre. The Planning Authority notes that the Planning Scheme has the provision of minimum retail convenience floorspace in Phase 1B and substantial primary retail frontage. Figure 2.5.1 provides a function map for the Planning Scheme and indicates a secondary retail frontage at and adjacent to the Local Node. The applicant is requested to demonstrate that the residential ground floor design at the location of

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the retail frontage has flexibility to change to a retail / non-residential uses in the future. Amendments to the design of the subject units is requested.

Applicant's response:

Local node GF has floor to ceiling height of 4.275m.

Assessment:

The increased GF height is welcomed. It is noted that the ground floor design is also more akin to a retail unit. The applicant has addressed this matter satisfactorily.

Item 14:

Lighting.

The Clonburris SDZ Planning Scheme requires lighting throughout the SDZ to be at a low level, directional and should follow guidance provided by Bat Conservation Trust (2018) Guidance note 08/18 Bats and artificial lighting in the UK. The Grand Canal pNHA buffer zone is a national ecological route, and the applicant must demonstrate sensitivity to bats. It is Public Realm's preference that open spaces would not be lit unless it can be demonstrated that a specific need such as active travel use exists. In the context of a finalised Biodiversity Management Plan, the applicant is requested to resubmit the public lighting plan showing compliance with the Planning Scheme and BMP. Where possible, lighting zones shall be integrated onto Landscaping and site layout plans.

Applicant's response:

See technical note Sabre lighting

Assessment:

The lighting detail is noted. A Condition is recommended in the event of grant.

Item 15:

EIAR

Further information is required relating to a number of matters that may impact the EIAR. As such, where relevant an update to the EIAR should be provided via additional information

Applicant's response:

The applicant has submitted an EIAR addendum report.

Assessment:

At the previous stage, the following conclusion was made:

“It is considered that the information contained within the EIAR allows for adequate assessment of the potential impacts of the proposed development on the receiving environment and complies with the requirements of Article 94 of the Planning and Development Regulations 2001 (as amended). However, further information is required relating to a number of matters that may

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impact the EIAR. As such, where relevant an update to the EIAR should be provided via **additional information.**”

The EIAR was considered sufficient at that stage and the submitted addendum provides an update on impacts. These are summarised as follows:

- Information on the site and proposed development
- Alternatives

The conclusions for the topics assessed are as follows:

- Population and human health – remedial and mitigation measures presented in the EIAR still applicable to the revised scheme to ensure negligible impact.
- Biodiversity – the construction and operational mitigation proposed for the development satisfactorily addresses the mitigation of potential impacts on the sensitive receptors.
- Lands and soils– remedial and mitigation measures presented in the EIAR still applicable to the revised scheme and adherence to these measures will ensure that residual impacts will be short term and not significant.
- Water– remedial and mitigation measures presented in the EIAR still applicable to the revised scheme and adherence to these measures will ensure that residual impacts will be short term and not significant.
- Air quality and climate – remedial and mitigation measures presented in the EIAR still applicable to the revised scheme and adherence to these measures will ensure that residual impacts will be negligible and imperceptible.
- Noise and vibration– remedial and mitigation measures presented in the EIAR still applicable to the revised scheme and adherence to these measures will ensure that residual impacts will be negligible and imperceptible
- Landscape and visual – the changes to the proposed development brought about by the Local Authority requires for further information and subsequent minor design changes have had a negligible effect on the landscape and visual assessment, as conducted in the EIAR and there are no changes to the assessment conclusions.
- Material assets – traffic - remedial and mitigation measures presented in the EIAR still applicable to the revised scheme and adherence to these measures will ensure that residual impacts negligible during construction and operation.
- Material assets – waste management - mitigation measures presented in the EIAR still will still be implemented to reduce the impact of waste materials during construction and operational phases of development.
- Material assets – utilities – Implementation of the measures outlined in Section 12.6 of volume II of the EIAR will ensure that the potential effects of the proposed development on infrastructure, services and public utilities do not occur during the construction phase and that any residual effects will be short term and not significant
- Archaeology, architecture and cultural heritage – no additional impacts
- Risk management – no additional impacts

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- Cumulative impacts – no additional impacts
- Interactive effects – no additional impacts

A non-technical summary is also provided.

It is considered that the information contained within the EIAR allows for adequate assessment of the potential impacts of the proposed development on the receiving environment and complies with the requirements of Article 94 of the Planning and Development Regulations 2001 (as amended).

Item 16:

Environmental Health

An Acoustic Design Statement as part of a good acoustic design process must be submitted in order to demonstrate how the potential of a significant adverse noise impact will be avoided in the finished development from traffic noise and Dublin – Cork railway line noise. The statement should outline in detail the mitigation measures and specification of glazing and other design features to be used in order to reduce the impact of excessive noise on residents of the finished development.

Applicant's response:

Acoustic statement has been submitted.

Assessment:

The EHO has stated “*Following a review of the Acoustic Design Statement submitted as additional information, the Environmental Health Department would like to reiterate that the conclusion stated in the Acoustic Design Statement be integrated into the development i.e. ‘in order to mitigate the inward noise impact from the identified transport related noise sources, specific mitigation measures including acoustically rated glazing and ventilation systems must be integrated into the design of the identified areas of the development’ (Acoustic Design Statement Byrne Environmental Consulting Ltd)*”. There are no objections, subject to conditions.

Item 17:

Landscape Plan

A revised detailed landscape plan, to be agreed with Public Realm, with full works specification, which accords with the specifications and requirements of Council's Public Realm Section. The revised landscape plan shall integrate tree planting and SuDS drainage to provide strong green infrastructure links throughout the development in accordance with Clonburriss SDZ Planning Scheme and Parks and Landscape Strategy.

The proposed ornamental shrub planting within Canal Park and Streets/Public Realm; and the proposed ornamental grass planting within the swales would require labour intensive maintenance and therefore are not suitable for Taking in Charge by South Dublin County

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Council. SDCC can take in charge Trees, hedgerow, grass, wildflower and bulb areas. Plant species to be predominantly native and/or pollinator friendly.

The revised Landscape Plan should incorporate:

- (i) Street trees that are in line with the requirements set out in the Clonburris Strategic Development Zone Planning Scheme (Clonburris SDZ) 2019' and the 'Design Manual for Roads and Streets (DMURS) 2019. Street tree provision to incorporate small scale SuDS features that enhance biodiversity, provide amenity, manage surface water volume while providing water quality treatment.
- (ii) Details of street tree planting to be submitted to the Public Realm Section of SDCC for agreement. Urban tree pits to include SUDs measures.
- (iii) Street trees Size at planting a minimum of 18 to 20-centimetre girth (cmg) within local streets and a minimum of 16 -18 cmg on intimate local streets (homezones) as per the requirements of the Clonburris SDZ Parks and Landscape Strategy. The developer shall submit cross section details of the tree pits and growing mediums. The tree pits shall include storm water attenuation.
- (iv) Retained, removed and compensatory hedgerow to be clearly identified on Landscape Plans.
- (v) Parkland/Open Space tree planting to include a range of semi-mature specimens that are a minimum of 20-25cmg and specimen ornamental trees to include trees that are 30-35 cmg.
- (vi) Details of all natural SuDS features including further swales, rain gardens, bioretention tree pits, channel rills, filter strips, ponds, detention basins with lower areas allowed to fill first (low flow channels), wetlands etc
- (vii) Landscape masterplan/planting plan to clearly delineate street lighting to ensure street tree proposals are realistic. If this is not currently the case, proposals to be revised to ensure street tree delivery.
- (viii) Tree and hedgerow protection measures: show extent and position of tree and hedgerow protection fences including protection of all vegetation within the 30m pNHA buffer zone.
- (ix) Tree Impact Plan: an updated tree impact plan is required reflect the latest landscape and tree retention proposals, maximising tree and hedgerow within parks and open spaces, particularly the pNHA.
- (x) Implementation timetables.
- (xi) Grassed areas and slopes need to provide for safe grass cutting (generally 1 in 8 slopes, max 1 in 6) with ride on lawn mowers or tractor with a 16 foot mower pulled behind.
- (xii) Detailed proposals for the future maintenance/management of all landscaped areas.
- (xiii) Lockable (preferably automated) vehicular access to local parks and that maintenance vehicular access is possible where required throughout the park area.
- (xiv) Full entrance details for pedestrians and cyclists that minimise the need for removable bollards, a line of removable bollards is not an adequate entrance. Where removable bollards are proposed we recommend an extra socket be provided for temporary displacement.
- (xv) Northwest Local Park boundary to have railing suitable to public realm, i.e., a low wall with heavy duty round bar, minimum 16mm diameter galvanised and powder coated matt black metal railing, 1.8m high, suitable for public realm.

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- (xvi) Boundary details and planting to be to taking in charge standard and to be agreed with SDCC Public Realm.
- (xvii) Commit to ensuring further measures (defensive planting; native hedging, chestnut paling) are implemented to protect existing vegetation within the pNHA, i.e., at the interface between wilder area of Canal Park and parkland.
- (xviii) All areas proposed for taking in charge shall be to a taking in charge standard that ensures ease of maintenance including ease of access. Soft landscape areas intended for taking in charge should predominantly consist of grass, hedges, trees, woodland planting, meadowland or bulb planted areas using predominantly native and/or pollinator friendly species and comply with the requirements of the Clonburris SDZ Biodiversity Management Plan. Trees to be grouped appropriately to enable access to meadowlands for cutting.
- (a) avoid use of ornamental ground cover or ground cover or treatments that need intensive maintenance or herbicide use e.g. For ornamental planting proposed within the Local Park on Drawing No. 1738_PL_P_06 Landscape Site Plan 03 is not suitable for taking in charge.
- (b) extensive areas of herbaceous perennial ground cover should also be avoided.
- (c) minimise the use of shrubs that require regular maintenance
- (d) the exception to the planting criteria above is the planted swales required for SuDS where riparian planting is required. Swales to be planted with wildflowers.
- (xix) Open space shrub planting within Canal Park to be native and include pollinator friendly species. Suitable species include hazel *Corylus avellana*, wild privet *Ligustrum vulgare*, guelder rose *Viburnum opulus* and yew *Taxus baccata*.
- (xx) Native species should be used for formal hedging proposed within Clonburris SDZ e.g., residential. Suitable species include hazel *Corylus avellana*, wild privet *Ligustrum vulgare*, guelder rose *Viburnum opulus* and yew *Taxus baccata*. *P Lusitanica* is not appropriate.
- (xxi) Woodland planting should use the Miyawaki technique (3-5/m²) in order to establish quickly and reduce maintenance costs. This will require an establishment period and maintenance of 5 years for newly planted woodland areas prior to taking in charge.
- (xxii) Paths to be a permeable solid surface. Extensive use of gravel should be avoided as, at present, it increases maintenance requirements and the potential use of herbicides, alternative surfaces are preferred unless the areas will be heavily trafficked. Loose or bound gravel should be judiciously used.
- (xxiii) All playspace surfacing to be engineered woodchip surfacing.
- (xxiv) Any sand play areas to be enclosed with fencing.
- (xxv) Details of all play items and natural play features to be provided and agreed with SDCC Public Realm Section.
- (xxvi) The relevant requirements of the Clonburris Parks and Landscape Strategy.

Applicant's response:

See 1738-PL-P-02, 04, 05, 06.

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Assessment:

The Parks and Public Realm Department has stated “A revised detailed landscape plan, to be agreed with Public Realm, with full works specification, which accords with the specifications and requirements of Council’s Public Realm Section. The revised landscape plan shall integrate tree planting and SuDS drainage to provide strong green infrastructure links throughout the development in accordance with Clonburris SDZ Planning Scheme, Parks and Landscape Strategy, Biodiversity Management Plan and SDCC County Development Plan (2022-2028)”. A condition is recommended seeking a revised landscape plan.

Other Considerations

Development Contributions

Residential

| | Beds | No. | Area (sq.m) | Total (sq.m) |
|----------------|------|-----|-------------|--------------|
| Houses | | | | |
| C3 | 3 | 2 | 113.8 | 227.6 |
| C3 UD | 3 | 2 | 113.8 | 227.6 |
| F1 | 3 | 10 | 105.8 | 1058 |
| F2s | 3 | 2 | 105.8 | 211.6 |
| F2 | 3 | 6 | 105.8 | 634.8 |
| G3 | 3 | 4 | 92.2 | 368.8 |
| F1 | 3 | 33 | 105.8 | 3491.4 |
| F2 | 3 | 29 | 105.8 | 3068.2 |
| F2s | 3 | 9 | 105.8 | 952.2 |
| F3 | 3 | 15 | 105.8 | 1587 |
| F3s | 3 | 5 | 105.8 | 529 |
| G1 | 3 | 8 | 92.2 | 737.6 |
| G2 | 3 | 8 | 92.2 | 737.6 |
| G3 | 3 | 6 | 92.2 | 553.2 |
| H1 | 3 | 10 | 116.8 | 1168 |
| H2 | 3 | 4 | 116.8 | 467.2 |
| J3 | 4 | 6 | 127.4 | 764.4 |
| J3s | 4 | 6 | 127.4 | 764.4 |
| K1 | 2 | 6 | 83 | 498 |
| Block 1 | | | | |
| AP_1B | 1 | 60 | 49.8 | 2988 |

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| | | | | |
|----------------|---|----|--------|--------|
| AP_2A | 2 | 5 | 70.75 | 353.75 |
| AP_2B | 2 | 15 | 73 | 1095 |
| Ap_2D | 2 | 8 | 78.4 | 627.2 |
| AP_2E | 2 | 20 | 78.64 | 1572.8 |
| AP_2F | 2 | 16 | 79.4 | 1270.4 |
| AP_2G | 2 | 6 | 74.8 | 448.8 |
| AP-2J | 2 | 11 | 82.15 | 903.65 |
| AP_2L | 2 | 8 | 86.4 | 691.2 |
| AP_2Q | 2 | 5 | 78.46 | 392.3 |
| AP_2S | 2 | 6 | 80.8 | 484.8 |
| AP_2R | 2 | 3 | 83.17 | 249.51 |
| AP_3A | 3 | 4 | 107.53 | 430.12 |
| AP_3C | 3 | 1 | 117.35 | 117.35 |
| BLOCK 2 | | | | |
| AP_1A | 1 | 4 | 47.7 | 190.8 |
| AP_1B | 1 | 11 | 49.8 | 547.8 |
| AP_1C | 1 | 1 | 60.2 | 60.2 |
| AP_2E | 2 | 12 | 78.64 | 943.68 |
| AP_2F | 2 | 3 | 79.4 | 238.2 |
| AP_2K | 2 | 4 | 80.8 | 323.2 |
| AP_2J | 2 | 3 | 82.15 | 246.45 |
| BLOCK 3 | | | | |
| AP_1A | 1 | 4 | 47.7 | 190.8 |
| AP_1B | 1 | 11 | 49.8 | 547.8 |
| AP_1C | 1 | 1 | 60.2 | 60.2 |
| AP_2E | 2 | 12 | 78.64 | 943.68 |
| AP_2F | 2 | 3 | 79.4 | 238.2 |
| AP_2K | 2 | 4 | 80.8 | 323.2 |
| AP_2J | 2 | 3 | 82.15 | 246.45 |
| DUPLEX | | | | |
| DA1 | 2 | 18 | 78.1 | 1405.8 |
| DA2 | 2 | 10 | 78.1 | 781 |
| DA3 | 3 | 18 | 110.6 | 1990.8 |
| DA4 | 3 | 10 | 110.6 | 1106 |
| DA2s | 2 | 2 | 81.7 | 163.4 |
| DA4s | 3 | 2 | 106 | 212 |
| DA1 | 2 | 28 | 78.1 | 2186.8 |

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| | | | | |
|-------|---|-----|-------|----------|
| DA2 | 2 | 16 | 78.1 | 1249.6 |
| DA3 | 3 | 28 | 110.6 | 3096.8 |
| DA4 | 3 | 16 | 101.6 | 1625.6 |
| TOTAL | | 563 | | 48589.94 |

Other

Section 49 Kildare Route
Community facility – multipurpose 74sq.m
Creche 534sq.m
Commercial – office 665sq.m

SEA Monitoring

Building Use Type Proposed: Residential / community
Floor Area: 65,988.6sq.m
Land Type: Brownfield/Urban Consolidation.
Site Area: 17.02 Hectares.

Conclusion

Overall, the Planning Authority welcomes the planning proposal for this strategic site in the County. The scale of the development is substantial, and it is the first residential development to be considered in the SDZ with the Clonburris Planning Scheme 2019.

The Planning Authority considers that the proposed development has addressed a lot of the requirements of the Planning Scheme and the FI has provided appropriate amendments in most instances. However, conditions are recommended regarding certain issues, such as street design. Subject to these conditions, it is considered that the proposed development is in keeping with the Clonburris Planning Scheme 2019 and the sustainable planning and development of the area.

Recommendation

I recommend that a decision be made pursuant to the Planning & Development Act 2000, as amended, for the reasons set out in the First Schedule hereto, to Grant Permission for the said development in accordance with the said plans and particulars, subject to the condition(s) specified in the Second Schedule hereto, the reasons for the imposition of the said condition(s) being as set out in the said Second Schedule.

FIRST SCHEDULE

It is considered that the proposed development accords with the policies and objectives of South Dublin County Council, as set out in the South Dublin County Council Development Plan 2022 - 2028 and subject to the conditions set out hereunder in the Second Schedule is hereby in accordance with the proper planning and sustainable development of the area.

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SECOND SCHEDULE

Conditions and Reasons

1. Development in accordance with submitted plans and details.
The development shall be carried out and completed in its entirety fully in accordance with the plans, particulars and specifications lodged with the application, save as may be required by the other conditions attached hereto.
REASON: To ensure that the development shall be in accordance with the permission and that effective control be maintained.
2. Street hierarchy, design and layout
 1. Prior to the commencement of development, the applicant shall set out a revised car parking rationale, taking into account the amendments required by (2) below. This should consider the car parking for houses, duplex and apartments separately and show a reduction in the level for houses by 50no spaces and for duplex by 14no., unless otherwise agreed in writing by the Planning Authority.
The car parking standards for the key land uses in Clonburris are set out under the South Dublin County Council Development Plan 2022-2028 and the Transport Assessment and Strategy that accompanies this Planning Scheme. The standards are maximum parking standards and should not be viewed as a target. Details in relation to the design of car parking are set out under Section 2.8 (Built Form and Design) of the Planning Scheme - Clonburris SDZ Planning Scheme 2019 Page 33. The application site is defined as in Level 3 on Figure 2.2.8. This corresponds to Zone 2 the county development plan car parking standards. The proposed development represents an overprovision of car parking for houses and duplex units by 64no.
 2. Prior to the commencement of development the applicant shall provide revised plans for the written agreement of the Planning Authority, which accord with the following requirements unless otherwise agreed in writing with the Planning Authority:
 - (a) The unnamed street, located to the south of Apartment Block 1 shall be redesigned to be fully pedestrianised outside of delivery hours. A parking courtyard may be provided at this location. If a parking court is provided, it shall be restricted in size to no more than 40 spaces and should also be well landscaped and subject to a landscape plan, in accordance with Section 2.8.10 of the Planning Scheme.
 - (b) Street 1 (local street/fixed):
The street shall be redesigned in general accordance with Figure 2.2.6 Indicative Local Street A. The following detail shall be provided.
 - The street shall have a carriageway width of no less than 5 meters and no more than 6 meters; 6m shall be provided for reversing if perpendicular parking is proposed
 - Perpendicular parking bays shall be a minimum of 5m deep and parallel shall be a minimum of 2.4m.
 - At any point along the road, perpendicular parking shall be provided on one side only;
 - A footpath width of between 2.5 and 4 meters shall be provided;

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- Privacy strips/short gardens that range from 1 to 3 metres in depth shall be provided
- Street trees shall be provided in accordance with Condition 7

(c) Street 2 (Homezone / Flexible):

(i) This street or Street 1 shall be designed/ enhanced as a local green corridor with connection to the pedestrian street/ future urban square to the north of the link street.

(ii) The north / south (20m wide) element shall be retained as a homezone and shall be redesigned in general accordance with Figure 2.2.6 'intimate scale'.

- The street shall have a carriageway width of no greater than 4.8m
- Only parallel parking shall be provided and it shall be a minimum of 2.4m.
- A footpath width of between 2.5 and 4 meters shall be provided between the shared carriageway and landscaped privacy area. This shall also be shared surface
- Privacy strips/short gardens that range from 1 to 3 metres in depth shall be provided
- Street trees shall be provided in accordance with Condition 7

(iii) the east / west element is wider and shall be redesigned as a Local Street, rather than a homezone and should generally be in accordance with Figure 2.2.6 Indicative Local Street A:

- The street shall have a carriageway width of no less than 5 meters and no more than 6 meters; 6m shall be provided for reversing if perpendicular parking is proposed
- Perpendicular parking bays shall be a minimum of 5m deep and parallel shall be a minimum of 2.4m deep.
- At any point along the road, perpendicular parking shall be provided on one side only;
- A footpath width of between 2.5 and 4 meters shall be provided;
- Privacy strips/short gardens that range from 1 to 3 metres in depth should be provided
- Street trees shall be provided in accordance with Condition 7

(d) Street 3(Local Street / Flexible): The street shall be redesigned in general accordance with Figure 2.2.6 Indicative Local Street A. The following detail shall be provided.

- The street shall have a carriageway width of no less than 5 meters and no more than 6 meters; 6m shall be provided for reversing if perpendicular parking is proposed
- Perpendicular parking bays shall be a minimum of 5m deep and parallel shall be a minimum of 2.4m.
- At any point along the road, perpendicular parking shall be provided on one side only;
- A footpath width of between 2.5 and 4 meters shall be provided;
- Privacy strips/short gardens that range from 1 to 3 metres in depth shall be provided
- Street trees shall be provided in accordance with Condition 7

(e) Street 4 (Homezone / Flexible): This street shall be retained as a homezone and shall be redesigned in general accordance with Figure 2.2.6 'intimate scale'.

- The street shall have a carriageway width of no greater than 4.8m
- Only parallel parking shall be provided and it shall be a minimum of 2.4m deep.
- A footpath width of between 2.5 and 4 meters shall be provided between the shared carriageway and landscaped privacy area. This shall also be shared surface
- Privacy strips/short gardens that range from 1 to 3 metres in depth shall be provided

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- Street trees shall be provided in accordance with Condition 7
- (f) Street 5 (Local Street / Flexible):
 - (i) The element between the community building and dwelling 309 is 18m wide. Given the width, the street shall be redesigned in general accordance with Figure 2.2.6 Indicative Local Street B. The following detail shall be provided.
 - The street shall have a carriageway width of no less than 5 meters and no more than 5.5 meters;
 - Only parallel parking shall be provided and it shall be a minimum of 2.4m deep.
 - A footpath width of between 2.5 and 4 meters shall be provided;
 - Privacy strips/short gardens that range from 1 to 3 metres in depth shall be provided
 - Street trees shall be provided in accordance with Condition 7
 - (ii) The element south of the community building is 25m wide. This shall be redesigned in general accordance with Figure 2.2.6 Indicative Local Street A. The following detail shall be provided.
 - The street shall have a carriageway width of no less than 5 meters and no more than 6 meters; 6m shall be provided for reversing if perpendicular parking is proposed
 - Perpendicular parking bays shall be a minimum of 5m deep and parallel shall be a minimum of 2.4m.
 - At any point along the road, perpendicular parking shall be provided on one side only;
 - A footpath width of between 2.5 and 4 meters shall be provided;
 - Privacy strips/short gardens that range from 1 to 3 metres in depth shall be provided
 - Street trees shall be provided in accordance with Condition 7
- (g) Street 6 (Homezone / Flexible): This street shall be retained as a homezone and shall be redesigned in general accordance with Figure 2.2.6 'intimate scale'.
 - The street shall have a carriageway width of no greater than 4.8m
 - Only parallel parking shall be provided and it shall be a minimum of 2.4m deep.
 - A footpath width of between 2.5 and 4 meters shall be provided between the shared carriageway and landscaped privacy area. This shall also be shared surface
 - Privacy strips/short gardens that range from 1 to 3 metres in depth shall be provided
 - Street trees shall be provided in accordance with Condition 7
- (h) Street 7 (local street/fixed). This shall be redesigned in general accordance with Figure 2.2.6 Indicative Local Street A. The following detail shall be provided.
 - The street shall have a carriageway width of no less than 5 meters and no more than 6 meters; 6m shall be provided for reversing if perpendicular parking is proposed
 - Perpendicular parking bays shall be a minimum of 5m deep and parallel shall be a minimum of 2.4m.
 - At any point along the road, perpendicular parking shall be provided on one side only;
 - A footpath width of between 2.5 and 4 meters shall be provided;
 - Privacy strips/short gardens that range from 1 to 3 metres in depth shall be provided
 - Street trees shall be provided in accordance with Condition 7
 - If feasible without negatively impacting on the open space to the west, parallel car

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parking may be provided adjacent to the park.

(i) Street 8 (Homezone / Flexible): This shall be redesigned in general accordance with Figure 2.2.6 Indicative Local Street A. The following detail shall be provided:

- The street shall have a carriageway width of no less than 5 meters and no more than 6 meters; 6m shall be provided for reversing if perpendicular parking is proposed
- Perpendicular parking bays shall be a minimum of 5m deep and parallel shall be a minimum of 2.4m.
- At any point along the road, perpendicular parking shall be provided on one side only;
- A footpath width of between 2.5 and 4 meters shall be provided;
- Privacy strips/short gardens that range from 1 to 3 metres in depth shall be provided
- Street trees shall be provided in accordance with Condition 7

(j) Street 9 (Homezone / Flexible): This street fronts open space. The perpendicular parking shall be retained in this home zone as an exception. The following detail shall be provided:

- The street shall have a carriageway width of 6 meters; 6m shall be provided for reversing for perpendicular parking
- Perpendicular parking bays shall be a minimum of 5m deep
- No parking shall be provided adjacent to the park
- A footpath width of between 2.5 and 4 meters shall be provided;
- Carriageway and footpath shall be shared surface
- Privacy strips/short gardens that range from 1 to 3 metres in depth shall be provided
- Street trees shall be provided in accordance with Condition 7

(k) Street 10 (Local Street / Flexible): This street shall be redesigned in general accordance with Figure 2.2.6 Indicative Local Street B. The following detail shall be provided.

- The street shall have a carriageway width of no less than 5 meters and no more than 5.5 meters;
- Only parallel parking shall be provided and it shall be a minimum of 2.4m deep.
- A footpath width of between 2.5 and 4 meters shall be provided;
- Privacy strips/short gardens that range from 1 to 3 metres in depth shall be provided
- No car parking shall be provided adjacent to the communal open space to the east
- Street trees shall be provided in accordance with Condition 7

(l) Street 11(local street/fixed): This shall be redesigned in general accordance with Figure 2.2.6 Indicative Local Street A. The following detail shall be provided:

- The street shall have a carriageway width of no less than 5 meters and no more than 6 meters; 6m shall be provided for reversing if perpendicular parking is proposed
- Perpendicular parking bays shall be a minimum of 5m deep and parallel shall be a minimum of 2.4m.
- At any point along the road, perpendicular parking shall be provided on one side only;
- A footpath width of between 2.5 and 4 meters shall be provided;
- Privacy strips/short gardens that range from 1 to 3 metres in depth shall be provided

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- Street trees shall be provided in accordance with Condition 7
 - If feasible without negatively impacting on the open space to the west, parallel car parking may be provided adjacent to the park.
- (m) Street 12 (Local Street / Flexible): This street is situated adjacent to a future development site. The overall width is currently unknown. The street shall be redesigned in general accordance with either Figure 2.2.6 Indicative Local Street A or B. i.e.:
- The street shall have a carriageway width of no less than 5 meters and no more than 6 meters; 6m shall be provided for reversing if perpendicular parking is proposed
 - Perpendicular parking bays shall be a minimum of 5m deep and parallel shall be a minimum of 2.4m.
 - At any point along the road, perpendicular parking shall be provided on one side only;
 - A footpath width of between 2.5 and 4 meters shall be provided;
 - Privacy strips/short gardens that range from 1 to 3 metres in depth shall be provided
 - Street trees shall be provided in accordance with Condition 7

OR

- The street shall have a carriageway width of no less than 5 meters and no more than 5.5 meters;
 - Only parallel parking shall be provided and it shall be a minimum of 2.4m deep.
 - A footpath width of between 2.5 and 4 meters shall be provided;
 - Privacy strips/short gardens that range from 1 to 3 metres in depth shall be provided
 - Street trees shall be provided in accordance with Condition 7
- (n) Canal Road (local street / fixed): This shall be redesigned in general accordance with Figure 2.2.6 Indicative Local Street A. The following detail shall be provided:
- The street shall have a carriageway width of no less than 5 meters and no more than 6 meters; 6m shall be provided for reversing if perpendicular parking is proposed
 - Perpendicular parking bays shall be a minimum of 5m deep and parallel shall be a minimum of 2.4m.
 - At any point along the road, perpendicular parking shall be provided on one side only;
 - A footpath width of between 2.5 and 4 meters shall be provided;
 - Privacy strips/short gardens that range from 1 to 3 metres in depth shall be provided
 - Street trees shall be provided in accordance with Condition 7
 - No car parking shall be located adjacent to the canal park.

3. In accordance with section 2.8.10 of the planning scheme, no more than 60% of residential parking spaces shall be provided as in-curtilage parking spaces in any Development Area. Prior to the commencement of development, the applicant shall submit details which indicate compliance with this, taking into account the amendments required under (1) and (2) above.

REASON: in order to comply with the Clonburris SDZ Planning Scheme.

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3. Amendments.

Prior to the commencement of development the applicant, owner or developer shall submit the following for the written agreement of the Planning Authority:

Revised plans that incorporate all of the following amendments-

(a) House type 19014 PL 112 Rev A shall be revised to dual frontage. The main frontage shall face the canal

(b) House Types H1, H2 shall be revised. Each plot shall have an individual distinctive design, in accordance with Section 2.4.3 of the Planning Scheme.

(c) the applicant shall undertake an assessment of topography across the site and shall identify areas where dwelling / duplex height can be varied. Following agreement of these areas with the Planning Authority, revised plans shall be submitted indicating a varied roofscape for the written agreement of the Planning Authority

(d) The bin storage areas shall include green roofs / walls, where feasible

REASON: To protect the amenities of the area and in the interests of the proper planning and sustainable development of the area.

4. Park Hub.

The area identified as 'flexible community space' on the ground floor plan on drawing 19014-PI-350-Rev A shall be made available for use as a park hub.

REASON: In the interest of residential amenity.

5. Amendments - Glazing.

Unless otherwise agreed in writing with the Planning Authority, the following amendment to the design shall be carried out:

The first and second floor windows on west elevation of Block A shall be fitted with obscure glazing, and such obscure glazing shall be maintained in perpetuity

The first and second floor windows on east and west elevations of Block B shall be fitted with obscure glazing, and such obscure glazing shall be maintained in perpetuity

The first and second floor windows on west elevation of Block H shall be fitted with obscure glazing, and such obscure glazing shall be maintained in perpetuity

The first and second floor windows on east and west elevations of Block J shall be fitted with obscure glazing, and such obscure glazing shall be maintained in perpetuity

The first and second floor windows on east and west elevations of Block L shall be fitted with obscure glazing, and such obscure glazing shall be maintained in perpetuity

The first and second floor windows on east and west elevations of Block M shall be fitted with obscure glazing, and such obscure glazing shall be maintained in perpetuity

The first and second floor windows on east and west elevations of Block N shall be fitted with obscure glazing, and such obscure glazing shall be maintained in perpetuity

The first and second floor windows on the south elevation of Block O window shall be fitted with obscure glazing, and such obscure glazing shall be maintained in perpetuity

The first and second floor windows on the east and west elevations of Block P window shall be fitted with obscure glazing, and such obscure glazing shall be maintained in perpetuity

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REASON: In the interest of residential amenity.

6. Green Infrastructure.

Prior to the commencement of works on site, the applicant, owner or developer shall have lodged with the Planning Authority for agreement by Public Realm, green infrastructure proposals that demonstrate:

- i. A Strategic Green Corridor along the Western Boundary by extending the planting proposed within the western boundary of the Local Park southwards and including nature based SuDS.
- ii. A Local Green Corridor within Street 2 incorporating nature based SuDS: planting proposals require strengthening as there is no difference between it and the tree planting proposed on the other local streets and homezones.
- iii. Provision of street trees along local streets and homezones.

REASON: In the interests of adequate Green infrastructure provision in accordance with the Planning Scheme.

7. Street trees

Prior to the commencement of any works on site or as otherwise agreed, the applicant, owner or developer shall have lodged with the Planning Authority for written agreement, landscape proposals that demonstrate the following or as otherwise agreed in writing with the Planning Authority:

- a. Streets 1, 3, 5, 8, 12: Where street trees have not been provided on one side of the street, the footpath should be moved to the inside, (i.e. car parking and tree on the street edge), to enable the street tree to be in the street. Additional street trees required to address the gap in street tree provision along Street 1 where it runs adjacent to the Public Open Space.
- b. Street 2 (Local Green Corridor): Enhanced planting shall be provided by additional street trees, hedgerows, grassed and planted swales and small scale SuDS as appropriate to create a Local Green Corridor along this street.
- c. Street 7 (Strategic Green Corridor) Extend the planting proposed within the western boundary of the Local Park southwards to strengthen existing proposals and create the required Strategic Green Corridor.
- d. Street 8 As above (1). There are gaps in street tree provision i.e. street tree/hedgerow spacing is c. 50metres. Ensure Street Tree provision every 2 parallel or 5 perpendicular car park spaces.
- e. Street 9 There are gaps in street tree provision i.e. street tree spacing is c. 35metres. Additional Street Tree provision required.
- f. All Streets: Where blocks of car parking are proposed, SDCC require Street Trees to be provided as per the Scheme.
- g. Street Trees to be provided fully in Public Areas to be an integral part of the street rather than in front gardens. The applicant is referred to the Clonburris SDZ Planning Scheme 2019, Clonburris SDZ Parks and Landscape Strategy and DMURS (2019) for guidance on street tree provision and appropriate design layouts for local streets and

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homezones.

8. All Street Trees planted within the Public Realm shall have suitable tree pits that incorporates SuDS features including sufficient growing medium.

9. Street Trees to be planted at:

- Minimum 18-20m girth along local streets
- Minimum 16-18cm girth on intimate local roads, i.e. homezones.

REASON: In the interests of adequate Green Infrastructure provision in accordance with the Planning Scheme.

8. Tree and Hedgerow Protection

Prior to the submission of the Commencement Notice within the meaning of Part II of the Building Control Regulations 1997 and prior to the commencement of any works on site including any related construction activity or tree felling:

i) The developer shall engage the services of a qualified arborist as an arboricultural consultant, for the entire period of construction activity and shall notify the planning authority of that appointment in writing. This is to ensure the protection of trees and hedgerows to be retained within and adjacent the site.

ii) The applicant shall implement all the recommendations pertaining to tree retention, tree protection and tree works, as detailed in The Tree File Ltd drawing titled Clonburris Tree Impacts/Protection Plan EAST, dated June 2022 and Arboricultural Report as submitted on November 2021.

iii) A tree and hedgerow protection strategy including a Construction Stage Tree Protection Plan and Construction Stage Arboricultural Method Statement, prepared by a qualified arborist as recommended within the Tree File Ltd, Arboricultural Report in accordance with the Arboricultural Method Statement. The strategy shall include all land within the 30m buffer zone and the Fonthill Road embankment.

ii) Pre Development Photo's: the applicant shall submit photographs and confirmation that fencing for retained trees/hedgerows meets BS5837:2012. 'Trees in Relation to Design, Demolition and Construction – Recommendations' for the written agreement of the Public Realm Section. This shall include a location map of where each picture was taken from.

iii) All land within the 30m buffer zone is to be fenced off to protect it. Such an area is very sensitive to development, it should not be used for stockpiling soils or material or for any other storage function. It should not be dug up or the ground otherwise disturbed. Areas of vegetation, hedgerows and individual trees to be protected with fencing to be as BS5837: Trees in relation to design, demolition, and construction.

iv) All works on retained trees shall comply with proper arboricultural techniques conforming to BS 3998:2010 Tree Work – Recommendations. The clearance of any vegetation including trees and scrub shall be carried out outside the bird-breeding season (1st day of March to the 31st day of August inclusive) or as stipulated under the Wildlife Acts 1976 and 2000.

v) The arborist shall carry out a post construction tree survey and assessment on the

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condition of the retained trees. A completion certificate is to be signed off by the arborist when all permitted development works are completed and in line with the recommendations of the tree report. The certificate shall be submitted to the planning authority for written agreement upon completion of the works.

REASON: To ensure the protection, safety, prudent retention and long term viability of trees to be retained on and immediately adjacent to the route.

9. Tree and Hedgerow Bond and Arboricultural Agreement

a) Prior to the submission of the Commencement Notice within the meaning of Part II of the Building Control Regulations 1997 and prior to the commencement of any works on site including any related construction activity or tree felling, the applicant shall lodge a Tree and Hedgerow Bond to the value of €858,250 or as otherwise agreed by the Council, subject to a minimum bond to ensure adequate protection of existing trees on site. Any reduction in the tree bond shall be considered in relation to compensatory measures regarding tree and hedgerow protection implemented on the subject site or/and on lands across the SDZ that the applicant can demonstrate sufficient legal interest towards.

b) The bond lodgement shall be coupled with an Arboricultural Agreement, with the developer, empowering the planning authority to apply such security, or part thereof, to the satisfactory protection of any tree/hedgerow or trees/hedgerows on or immediately adjoining the site, or the appropriate and reasonable replacement of any such trees/hedgerows which die, are removed or become seriously damaged or diseased within a period of three years from the substantial completion of the development. Any replacement planting shall use large semi-mature tree size(s) and species or similar as may be stipulated by the planning authority.

c) An Arboricultural Assessment Report and Certificate is to be signed off by a qualified Arborist after the period of 3 years of completion of the works. Any remedial tree surgery, tree felling works recommended in that Report and Certificate shall be undertaken by the developer, under the supervision of the Arborist. The bond will only be refunded upon receipt by SDCC Public Realm Section of a satisfactory post-construction arboricultural assessment, carried out by a qualified arborist and provided that the hedges/trees proposed for retention are alive, in good condition with a useful life expectancy.

REASON: to ensure the protection, safety, prudent retention and long-term viability of trees to be retained on and immediately adjacent to the site.

10. Tree and Hedgerow Retention

Prior to the submission of Commencement Notice within the meaning of Part II of the Building Control Regulations 1997 and prior to the commencement of any works on site, the applicant, owner or developer shall have lodged with the Planning Authority for agreement by Public Realm, a hedgerow management plan that shows the amount of hedgerow being removed (mapped and linear metres) and the amount of compensatory/replacement hedgerow being planted (mapped and linear metres) as part of the proposals.

REASON: In the interests of adequate GI provision and compliance with the Planning

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Scheme in relation to monitoring of hedgerow removal.

11. SUDS

Prior to the submission of the Commencement Notice within the meaning of Part II of the Building Control Regulations 1997 and prior to the commencement of any works on site, the applicant, owner or developer shall have lodged with the Planning Authority for written agreement, a revised SuDS/blue-green infrastructure proposal that demonstrate:

- ii. Swales to be planted with native and pollinator perennial riparian wildflowers using local species. Full species lists for the SDZ can be found in Ecological Survey of Clonburris (FERS Ltd., 2018).
- iii. Details on how the SuDS elements function.
- iv. Drainage and Landscape proposals to be consistent regarding SuDS provision. There are still conflicts for example, swale located within the south-eastern local park should be included in the drainage engineers proposals and calculations for attenuation/ delivery of SuDS.
- v. Inclusion of all above ground SUDS features in attenuation calculation
- vi. Paths in Public Open Spaces used to attenuate water to be a permeable solid surface rather than self binding gravel.

The revised SuDS shall address the following:

The Clonburris SDZ strategy requires a green infrastructure based approach to drainage and stormwater management. SuDS are to be designed as an ecological resource designed into the street, public squares and open space network. These shall be of a high quality, designed as a series of 'wet' and 'dry' landscape elements to achieve a multifunctional space for amenity, biodiversity and surface water management.

It is essential that open spaces accommodating SUDS measures such as attenuation ponds and swales are designed in order to achieve a balance between surface water management and high-quality open space. The scheme requires:

- A system of infiltration trenches, tree pits, permeable paving, swales, green roofs, and other elements that should direct surface water to attenuation areas.
- Swales designed as linear landscape elements to enhance streetscape and neighbourhood character and identity.
- Surface water to be captured and treated within the curtilage of each site using green roofs, rainwater gardens, filter trenches or bio retention units.
- The perimeter attenuation areas to be profiled to enable walkways, high quality planting, amenity edges, and habitat establishment.
- Open spaces to have 'important Sustainable Urban Drainage System functions' with 'SUDS features such as major detention ponds and swales' and 'Retention and enhancement of selected hedgerow'.
- Local Parks and Squares to 'include local level SuDS function with small swales and bioretention areas and Retention and enhancement of selected hedgerow
- Local Links to incorporate 'Tree lined street and avenues' and 'small scale SUDS features such as swales, where appropriate'

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REASON: For Climate resilience and to improve amenity and biodiversity on site in accordance with the Planning Scheme. To prevent the increased risk of flooding and to improve and protect water quality, in accordance with policies under Section 8.4.0 Sustainable Urban Drainage Systems of the CDP 2016-22 in particular G5 Objective 1 and G5 Objective 2.

12. Landscape Plan

Prior to the commencement of development, the applicant shall submit a revised detailed landscape plan, for the written agreement of the Planning Authority, with full works specification, that accords with the specifications and requirements of Council's Public Realm Section. The revised landscape plan shall integrate tree planting and SuDS drainage to provide strong green infrastructure links throughout the development in accordance with Clonburris SDZ Planning Scheme, Parks and Landscape Strategy and Biodiversity Management Plan.

Proposed ornamental planting in areas for Taking in Charge are still shown on the Landscape Master Plans Sheet No's 1738_PL_P_04 to 06. The proposed ornamental shrub planting within Canal Park and Streets/Public Realm; and the proposed ornamental grass planting within the swales would require labour intensive maintenance and therefore are not suitable for Taking in Charge by South Dublin County Council. SDCC can take in charge trees, hedgerow, grass, wildflower and bulb areas. Plant species to be predominantly native and/or pollinator friendly. The applicant shall remove this ornamental planting from Taking in Charge areas on the revised plans.

The revised Landscape Proposals shall incorporate:

- i. Street trees that are in line with the requirements set out in the Clonburris Strategic Development Zone Planning Scheme (Clonburris SDZ) 2019' and the 'Design Manual for Roads and Streets (DMURS) 2019. Street tree provision to incorporate small scale SuDS features that enhance biodiversity, provide amenity, manage surface water volume while providing water quality treatment.
- ii. Details of street tree planting to be submitted to the Public Realm Section of SDCC for agreement. Urban tree pits to include SUDs measures / storm water attenuation. The developer shall submit cross section details of the SUDs tree pits, including growing and drainage/storage media.
- iii. Street trees Size at planting a minimum of 18 to 20-centimetre girth (cmg) within local streets and a minimum of 16 -18 cmg on intimate local streets (homezones) as per the requirements of the Clonburris SDZ Parks and Landscape Strategy.
- iv. Retained, removed and compensatory hedgerow to be clearly identified on Landscape Plans.
- v. Parkland/Open Space tree planting to include a range of semi-mature specimens that are a minimum of 20-25cmg and specimen ornamental trees to include trees that are 30-35 cmg.
- vi. Details of all natural SuDS features including swales, rain gardens, bioretention tree pits, channel rills, filter strips, ponds, detention basins with lower areas allowed to fill first

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(low flow channels), wetlands etc

vii. Landscape masterplan/planting plan to clearly delineate street lighting to ensure street tree proposals are realistic. If this is not currently the case, proposals to be revised to ensure street tree delivery.

viii. Tree and hedgerow protection measures: show extent and position of tree and hedgerow protection fences including protection of all vegetation within the 30m pNHA buffer zone.

ix. Construction Stage Arboricultural Methods Statement and Tree Impact Plan.

x. Implementation timetables.

xi. Grassed areas and slopes need to provide for safe grass cutting (generally 1 in 8 slope, max 1 in 6) with ride on lawn mowers or tractor with a 16 foot mower pulled behind.

xii. Detailed proposals for the future maintenance/management of all landscaped areas.

xiii. Lockable (preferably automated) vehicular access to local parks and that maintenance vehicular access is possible where required throughout the park area.

xiv. full entrance details for pedestrians and cyclists that minimise the need for removable bollards.

xv. Local Park boundaries to have railing suitable to public realm, i.e. a low wall with heavy duty round bar, minimum 16mm diameter galvanised and powder coated matt black metal railing, 1.8m high, suitable for public realm

xvi. Boundary details and planting to be to taking in charge standard and to be agreed with SDCC Public Realm

xvii. Indicate location of chestnut paling in localised areas to protect existing vegetation within the pNHA and to prevent desire lines or paths forming through this sensitive area.

xviii. All areas proposed for taking in charge shall be to a taking in charge standard that ensures ease of maintenance including ease of access. Soft landscape areas intended for taking in charge should predominantly consist of grass, hedges, trees, woodland planting, meadowland or bulb planted areas using predominantly native and/or pollinator friendly species and comply with the requirements of the Clonburris SDZ Biodiversity Management Plan. Trees to be grouped appropriately to enable access to meadowlands for cutting.

a. avoid use of ornamental ground cover or ground cover or treatments that need intensive maintenance or herbicide use e.g. For ornamental planting proposed within the Local Park on Drawing No. 1738_PL_P_06 Landscape Site Plan 03 is not suitable for taking in charge.

b. extensive areas of herbaceous perennial ground cover should also be avoided.

c. minimise the use of shrubs that require regular maintenance

d. the exception to the planting criteria above are the planted swales required for SuDS where riparian planting is required. Swales to be planted with wildflowers.

xix. Open space shrub planting within Canal Park to be native and include pollinator friendly species. Suitable species include hazel *Corylus avellana*, wild privet

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Ligustrum vulgare, guelder rose Viburnum opulus and yew Taxus baccata.

xx. Native species shall be used for formal hedging proposed within Clonburris SDZ e.g. residential. Suitable species include hazel Corylus avellana, wild privet Ligustrum vulgare, guelder rose Viburnum opulus and yew Taxus baccata.

xxi. Short N-S lengths of formal hedging in semi-private areas off Street 8 that enclose seated areas to be removed – contact Public Realm for clarification.

xxii. Woodland planting should use the Miyawaki technique (3-5/m²) in order to establish quickly and reduce maintenance costs. This will require an establishment period and maintenance of 5 years for newly planted woodland areas prior to taking in charge.

xxiii. Paths to be a permeable solid surface within flood attenuation areas.

xxiv. All playspace surfacing to be engineered woodchip surfacing.

xxv. Any sand play areas to be enclosed with fencing.

xxvi. Details of all play items and natural play features to be provided and agreed with SDCC Public Realm Section.

xxvii. The relevant requirements of the Clonburris Parks and Landscape Strategy.

xxviii. Landscape Proposals to reflect the requirements of Condition 1 to 9 above to deliver the required green infrastructure.

REASON: In the interest of amenity, compliance with Clonburris SDZ Planning Scheme, Parks and Landscape Strategy, Biodiversity Management Plan; the provision, establishment and maintenance of a reasonable standard of landscape; and proper planning and sustainable development of the area.

13. Play

Prior to the submission of the Commencement Notice within the meaning of Part II of the Building Control Regulations 1997 and prior to the commencement of any works on site, the applicant, owner or developer shall have lodged with the Planning Authority for agreement by Public Realm, proposals that demonstrate details of all play items, natural play features and safety surfacing.

The applicant is recommended to contact Public Realm section to agree details of the natural play proposals.

REASON: To uphold the policies of the South Dublin County Council Development Plan 2022-2028 relating to Children's play, and to provide for the proper planning and sustainable development of the area.

14. Ecology

Prior to the commencement of any works on site, the applicant shall

(a) provide revised plans that redesign of the current arrangement of north-south streets is to be amended to allow for the inclusion of appropriate Green Infrastructure links between the Grand Canal Park and the Railway Corridor.

(b) submit a site specific Biodiversity Management Plan for the written agreement of the Planning Authority. The shall include details of any site clearance works and/or the establishment of access routes and site compounds, the applicant is requested to contact SDCC Heritage Officer prior to the submission of the BMP.

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(i) The BMP shall be devised by a qualified and experienced ecological expert/ecological team who can demonstrate previous experience of devising and implementing such a plan. Contact details of the ecological expert/team are to be forwarded on appointment to the Planning Authority.

(ii) The BMP shall clearly demonstrate how it proposes to adhere to and implement the ecological objectives and recommendations of the Clonburris SDZ Scheme, the Clonburris SDZ Biodiversity Management Plan, and the Parks and Open Space Strategy. Particular focus is to be placed on demonstrating the retention and enhancement of an appropriate level of existing biodiversity, the robust and sustainable nature of any proposed replanting, the strengthening of exiting GI links, and the creation of new and appropriate green infrastructure.

(iii) The integration of the objectives and actions of the BMP into the overall project Construction Management Plan shall be clearly outlined and demonstrated

(iv) The BMP will clearly indicate how the implementation of the BMP will be monitored, with appropriate remediation measures where shortfalls may occur.

(c) An Ecological Clerk of Works (ECoW) shall be appointed to oversee the day to day operation and implementation of the agreed BMP and its actions. The ECoW shall liaise throughout the pre-construction and the construction phase with the Planning authority's Heritage Officer.

(d) The ECoW shall liaise closely with other project construction teams, particularly (but not restricted to) the lighting design team and the landscape design team. This is to ensure maximum protection for existing and proposed habitats and the protection of protected species including bats, otters and crayfish.

REASON: To ensure adherence of the proposed development with the Clonburris SDZ Scheme, the Clonburris Biodiversity Management Plan, and the Clonburris Parks and Open Space Strategy, and to ensure that appropriate protection is afforded to protected species and biodiversity in general by way of an integrated and functioning green infrastructure network on the site.

15. Materials and Finishes

Prior to the commencement of development the applicant shall submitted materials and finishes of the development for the written agreement of the Planning Authority.

REASON: in the interests of visual amenity.

16. Roads.

Prior to the commencement of development, the applicant is requested to provide a revised plan, which incorporates the following:

a. details of a revised bicycle parking layout which adheres to the minimum rate set out in Table 12.23 of the SDCC Development Plan 2022-2028. The plan shall also indicate where the location of the electric charging points for bicycles will be.

b. details of turning manoeuvres to any parking court provided to the south of Block 1.

REASON: In the interests of sustainable transport and highway safety.

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17. Restriction on Use and Occupancy.

Each proposed residential unit shall be used and occupied as a single dwelling unit for residential purposes and shall not be sub-divided or used for any commercial purposes, (including short-term letting).

REASON: To prevent unauthorised development.

18. Phasing.

A total of 569 residential units comprising houses and duplex apartments is hereby permitted. In accordance with the details submitted the following shall apply,

(a) Prior to the commencement of development, the developer/landowner shall submit for written agreement of the Planning Authority, a detailed phasing schedule for the lands in their ownership (specifying units numbers and densities) in the context of the delivery of units in the overall SDZ development. The sequence in which works are carried out shall be subject to the written agreement of the Planning Authority. Individual blocks shall generally be completed in full as part of a single phase of construction.

(b) Following written agreement of a phasing schedule with the Planning Authority, a plan shall also be submitted identifying the units completed at each stage of development.

(c) No unit in the development hereby approved, shall be occupied until the required facilities and infrastructure in the previous development phase have been completed to the satisfaction of the Planning Authority.

REASON: In the interest of clarity and to ensure that development occurs at a pace whereby it is supported by the necessary infrastructure in accordance with the requirements of the Clonburris SDZ Planning Scheme 2019.

19. Irish Water Connection Agreement.

1. The applicant shall sign a connection agreement with Irish Water prior to the commencement of the development and adhere to the standards and conditions set out in that agreement.

2. All development shall be carried out in compliance with Irish Water Standards codes and practices.

3. Any proposals by the applicant to divert or build over existing water or wastewater services shall be submitted to Irish Water for written approval prior to works commencing.

4. Separation distances between the existing Irish Water assets and proposed structures, other services, trees, etc. shall be in accordance with the Irish Water Codes of Practice and Standard Details.

5. In the instance there is no agreement of setback distance with the current building line, a revised design of the impacted area shall be agreed in writing with the Planning Authority.

Reason: In the interest of public health and to ensure adequate water facilities.

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20. Drainage.

(a) There shall be complete separation of the foul and surface water drainage systems, both in respect of installation and use.

(b) All works for this development shall comply with the requirements of the Greater Dublin Regional Code of Practice for Drainage Works.

REASON: In the interests of public health, the proper planning and sustainable development of the area and in order to ensure adequate water supply and drainage provision.

21. Permission Required for Class 1 & 3 Exemptions.

Notwithstanding the exempted development provisions of the Planning and Development Regulations, 2001 as amended, and any statutory provision replacing or amending them, no development falling within Class 1 or Class 3 of Schedule 2, Part 1 of those Regulations and any statutory provision replacing or amending them shall take place within the curtilage of the proposed development without a prior grant of planning permission.

REASON: In order to ensure that a reasonable amount of rear garden space is retained for the benefit of the occupants of the dwelling, compliance with Development Plan policy, and in order to protect the residential amenity of the area.

22. Mitigation Measures.

All mitigation measures set out in the documentation submitted in support of the application, including in particular those set out in the EIAR Main Report, Appendices and Addendum, Energy Statement, Building Life Cycle Report shall be implemented in full.

REASON: In the interest of the protection of the environment.

23. Inland Fisheries.

The following requirements of Inland Fisheries Ireland shall be adhered to on site; Construction works shall be in line with a detailed Construction Management Plan (CMP) specific to this site which shall identify potential impacts and mitigating measures and provide a mechanism for ensuring compliance with environmental legislation and statutory consents. The Construction Management Plan shall detail and ensure Best Construction Practices including measures to prevent and control the introduction of pollutants and deleterious matter to surface and groundwater and measures to minimise the generation of sediment and silt. In the event that any invasive plant species are located on site the CMP shall address their containment and appropriate treatment (further information available at www.invasivespeciesireland.com).

REASON: In the interests of public health and to ensure no negative impact on fisheries status.

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24. Construction Consultation and Local Liaison

(a) Prior to the commencement of development, the applicant/owner shall submit the following to the Planning Authority.

(i) the names, job functions and phone numbers (both fixed line and mobile numbers) of all key personnel for the construction of the development as approved. Subsequently all changes in these personnel or particulars in the course of construction must also be notified to the Council as soon as they occur.

(b) The applicant/owner or developer shall provide occupiers of noise sensitive properties within 100 metres of agreed construction access points to the development as approved with appropriate contact details which may be used in the event that any such person wishes to inform the operator of any incident that could give rise to a disruptive aspect of construction activity, or otherwise to make an observation in respect of an aspect of construction activity.

(c) A public notice shall be erected and maintained at the agreed construction access points. This notice shall contain the name of the operating company and contact details, including out of hours contact, which may be used in the event that any person wishes to contact the operator in respect of any disruptive aspect of construction activity.

REASON: In the interests of amenity, public health and safety, the avoidance of unnecessary disruptive aspect of construction activity and the proper planning and sustainable development of the area.

25. Public Realm Facilities for Charging Electric Vehicles.

Prior to the commencement of development, the applicant/owner shall submit the following for the written agreement of the Planning Authority.

(i) a revised site layout plan clearly setting out full details of the location of all proposed facilities and equipment in the public realm (whether to be offered for taking in charge or not) for charging electric vehicles, including details of the overall height, design, colour and all safety features of such equipment including isolation of power supply, and measures to provide for suitable pedestrian safety, along with completed Electrical designs to serve the development as approved prepared by competent electrical design consultants all of which have been agreed with the Council's Roads Section, and
(ii) Agreed arrangements for the operation and management of such facilities for charging electric vehicles, along with:

All facilities for charging electric vehicles should be clearly marked as being designated for Electric Vehicle charging. Appropriate signage clearly indicating the presence of a Charge Point or Points should also be erected. All Charge Points fitted in publicly accessible areas should be capable of communicating usage data with the National Charge Point Management System and use the latest version of the Open Charge Point Protocol (OCCP). The facilities for charging electric vehicles should also support a user identification system such as Radio Frequency Identification (RFID).

REASON: In the interests of the proper planning and sustainable development of the area, to provide for improved urban air quality, reduced noise pollution and to support the

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transition to a low carbon future.

26. Environmental Health.

1. No heavy / noisy construction equipment or machinery (to include pneumatic drills, construction vehicles, generators, etc) shall be operated on or adjacent to the construction site before 07:00 hours on weekdays and 09:00 hours on Saturdays nor after 19:00 hours on weekdays and 13:00 hours on Saturdays, nor at any time on Sundays, Bank Holidays or Public Holidays.
2. Noise levels arising from construction activities shall not be so loud, so continuous, so repeated, of such duration or pitch or occurring at such times as to give rise to a noise nuisance affecting a person in any premises in the neighbourhood.
3. During the construction / demolition phase of the development, Best Practicable Means shall be employed to minimise air blown dust being emitted from the site. This shall include covering skips and slack-heaps, netting of scaffolding, daily washing down of pavements or other public areas, and any other precautions necessary to prevent dust nuisances.
4. A suitable location for the storage of refuse shall be provided during the construction and operational phase of the development so as to prevent a public health nuisance.
5. The applicant shall put in place a pest control contract for the site for the duration of the construction works.
6. Noise due to the normal operation of the proposed development, expressed as Laeq over 15 minutes at the façade of a noise sensitive location, shall not exceed the daytime background level by more than 10 dB(A).
7. Any connections to the main sewer must be connected so as not to give rise to a public health nuisance.
8. Signage or lighting to be used on site during both construction and the on-going operation of the development must not be intrusive to any light sensitive location including residential properties in close proximity to the development.
9. Clearly audible or impulsive tones at noise sensitive locations during evening and night shall be avoided irrespective of the noise level.

REASON: In the interests of environmental health.

27. Prevention of Spillage or Deposit of Debris on Adjoining Public Roads During Construction Works.

Prior to the commencement development, the applicant/owner shall submit the following for the written agreement of the Planning Authority.

(i) a site specific plan making provision as set out below for the prevention of spillage or deposit of clay, rubble or other debris on adjoining public roads during the course of any construction works that fully complies with all of the requirements of the Council's Roads Maintenance, Traffic Management, and Waste Enforcement Sections as appropriate, The agreed plan shall provide for all of the following.

(a) The agreed number, location, type and use of suitable facilities for vehicle cleansing and wheel washing provided on site to contain all clay, rubble or other debris within the

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site prior to commencing of construction, such facilities to be maintained in a satisfactorily operational condition during all periods of construction.

(b) Location of all on-site car parking facilities provided for site workers during the course of all construction activity.

(c) Provision for dust suppression measures in periods of extended dry weather.

(d) Provision for the flexible use of a road sweeper if an acute situation on the adjoining public road requires it.

(e) 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.

(f) Storage of construction materials is not permitted on any public road or footpath, unless agreed in writing with the Planning Authority, having regard to the prior reasonable justification and circumstances of any such storage.

REASON: In the interest of protecting the amenities of the area and in the interest of public safety and the sustainable maintenance of adjoining roads and footpaths.

28. Archaeology.

a. Prior to the commencement of development, the applicant shall engage the services of a suitably qualified archaeologist to carry out an archaeological assessment of the development site. No sub-surface developmental work, including geotechnical test pits, should be undertaken until the archaeological assessment has been completed and commented on by the Department of Housing, Local Government and Heritage. Any such assessment should be submitted for the written agreement of the Planning Authority.

b. The archaeologist shall carry out any relevant documentary research and inspect the development site. The archaeological assessment shall include the results of a geophysical survey and test trenching that shall be carried out at locations chosen by the archaeologist (licensed under the National Monuments Acts 1930-2004), having consulted the site drawings and the National Monuments Service of the Department of Housing, Local Government and Heritage. Buffer zones should be established around recorded monuments DU017-035----Class: Enclosure and DU017-036----Class: Enclosure.

c. Having completed the work, the archaeologist shall submit a written report stating their recommendations to the Planning Authority and to the Department of Housing, Local Government and Heritage for their written agreement. Where archaeological material/features are shown to be present, preservation in situ, preservation by record (excavation) or monitoring may be required.

REASON: To ensure the continued preservation (either in situ or by record) of places, caves, sites, features or other objects of archaeological interest.

29. Management Company.

A. Prior to the commencement of development the applicant/owner shall submit the following for the written agreement of the Planning Authority.

(i) A plan clearly identifying and dimensioning the external common areas of the development to be retained in private ownership by an owners' management company

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(OMC) under the Multi-Unit Developments Act 2011, or other acceptable legal entity prior to the occupation of the [first residential unit], and this plan shall also clearly identify and dimension any areas of the approved development intended to be offered for taking in charge by the Council, and,

(ii) A detailed building lifecycle report which shall include an assessment of long term running and maintenance costs as they would apply on a per residential unit basis at the time of approval of the development, as well as demonstrating what measures have been specifically considered by the developer to effectively manage and minimise costs for the benefit of all potential residents.

The said external common areas of the development to be retained in private ownership indicated in the plan required shall not be taken in charge by the Council and shall instead be maintained in perpetuity by an Owners' Management Company set up for this purpose pursuant to the Companies Acts, 1963 as amended and the Multi-Unit Developments Act 2011.

B. Continued membership of an Owners' Management Company set up for this purpose pursuant to the Companies Acts, 1963 as amended and the Multi-Unit Developments Act 2011 shall be compulsory for all owners for the time being of property within the development.

C. No development shall take place under this permission until the applicant, owner or developer has lodged for the written agreement of the Planning Authority.

(i) A copy of the Certificate of Incorporation of the said Company responsible for the external common areas of the development to be retained in private ownership has been lodged with the Planning Authority in respect of the plan required above.

D. Any changes to the status or nature of the Owners' Management Company shall be notified to the Council forthwith.

E. The Owners' Management Company shall hold insurance for public liability risk at all times for all areas under its control or responsibility.

REASON: To ensure a proper standard of residential development and maintenance of the private areas within the development and compliance with the South Dublin County Council Development Plan.

30. Council Housing Strategy.

That the applicant, owner or developer, or any other person with an interest in the land to which the development as approved relates shall, prior to the lodgement of a commencement notice within the meaning of Part II of the Building Control Regulations 1997.

(i) enter into an agreement with the Housing Authority for compliance with the Part V of the Planning and Development Act 2000 (as amended) as referred to in the South Dublin County Council Development Plan, providing, in accordance with that section, for the matters referred to in paragraph (a) or (b) of subsection (3) of section 96, and

(ii) when the agreement with the Housing Authority for compliance with the Part V of the Planning and Development Act 2000 is finalised to the satisfaction of the Housing

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Authority, a certified copy of the agreement shall be lodged with the Planning Authority.
REASON: To promote social integration consistent with policies/objectives of the Councils Housing Strategy as contained in the South Dublin County Council Development Plan 2022-2028.

31. Street Naming and Dwelling Numbering.

Prior to the commencement of any works on site the applicant, owner or developer shall submit the following for the written agreement of the Planning Authority,

(i) A street naming and dwelling/unit numbering scheme, for the development as approved that is in accordance with the Planning Authority's policy and requirements for such schemes, along with associated proposed signage for the scheme.

The agreed number shall be placed on each house upon completion so as to be clearly legible from the proposed access road or the public realm, and the agreed street name in both Irish and English, or Irish only shall be erected at the beginning of each street in a manner to be clearly legible, and in accordance with Planning Authority's requirements. The development name should,

1. Avoid any duplication within the county of existing names, and

2. Reflect the local and historical context of the approved development, and

3. Comply with,

(a) Development Plan policy, and

(b) The guidelines on naming and numbering of the Department of the Environment, Heritage and Local Government, and

(c) Have regard to the Guidelines issued by the Place Names Commission (An Coimisiún Logainmneacha) and

(d) Preferably make exclusive use of the Irish language.

Proposals for an apartment name and numbering scheme and associated signage shall be lodged with the Planning Authority prior to the date of any Commencement Notice within the meaning of Part II of the Building Control Regulations 1997 and prior to the commencement of any works on site.

The applicant, developer, or owner is advised to consult with Naming and Numbering section of the Planning Authority in advance of lodging the required scheme.

REASON: In the interest of the proper planning and sustainable development of the area and compliance with the South Dublin County Council's Development Plan.

32. Occupation subject to service connection.

No dwelling unit shall be occupied until all the services (drainage, water supply, electricity and or other energy supply, public lighting and roads) for each dwelling unit have been completed thereto and are operational.

REASON: In the interest of the proper planning and sustainable development of the area.

33. Services to be Underground.

All public services to the proposed development, including electrical, information and communications technology (ICT) telephone and street lighting cables and equipment

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shall be located underground throughout the entire site. There shall also be provision for broadband throughout the site in accordance with the Planning Authority's policy and requirements.

REASON: In the interests of the visual amenities of the area, the proper planning and sustainable development of the area and compliance with the Council's Development Plan.

34. Aviation.

Given the proximity to Casement Aerodrome, operation of cranes shall be coordinated with Air Corps Air Traffic Services, no later than 28 days before use, contactable at airspaceandobstacles@defenceforces.ie or 01-4037681

Due to the proximity to Casement Aerodrome, the developer shall implement adequate bird control measures during the construction phase to mitigate the effects of birds on Air Corps flight operations.

Given the proximity to Casement Aerodrome this area may be subject to a high level of noise from aircraft operating in the vicinity of the aerodrome.

Given the proximity of the development to Casement Aerodrome, should negative effects become apparent on air or ATC operations as a result of the photovoltaic cells, then the owner shall take measures necessary to mitigate these effects to an acceptable level, without delay.

REASON: In the interests of aviation safety and protecting the amenities of the area.

35. Regulation of Institutional Investment in Housing - Mixed unit-type development.

(a) Prior to the commencement of any house or duplex unit in the development as permitted, the applicant or any person with an interest in the land shall enter into an agreement with the planning authority (such agreement must specify the number and location of each house or duplex unit), pursuant to Section 47 of the Planning and Development Act 2000 (as amended), that restricts all houses and duplex units permitted, to first occupation by individual purchasers i.e. those not being a corporate entity, and/or by those eligible for the occupation of social and/or affordable housing, including cost rental housing.

(b) An agreement pursuant to Section 47 shall be applicable for the period of duration of the planning permission, except where after not less than two years from the date of completion of each specified housing unit, it is demonstrated to the satisfaction of the planning authority that it has not been possible to transact each specified house or duplex unit for use by individual purchasers and/or to those eligible for the occupation of social and/or affordable housing, including cost rental housing.

(c) The determination of the planning authority as required in (b) shall be subject to receipt by the planning and housing authority of satisfactory documentary evidence from the applicant or any person with an interest in the land regarding the sales and marketing of the specified housing units, in which case the planning authority shall confirm in writing to the applicant or any person with an interest in the land that the Section 47 agreement has been terminated and that the requirement of this planning condition has been discharged in respect of each specified housing unit.

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REASON: To restrict new housing development to use by persons of a particular class or description in order to ensure an adequate choice and supply of housing, including affordable housing, in the common good.

36. Financial Contribution.

The developer shall pay to the Planning Authority a financial contribution of €5,195,576.07 (five million one hundred and ninety five thousand five hundred and seventy six euros and seven cents), in respect of public infrastructure and facilities benefiting development within 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 2021 - 2025, made under Section 48 of the Planning and Development Acts 2000-2011 (as amended).

The contributions under the Scheme shall be payable prior to commencement of development or as otherwise agreed in writing by the Council. Contributions due in respect of permission for retention will become payable immediately on issue of the final grant of permission. Contributions shall be payable at the index adjusted rate pertaining to the year in which implementation of the planning permission is commenced.

REASON: The provision of such facilities will facilitate the proposed development. It is considered reasonable that the payment of a contribution be required, in respect of public infrastructure and facilities benefiting development in the area of the Planning Authority and that is provided, or that is intended will be provided, by or on behalf of the Local Authority.

NOTE RE: CONDITION - Please note that with effect from 1st January 2014, Irish Water is now the statutory body responsible for water services. Further details/clarification can be obtained from Irish Water at Tel. 01 6021000 or by emailing customerservice@water.ie.

37. The developer shall pay to South Dublin County Council a supplementary development contribution in the sum of €1,096,497.60 (updated to the appropriate rate at the date of commencement of development in accordance with changes in the Tender Price Index) pursuant to the provision of Section 49 Planning & Development Act 2000 (as amended) towards the expenditure incurred in the provision of the Kildare Route Project which facilitates this development.

REASON: The provision of such facilities will facilitate the proposed development. It is considered reasonable that the payment of a Supplementary Contribution be made in respect of the upgrade of the Irish Rail, Kildare Route Project.

38. Pursuant to this decision, no development shall be commenced until security for the provision, satisfactory completion and maintenance, to the taking in charge standard of South Dublin County Council (outlined in the Councils Taking in Charge Policy), of roads, open spaces, car parks, sewers, watermains, drains and other publicly accessible services required in connection with the development, has been given by:

(A) Lodgement of a cash deposit of €1,508,934.00 (one million five hundred and eight

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thousand nine hundred and thirty four euros) (amount will be updated at the date of commencement of development in accordance with changes in the Tender Price Index), to be retained by South Dublin County Council and applied by South Dublin County Council at its absolute discretion, if roads, open spaces, car parks, sewers, watermains, drains and other publicly accessible services required in connection with the development are not duly provided, completed and maintained to the taking in charge standard of South Dublin County Council (outlined in the Councils Taking in Charge Policy), or (B) By lodgement with South Dublin County Council of an approved Insurance Company Bond or a Bond of any Body approved by the Planning Authority in the sum of €1,735,129.00 (one million seven hundred and thirty five thousand one hundred and twenty nine euros) (amount will be updated at the date of commencement of development in accordance with changes in the Tender Price Index) which shall be kept in force until such time as the roads, open spaces, car parks, sewers, watermains, drains and other public services required in connection with the development are provided, completed and maintained to the taking in charge standard of South Dublin County Council (outlined in the Council's Taking in Charge Policy). The bond shall be coupled with an agreement empowering South Dublin County Council to apply such sum or part thereof of said bond to the satisfactory completion of publicly accessible services in the development.
REASON: To ensure that a ready sanction may be available to South Dublin County Council to induce the provision of public services and safeguard amenity in the development.

NOTE: The applicant is advised that under the provisions of Section 34 (13) of the Planning and Development Act 2000 (as amended) a person shall not be entitled solely by reason of a permission to carry out any development.

NOTE: The applicant is advised that in the event of encroachment or oversailing of adjoining property, the consent of the adjoining property owner is required.

NOTE: The requirements of the HSE Environmental Health Officer shall be ascertained prior to the commencement of development in the interest of public health.

NOTE: The applicant or developer should ensure that all necessary measures shall be taken by the contractor to prevent the spillage or deposit of clay, rubble or other debris on adjoining roads during the course of the works and to ensure that any such instances arising are remedied immediately.

NOTE: The applicant/developer is advised that the most up to date South Dublin County Council Taking in Charge Policy and associated documents can be found at the following location <https://www.sdcc.ie/en/services/planning/commencement-and-completion/completion/taking-in-charge-policy-standards>.

NOTE: The applicant shall notify the Irish Aviation Authority and the Department of Defence regarding any cranes likely to penetrate ICAO surfaces.

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REG. REF. SDZ21A/0022

LOCATION: Within the Townlands of Cappagh, Clonburris Little & Kishoge, Co. Dublin



Colm Harte,
Senior Executive Planner

ORDER: A decision pursuant to Section 34(1) of the Planning & Development Act 2000, as amended, to Grant Permission for the reasons set out in the First Schedule above, in accordance with the said plans and particulars, subject to the condition(s) specified in the Second Schedule above, the reasons for the imposition of the said condition(s) being as set out in the said Second Schedule is hereby made.

Date: 23 Aug 22



**Mick Mulhern, Director of Land
Use, Planning & Transportation**