

Comhairle Chontae Atha Cliath Theas

PR/1117/22

Record of Executive Business and Chief Executive's Order

Reg. Reference: SDZ22A/0010 **Application Date:** 04-Jul-2022
Submission Type: New Application **Registration Date:** 04-Jul-2022

Correspondence Name and Address: Tracy Armstrong, Armstrong Fenton Associates Unit 13, The Seapoint Building, 44/45, Clontarf Road, Dublin 3

Proposed Development: Kelland Homes Ltd. intends to apply for permission for development on a site area of 6.3Ha, on lands within the townland of Cappagh, Dublin 22. The proposed development is located west of the Ninth Lock Road, south of the Dublin-Cork railway line, north of Cappaghmore housing estate and Whitton Avenue, and east of an existing carpark / park & ride facility at the Clondalkin Fonthill train station and the R113 (Fonthill Road). The proposed development is located within the Clonburris Strategic Development Zone (SDZ), within the development areas of (i) Clonburris South East (i.e. CSE-S1 & CSE-S2) and (ii) part of Clonburris Urban Centre (i.e. CUC-54), as identified in the Clonburris SDZ Planning Scheme 2019. The proposed development consists of the construction of 294 no. dwellings, creche and retail / commercial unit, which are comprised of: 118 no. 2, 3 & 4 bed, 2 storey semi-detached and terraced houses, 104 no. 2 & 3 bfd duplex units accommodated in 10 no. 3 storey buildings, 72 no. 1 & 2 bedroom apartments in 2 no. 4 & 6 storey buildings, 1 no. 2 storey creche (c.520.2m²), 1 no. 2 storey retail /commercial unit (c.152.1m²). Access to the development will be via the permitted road network (under Ref. SDZ20A/0021) which provides access from the Ninth Lock Road to the east and the R113 (Fonthill Road) to the west. The proposed development will connect into the permitted Infrastructural works as approved under the Clonburris Strategic Development Zone Planning Scheme (2019) and permitted under Ref. SDZ20A/0021, with the proposed development connecting into the permitted surface water drainage attenuation systems i.e. 1 no. pond, 3 no. modular underground storage systems and

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1 no. detention basin combined with modular underground systems. The proposed wastewater infrastructure will connect into a permitted foul pumping station and pipe network within proposed road corridors to facilitate drainage connections to future wastewater drainage infrastructure within the adjoining SOZ lands (Including future Irish Water pumping station permitted under SDZ21A/0006). The proposed development also provides for all associated site development works above and below ground, public & communal open spaces, hard & soft landscaping and boundary treatments, surface car parking (401 no. spaces), bicycle parking (797 no. spaces), bin & bicycle storage, public lighting, plant (M&E), utility services & 4 no. ESB sub-stations. 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.

Location:

The proposed development is located west of the Ninth Lock Road, south of the Dublin-Cork railway, line, north of Cappaghmore housing estate and whitton Avenue, and east of an existing carpark/park, & ride facility at the Clondalkin, Fonthill train ststio

Applicant Name:

Kelland Homes Ltd

Application Type:

Permission

(COS)

Description of Site and Surroundings

Site Area: stated as 6.3 Hectares in the application form.

Site Visit: 16th of August 2022.

Site Description

The subject site is located west of the Ninth Lock Road, south of the Dublin-Cork railway line, north of Cappaghmore housing estate and Whitton Avenue, and east of an existing carpark / park & ride facility at the Clondalkin Fonthill train station and the R113 (Fonthill Road).

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The site is located within the Clonburris Strategic Development Zone (SDZ), within the development areas of (i) Clonburris South East (i.e., CSE-S1 & CSE-S2) and (ii) part of Clonburris Urban Centre (i.e., CUC-54), as identified in the Clonburris SDZ Planning Scheme 2019.

Proposal

The proposed development consists of the construction of **294 no. dwellings**, creche and retail / commercial unit, which are comprised of:

- 118 no. 2, 3 & 4 bed, 2 storey semi-detached and terraced houses,
- 104 no. 2 & 3 bed duplex units accommodated in 10 no. 3 storey buildings,
- 72 no. 1& 2 bedroom apartments in 2 no. 4 & 6 storey buildings,
- 1 no. 2 storey creche (c.520.2m²),
- 1 no. 2 storey retail /commercial unit (c.152.1m²).

Access to the development will be via the permitted road network (under Ref. SDZ20A/0021) which provides access from the Ninth Lock Road to the east and the R113 (Fonthill Road) to the west.

The proposed development will connect into the permitted infrastructural works as approved under the Clonburris Strategic Development Zone Planning Scheme (2019) and permitted under Ref. SDZ20A/0021, with the proposed development connecting into the permitted surface water drainage attenuation systems i.e., 1 no. pond, 3 no. modular underground storage systems and 1 no. detention basin combined with modular underground systems.

The proposed wastewater infrastructure will connect into a permitted foul pumping station and pipe network within proposed road corridors to facilitate drainage connections to future wastewater drainage infrastructure within the adjoining SOZ lands (including future Irish Water pumping station permitted under SDZ21A/0006).

The proposed development also provides for all associated site development works above and below ground, public & communal open spaces, hard & soft landscaping and boundary treatments, surface car parking (401 no. spaces), bicycle parking (797 no. spaces), bin & bicycle storage, public lighting, plant (M&E), utility services & 4 no. ESB sub-stations.

Zoning

The subject site is located within the Clonburris Strategic Development Zone (SDZ), which is subject to zoning objective 'SDZ': *'To provide for strategic development in accordance with approved planning schemes'* under the South Dublin County Development Plan 2022-2028.

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The subject site is located within the development areas of (i) Clonburris South East (i.e., CSE-S1 & CSE-S2) and (ii) part of Clonburris Urban Centre (i.e., CUC-54), as identified in the Clonburris SDZ Planning Scheme 2019.

Consultations

Water Services	No objection subject to conditions.
Irish Water	Additional information requested.
Roads Department	Additional information requested.
Public Realm Section	Additional information requested.
Housing Strategy Unit	No objection subject to conditions.
H.S.E. Environmental Health Officer	Additional information requested.
Heritage Officer	No report received.
Transport Infrastructure Ireland	Observation received.
National Transport Agency	Observation received.
Waste Management	No report received.
Forward Planning	No report received.

SEA Sensitivity Screening – the subject site overlaps with the following layers:

- Aviation related – Approach Surfaces, Take Off Climb Surfaces, Inner Horizontal Surface and Conical Surface for Casement, Outer Horizontal Surface for Dublin, and Bird Hazards.
- COS2 SLO3 To provide for a Garda Station in Clonburris
- Road Proposals – 6 years

Submissions/Observations /Representations

Date for final submissions 8th of August 2022.

A number of third-party submissions were received, largely from residents in the Whitton Avenue and Cappaghmore estates, which raise the following points in summary:

- Traffic and safety concerns in relation to Whitton Avenue access. Want to keep as cul-de-sac. Omit this access. Option to move access further along Whitton Avenue to adjacent to Cappaghmore House.
- Building heights and visual impact.
- Shortage of car parking and overflow onto Whitton Avenue. Removal of car parking spaces on Whitton Avenue.
- Impact of height and overlooking on Whitton Avenue. Duplexes not in keeping. Consideration should be given to a gradation in height moving away from Whitton Avenue. Tree line for visual screen.
- Impact on trees (root protection) and wildlife, including protected species.
- Traffic issues on Ninth Lock Road.
- Ratio of green space is quite small. Open and covered play areas should be included.

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- Attenuation pond should be much larger and better positioned.
- Not in line with the Clonburris SDZ.
- Provide traffic light controlled junction at Cappaghmore.

Transport Infrastructure Ireland has submitted an observation stating:

- *The Authority will rely on your planning authority to abide by official policy in relation to development on/affecting national roads as outlined in DoECLG Spatial Planning and National Roads Guidelines for Planning Authorities (2012), subject to the following:*
- *The Authority requests that the Council has regard to the provisions of Chapter 3 of the DoECLG Spatial Planning and National Roads Guidelines in the assessment and determination of the subject planning application.*

The Department of Defence has submitted an observation stating:

- *Given the proximity to Casement Aerodrome, operation of cranes should 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, mitigations may be required in relation to the management of wildlife attracted to attenuation ponds or other water features. Should negative effects of bird activity on Irish Air Corps operations arise, the owner must put measures in place to mitigate these effects to an acceptable level.*

The National Transport Authority has submitted an observation stating:

- *The NTA notes that it is intended to provide for 2 parking spaces for each of the 118 housing units proposed, in line with the maximum permissible under the SDZ Planning Scheme / County Development Plan. The NTA have significant concerns in relation to this, as follows:*
 - *The site is adjacent to Clondalkin / Fonthill train station which is served by regular commuter services throughout the day, and which will benefit from high-frequency DART services in the future;*
 - *Clonburris is being progressed as an exemplar of sustainable transport whereby public transport, walking and cycling will be the predominant modes for all travel, including travel within Clonburris for daily needs such as retail and schools; and*
 - *Providing for the maximum number of spaces permissible for any element of the proposed development sets an undesirable precedent for the development of the remainder of the SDZ and is likely to undermine the strategic transport objectives for the area.*

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- *NTA Recommendation*

The NTA recommends that, in order to ensure that the Clonburris SDZ is developed in a sustainable manner, the off-street parking provided for the housing is reduced to 1 per unit in order to reflect the site's accessibility to high-quality existing and proposed public transport services and to reflect the strategic objective of South Dublin County Council to develop Clonburris in a manner which promotes public transport, walking and cycling, and which minimises the potential impact of development on the surrounding road network.

These observations have been reviewed in full and taken into consideration in the assessment of the proposed development.

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.

Subject site

SDZ20A/0021

10 year permission 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 providing access and services for the future development of the southern half of the overall Strategic Development Zone (SDZ) lands. **Permission granted. The subject site is dissected by the east west Link Road, road connections are provided off this to the existing park and ride facility and the permitted pumping station, attenuation is provided around the existing hedgerow through the subject site, along the eastern boundary and in the south-east corner of the site. The link road is excluded from the site boundary of the subject application.**

Conditions of relevance:

3. *Junctions and spur road.*

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) The spur road to the pumping station (as indicated on Drawing Road Layout 13, 190113-DBFLRDSPDRC1213 Rev P02) shall be redesigned and amended to incorporate the requirements of Irish Water and the Planning Authority and Planning Reg. Ref SDZ21A/0006.

(b) The spur road to Whitton Avenue (as indicated on Drawing Road Layout 14, 190113-DBFLRD-SP-DR-C-1214 Rev P02) shall be amended to be in accordance with the Planning Scheme. The details of connection to Whitton Avenue shall be agreed with the Planning Authority in conjunction with the Roads Department.

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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.

Located within the subject site.

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 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.

Located within the subject site.

6. Culverts and Attenuation.

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 and report that incorporate all of the following amendments

(a) All attenuation areas shall be publicly accessible with natural elements;

(b) A detailed justification shall be submitted for each proposed culvert (individually).

(c) Where culverting is the only solution, proposal shall be submitted for the mitigation of the impact of each culvert on the existing ecology and Green Infrastructure. All mitigation measures as stated in the Addendum to EIAR -Summary of Mitigation Measures Report shall be implemented in full.

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

A permitted above ground attenuation area is located within the subject site.

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10. Surface Water

a. Prior to commencement of development, the applicant shall submit information which clarifies the location and discharge rate of the proposed flow control device for Attenuation Area 11b, as this is not shown on the submitted surface water layout drawings.

b. Prior to commencement of development, the applicant shall submit a report showing how compensation storage was calculated and show what compensation storage is provided. The applicant has stated that this is included within section 3.12 of the submitted Infrastructure Design Report however no such section exists.

c. Prior to commencement of development the applicant shall obtain a section 50 licence from the Office of Public Works for any proposed culverting or realignment of watercourses within the area of the proposed planning application. Culverting and realignment shall be kept to a minimum so that biodiversity and riparian corridors can be protected to help mitigate climate change.

REASON: In the interests of sustainable drainage.

Attenuation Area 11b is located within the subject site.

Lands to the south

SDZ14A/0002

Removal of shed structure and construction of 2 detached part 2 and part 3 storey dwellings and 8 semi-detached part 2 and part 3 storey dwellings; 20 car parking spaces; new vehicular entrance to Ninth Lock Road and associated works including new footpaths and landscaping of site. The site is located within the Clonburris Strategic Development Zone. **Permission granted. This is the development on Whitton Avenue. This is discussed further in this report.**

SDZ22A/0004

Internal separation of the house and associated granny flat to provide for 2 permanent houses and extension of rear garden. Part of the development site is located within the Clonburris Strategic Development Zone. **Permission granted. The rear garden of the northernmost house incorporates a minor sized part of the SDZ lands at the south-west of the subject site. This has been accommodated in the submitted proposal.**

SDZ21A/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. This pumping station is located to the south-west of the subject site.**

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Relevant applications in the remainder of Clonburris SDZ

SDZ21A/0022

The construction of 569 no. dwellings, a creche, innovation hub and open space in the Clonburris South West Development Area of the Clonburris SDZ Planning Scheme 2019. **Permission granted. No. of dwellings permitted 563 no.**

SDCC Part 8 Application

Proposed Social and Affordable housing development comprising of 263 no. residential units on a site located on lands within Clonburris SDZ, in the subsector known as Kishogue South West which is located on Lynches Lane to the East of the R136 Outer Ring Road. **Approved.**

SDCC Part 8 Application

Development of a Social and Affordable Purchase Housing project consisting of 118 (approved as 116) no. units on undeveloped lands adjoining the Bawnogue Road and Ashwood Drive, Clonburris, Dublin, just South of the Grand Canal. **Approved.**

Relevant Enforcement History

None recorded according to APAS.

Pre-Planning Consultation

PPSDZC05/20

A residential development located in sub-sectors CSE-S1, CSE-S2 & CUC-S4 of the Clonburris SDZ. The proposal consists of approximately 262 dwellings comprised of 130 houses, 84 duplex units and 48 apartments in 1 x 8-storey building. The proposal also includes for development of an east-west link road, as per the requirements of the SDZ Planning Scheme and public open spaces.

PPSDZC04/20

Preliminary Pre-Planning meeting required to determine principle of masterplan layout for residential development on this portion of the SDZ lands, in terms of block and roads layout, along with location of public open space and attenuation areas, in accordance with SDZ Planning Scheme and required density of development.

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).

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

The vision for Project Ireland 2040 – The National Planning Framework is for balanced growth across the five cities and three regions and the guidance of public and private investment into appropriate locations to properly plan for current and future population growth. The NPF sets out a number of clear and measurable targets in terms of population projections, employment generation, housing delivery, environmental impacts and transport provision. These key considerations are underpinned by objectives identified as ‘National Strategic Outcomes’ in which the development of Clonburris SDZ will play a major role in achieving. Clonburris is identified in the NPF as a key future growth enabler for Dublin with transformative potential and the following is stated as a priority: *‘progressing the sustainable development of new greenfield areas for housing, especially those on public transport corridors, such as Adamstown, Cherrywood, Clonburris and Clongriffin.’*

In order to meet the projected population and economic growth as set out in the NPF, the annual housing output is required to increase to 30-35,000 homes per year (nationally) in the years to 2027, with 50% of all new homes to be delivered in Ireland's five main cities. In terms of population projection, the NPF considers that the Dublin region needs to be planning for at least 235,000 more people in the City and suburbs by 2040. It is considered that the continued development of the Clonburris SDZ will assist in achieving these national targets. The development of the entire Planning Scheme is expected to deliver a target of 9,416 no. (up to 11,098 no.) new homes.

In this regard, National Strategic Outcome 1 of the NPF refers to and, stresses the importance, of ‘Compact Growth’. The NPF states: *‘From an urban development perspective, we will need to deliver a greater proportion of residential development within existing built-up areas of our cities, towns and villages and ensuring that, when it comes to choosing a home, there are viable attractive alternatives available to people.’*

The principle of Compact Growth NSO1 is underpinned by the SDZ Planning Scheme at a macro and micro level. At a macro level, the sustainable development of the area in accordance with the adopted SDZ Planning Scheme presents a transformative opportunity to meet the needs of the wider City and region by accommodating the region's population growth, centred on compact growth with proximity to employment, community facilities and high-quality public transport. The delivery of the SDZ reinforces the principles of the National Planning Framework by delivering smart and compact growth within the built-up envelope of the existing Greater Dublin Area.

At a micro level, the Planning Scheme provides a clear framework for Development Areas, which seeks to guide appropriate residential densities into suitable locations, ensuring a critical mass is achieved in order to promote viability and sustainability. Key principles of the SDZ include to make efficient use of public transport and local facilities and promoted increased residential densities within walking distance of these, thereby reinforcing compact growth policy principles.

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

Clonburris SDZ is identified in the Metropolitan Area Strategic Plan (MASP) of the RSES as a key target area for urban expansion and continued development of the SDZ, and 'a strategic residential and employment corridor along a key public transport corridor that contains development opportunities.' The Strategy is centred around delivering a new community that is characterised by a design-led approach to integrating compact growth and development with climate resilient sustainable transport options such as rail and bus.

The SDZ is identified in the MASP (Table 5.1 Strategic Development Areas and Corridors, Capacity Infrastructure and Phasing) as a strategic development area with the phased development of Clonburris SDZ.

The timely development of the Clonburris SDZ is wholly compatible with the Growth Strategy for the region, as set out in the RSES/MASP and the development and provision of critical infrastructure required to facilitate the phased development of the Plan lands will support the continued development of a long-term and viable community at Clonburris.

Additional National Policy Documents and Guidance of Relevance

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

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

Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities, Department of Housing, Planning and Local Government (2020).

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

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

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).

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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).

Waste Management Plan for the Dublin Region 2005-2010, Dublin City Council, Dun Laoghaire-Rathdown County Council, Fingal County Council and South Dublin County Council, (2005).

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

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

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

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

OPR Practice Note PN01 Appropriate Assessment Screening for Development Management, Office of the Planning Regulator (March 2021).

Relevant Policy in South Dublin County Development Plan 2022-2028

2 Core Strategy and Settlement Strategy

2.6.1 Land Capacity Study

Table 8: Total Land Capacity within Strategic Development Areas

Policy CS1: 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

Land Capacity Sites

Figure 9: Housing Capacity Sites

2.6.5 Core Strategy – 2022-2028 Development Plan

Table 11: Core Strategy Table 2022-2028

2.6.6 Housing Strategy

2.7 Settlement Strategy

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)

Policy CS6: Settlement Strategy - Strategic Planning Principles

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

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Promote the consolidation and sustainable intensification of development within the Dublin City and Suburbs settlement boundary.

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.

5 Quality Design and Healthy Placemaking

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.

5.4.2 Strategic Development Zones

Policy QDP15: Strategic Development Zones (SDZS)

Continue to implement the approved Planning Schemes for Adamstown and Clonburris SDZs.

QDP15 Objective 1:

To support the delivery of the identified infrastructure to facilitate sustainable development in South Dublin's Strategic Development Zones.

7 Sustainable Movement

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.

8 Community Infrastructure and Open Space

Policy COS2: Social / Community Infrastructure

COS2 SLO 3:

To provide for a Garda Station in Clonburris.

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.

9 Economic Development and Employment

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 Centre Level 3

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.

10 Energy

Policy E5: Low Carbon District Heating Networks

Clonburris SDZ 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 the Planning Scheme. The Planning Scheme form part of 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 in Development Areas 1 Clonburris Urban Centre (subsector CUC-S4) and 2 Clonburris South East (CSE-S1 & CSE-S2).

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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 Areas 1 and 2. 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 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.

The main issues for assessment relate to: Zoning and Council Policy, Phasing, Clonburris SDZ Character and Development Areas, Compliance with the Clonburris SDZ Planning Scheme, Environmental Impact Assessment and Appropriate Assessment.

1. Zoning and Council Policy

The site is located in an area which is zoned 'SDZ' '*To provide for strategic development in accordance with approved planning schemes*' under the South Dublin County Council Development Plan 2022-2028. The principle of the construction of residential dwellings, creche and retail/commercial unit on this portion of the SDZ lands is consistent with the Clonburris SDZ Planning Scheme.

There is a Specific Local Objective COS2 SLO3: *To provide for a Garda Station in Clonburris in the north-west corner of the site.*

The Clonburris Planning Scheme states: *Provision is made for such Garda Station in the Clonburris SDZ as may be necessary, the said site to be used as an alternative community facility in the event that it is not required by An Garda Síochána. In the event of An Garda Síochána identifying the need for the provision of a Garda Station at Clonburris, the station can be accommodated within the Kishoge or Clonburris Urban Centres.*

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There is no reference to a garda station in the subject application. However, the Planning Scheme states this provision is, as necessary. It therefore does not need to be specifically addressed under this proposal.

2. Phasing

Overall Clonburris SDZ lands

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 the development of residential units. The plans and strategies required prior to commencement have been agreed and will be considered as part of the assessment of this proposal.

There have been two other applications for residential development in the Clonburris SDZ in addition to the subject application. This is as follows:

Ref.	Development Area	Catchment	No. of units	Status
SDZ21A/0022	Clonburris South West	Clonburris	563 (as permitted)	Granted permission
SDCC Part 8 application	Kishogue South West	Kishogue	263	Approved 2022
SDCC Part 8 application	Canal Extension	Clonburris	116	Approved 2022
Subject application SDZ22A/0010	Clonburris Urban Centre and South East	Clonburris	294	Under consideration
	Total	Clonburris: 973 no. units Kishogue: 263 no. units	1,236	942 no. units permitted

The total number of units consented, should the subject application be granted/approved, would equate to over 1,000 units. The phasing programme is based on the premise that the number of residential units that may be constructed and occupied in each phase is dependent on the delivery of associated infrastructure to serve the expanding population. In the event that the requirements are not delivered for a particular phase, a restriction on the construction and occupation of residential units in the next phase will apply.

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Phase	Residential Units constructed and occupied	Minimum delivery in Phase	Response
	Prior to commencement of development	Surface Water Management Plan Parks and Landscape Strategy (incorporating a Biodiversity Management Plan Water and Wastewater plans	These plans and strategies have been agreed and will be considered as part of the assessment of this planning proposal.
1A	0 – 1,000	<p>-<u>Retail Core development</u> in accordance with the Place Making Requirements.</p> <p>-Development shall accord with the Local Level Infrastructure Requirements in relation to <u>agreeing timeline for the opening of Kishoge Train Station & completion of the realignment of Lock Road (R120).</u></p> <p>-Provision of <u>Water and Wastewater infrastructure on a pro rata basis</u> in accordance with detailed plans agreed with Irish Water and SDCC.</p> <p>-<u>The planning of works for the provision of community floor space and the availability of childcare spaces.</u></p>	<p>(applicant’s response)</p> <ul style="list-style-type: none"> - Retail core will be developed in separate applications - Not applicable to subject application. - Noted - Creche and retail/commercial unit proposed. Innovation hub under SDZ21A/0022.

The 1,000 no. units limit (as identified in Phase 1a) for the Clonburrish catchment will not be exceeded under this application, and therefore no retail core development is required to be provided as part of this Phase. In relation to the other items, it is noted that these requirements are being addressed in the application, by SDCC or by other relevant stakeholders. The subject proposal is providing for adequate childcare spaces and the provision of community floorspace is noted under Reg. Ref. SDZ21A/0022.

It is therefore considered that the phasing requirements do not restrict the permitting of the subject proposal.

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Subject proposal

The applicant has proposed the phasing of the proposed development itself. It is envisaged that the development would be delivered in 3 no. phases. Phasing is proposed in tandem with the Link Road. Phase 1 is the central open space and development west of this, Phase 2 is development to the east and Phase 3 is the apartments, creche and retail plaza. The Planning Authority would consider that the delivery of the urban centre and facilities (i.e., creche) being delivered in Phase 1 is important to ensure the future residents are adequately provided for, however it is considered that the phasing of the development can be agreed **via condition**.

3. Clonburris SDZ Character and Development Areas

Character Areas

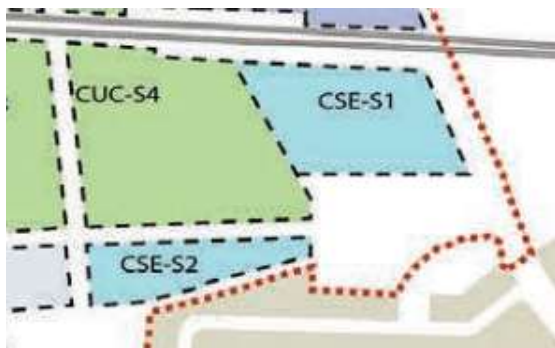
The subject site is located within the Clonburris Character Area. This is described in the Planning Scheme as follows:

'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 site comprises of part of the Clonburris Urban Centre and wider residential development and open space areas.

Development Areas

The subject site is located in Development Area 1 Clonburris Urban Centre and Development Area 2 Clonburris South East. Specifically, Subsector 4 of the Urban Centre and both Subsectors 1 and 2 of South East.



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Clonburris SDZ Sub Sectors



Clonburris Urban Centre

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Clonburris

South East (input from Planning Report, site boundary not accurate)

LEGEND			
SDZ BOUNDARY	EXISTING BUILDINGS	LANDMARK BUILDINGS	PROPOSED SCHOOLS
URBAN SPACE	EXISTING URBAN BLOCK	AVENUE FRONTAGE	EXISTING SCHOOLS
LOCAL PARKS AND SQUARES	URBAN BLOCK	CANAL FRONTAGE	RAILWAY STATION
STRATEGIC OPEN SPACE	TREES LINE	PARK FRONTAGE	FINE URBAN GRAIN
EXISTING GREEN INFRASTRUCTURE	EXISTING / IMPROVED HEDGEROW/TREE LINE	RAILWAY FRONTAGE	COMMUNITY / CIVIC BUILDING
CANAL / SUDS / POND / WATERWAY		LOCAL NODE	
WALKWAYS / CYCLEWAYS			

Clonburris Urban Centre is one of the District Centre's of Clonburris. Key objectives for this development area include:

- *To develop a high quality mixed use District Centre to serve the community of Clonburris and surrounding communities.*
- *To provide for significant commercial (non-retail) provision in areas of high accessibility to public transport.*
- *To provide for a District Centre level retail to support a range of needs within the district catchment.*
- *To develop a significant multi-purpose civic building for the entire SDZ area and surrounding communities.*

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- *To ensure high levels of legibility and ease of orientation.*
- *To achieve high levels of permeability, particularly for pedestrians and cyclists.*
- *To provide for transport interchange at the railway station, in particular, connecting rail, bus and cyclists.*
- *To provide a new civic space for Clonburris, which will serve as multi-functional business and social space focal space.*
- *To achieve good levels of continuity and enclosure along the arterial streets, Link Streets/avenues and the urban spaces.*

Clonburris South East's key objectives include:

- *To develop a high quality residential neighbourhood at Clonburris South East;*
- *To integrate with existing development at Cappaghmore;*
- *To provide locally accessible open spaces of local and strategic importance;*
- *To ensure high levels of legibility and ease of orientation;*
- *To provide a new Link Street/avenue between Clonburris urban centre and Lucan-Newlands Road;*
- *To prioritise pedestrian and cyclist movement and to provide for local bus services along the avenue;*
- *To provide for a range of housing along the new avenue and local streets including home zones;*
- *To provide significant and integrated SUDS infrastructure, including a high amenity retention pond/lake within a new strategic open space at Cappaghmore; and*
- *To retain the Cappamore Lodge Screen entrance wall as a gateway feature.*

The SDZ plans show an Additional Heritage Structure located to the south-east of the subject site. This is determined to be the remaining Cappagh House gate lodge and is not included in the subject site.

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Development Areas Parameters

The Clonburris SDZ Planning Scheme details parameters governing development in the Clonburris Urban Centre and Clonburris South East and outlines the following requirements:

	Urban Centre		South East		Proposal
Net Developable Area	CUC-S4 3.82ha CUC Total 17.90ha		CSE-S1 2.17ha CSE-S2 1.13ha CSE Total 3.30ha		Applicant to confirm net development area of CUC-S4.
No of units (Target)	CUC-S4 414 CUC Total 1,938		CSE-S1 122 CSE-S2 79 CSE Total 201		294
Net Density*	Subsector CUC-S4	Density 67–150	Subsector CSE-S1 CSE-S2	Density 51-61 65-75	CUC-S4 84 dph CSE-S1 70 dph CSE-S2 56 dph
Affordable/Social dwellings	To be negotiated in accordance with relevant legislation and SDCC Housing Policy		To be negotiated in accordance with relevant legislation and SDCC Housing Policy		20% social housing proposed.
Non-retail commercial development	CUC-S4 5,000sq.m CUC Total 18,515 sqm min		N/A		152.1sq.m retail/commercial unit
Retail development	CUC-S4 1,200sqm CUC Total 16,520sqm max		N/A		152.1sq.m retail/commercial unit
Community	2,500sqm min		N/A		None
Building height	Subsector CUC-S4	Height 2-8 storey	Subsector CSE-S1 CSE-S2	Height 2-4 storey 2-6 storey	2-6 storeys
Public open space	CUC-S4 3,600sq.m CUC Total 15,200sqm		Total 4,300 sqm (no breakdown per subsector)		10,698sq.m 1,116sq.m

* Titled in the Planning Scheme as 'Average Net Density (Target)' for the Clonburris Urban Centre and 'Net Density' for Clonburris South East.

Key parameters are discussed as follows:

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Area Character Types

The Area Character Type for Clonburris Urban Centre is as follows:

The area will contain a diverse, mixed use development, containing the main retail, commercial and civic uses for the new urban centre based around a public plaza and a transport interchange on Fonthill Road North.

A major public plaza; Clonburris Square will be located in the north west section of the Urban Centre, to form a dynamic, vibrant place which will form part of the urban identity of the lands as a whole.

For Clonburris South East it is:

Mixed development area with medium density residential development close to the main Urban Centre.

The proposed development in terms of layout and design is largely in line with the Planning Scheme. A level of mixed use and a public plaza has been provided for. These are discussed further below. The retention of the north south hedgerow and incorporation in the landscaping and open space are welcomed. The proposed mix of housing, duplexes and apartments is appropriate.

The Planning Authority does have concerns in relation to the proposed layout and design for the open space on the western side of the site, including within the Clonburris Urban Centre.



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Housing with lower densities than what would have been envisioned for this development area is proposed. The higher density element of this part consists of 2 no. 4 and 6 storey apartment buildings.

The plaza in its current form is not considered to provide for a major public plaza that would be central to this subsector of the Urban Centre. The size and design of the plaza should be revised.

Limited detail is provided on the design of this urban space, i.e., it is unknown how high the proposed concrete walls would be. A detailed design of the plaza should be submitted, including how it would connect with the Clonburris Urban Centre and wider area as indicated in the Planning Scheme. The plaza should be enclosed on more than one side. Pedestrian and cyclist permeability and connections from the plaza need to be further considered. Further green infrastructure and SUDS should also be incorporated.

Cross sections of the plaza have been submitted, showing that the levels differ. The creche external play area would be located approx. 1.3m below the floor level of the plaza. This is not considered an appropriate location and disconnects the frontage of the northern block to the plaza. The creche external space should be relocated elsewhere, so that the ground floor of the northern block is level onto the plaza. A cross section should be provided of the retail/commercial unit onto the plaza.

The applicant is referred to Table 2.10.3 in relation to design criteria for this space.

Urban Squares	Objective	Components
Other local squares in urban centres	<ul style="list-style-type: none"> To provide local focal space for mixed use in the urban centres. To provide for a range of business and social activities. 	<ul style="list-style-type: none"> Well enclosed urban space. Continuous surface and comfortable gradient. Uncluttered space, free of permanent features, to allow for range of activities in the space. High quality surface design and materials. High quality tree line and street furniture providing definition to the edges of the space. Seating opportunities at edges of space. Focal work of public art or monument. Active perimeter ground floors. Passive surveillance by upper floor residential uses. Supporting element of evening economy Public space with 24 hour access.
Urban squares	<ul style="list-style-type: none"> To provide focal spaces for the urban centres, and the Planning Scheme more generally. To provide robust, multi-functional and adaptable design. To host a range of activities. To provide for a comfortable and inviting space for all users. To accommodate evening economy. 	<ul style="list-style-type: none"> Hard and permeable continuous surface, with innovative SUDS measures. Uncluttered free space. Tree-lining for definition of edges of the space. High quality street furniture and lighting on perimeter. Public art or central feature. Managed vehicular access for loading and emergency services only.

The level of commercial/retail floorspace should be increased or at least be further facilitated within this part of the site. The Planning Scheme indicates a Secondary Retail Frontage around the urban

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space (plaza) with a north-west (secondary retail frontage) connection to Fonthill Road. Stronger commercial/retail frontages should therefore be provided.

Master planning of how the proposal would integrate with and help deliver the rest of the Clonburris Urban Centre is required. The potential future development of the remainder of the CUC-S4 and CSE-S2 subsectors should be indicated. The proposal should not prejudice the development of the lands to the west. In the short term, how the proposal integrates with the existing western lands, including the park and ride and pumping station, should also be addressed.

The Planning Authority also has concerns in relation to the design of the site at the junction of the permitted Link Road to Ninth Lock Road.



This is indicated as an area of open space under the Planning Scheme. A quality designed entrance to the SDZ lands should be provided. Further open space and landscaping at this entrance should be considered. The easternmost road off the south of the Link Road, which accesses onto a parking courtyard, should also be omitted and replaced with open space.

The above should be addressed via additional information.

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Net Developable Areas

Not all of Clonburris Urban Centre is located within the subject site. The Planning Report states that approx. 1.7ha can be discounted from the net development area of subsector CUC-S4 which lies outside the application site, thus leaving approx. 2.12ha of CUC-S4 within the applicant site.

However, the applicant should be requested to clarify this (due to anomalies found in density calculations).

The Planning Report also states that an approx. 0.17ha strip of CSE-S1 along the eastern boundary can be discounted that is outside the subject site and in separate ownership. **The Planning Authority would request that this strip be included within the site boundary (with relevant consent from owner)**. This is discussed further in this report. Approx. 0.4ha of CSE-S2 can also be discounted and lies outside of the subject site. The part that sits outside includes the permitted pumping station.

No. of Units (Target)

294 no. units are proposed. This fulfils the target for CSE of 201 no. It part fulfils the target for CUC-S4, leaving 321 no. units to be provided on the remainder of this subsector and CES-S2. Whether this is feasible to be delivered should be explored by the applicant. This should be addressed through the submission of an indicative layout for the western lands in line with the Planning Scheme. **To be addressed via additional information.**

Net Residential Density

Section 2.1.5 of the Planning Scheme sets out the density margins for each sub sector. The lower end of each of the density margins represents the minimum densities achievable and the upper end of each of the density margins represents the maximum densities achievable in each Sub Sector. CUC has a wider range of minimum and maximum densities. Density is calculated on the basis of net development area.

The Planning Report states that there are 143 no. units proposed within the CUC part of the site (stated as 2.12ha within the application site), resulting in a proposed density of 84dph. However, 143 no. units on 2.12ha would be approx. 67 dph. **The applicant should be requested to clarify this.**

The proposed densities for the Clonburris South East subsectors would be outside the margins. The proposed density for Clonburris SE Subsector 1 is 70dph, which is above the 61 max net density margin. **This should be revised to within the prescribed margin.** The proposed density for Clonburris SE Subsector 2 is 56 dph, which is below the 65dph minimum net density margin. However, it is noted that there is developable area left for this subsector, to make up this density.

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Affordable/Social dwellings

The SDCC Housing Department have provided a report on the proposed development. They state that a Part V condition should be attached to any grant of permission for this application: *Kelland Homes Ltd has engaged with the Housing Department, South Dublin County Council regarding a Part V proposal. The proposal submitted by the applicant to provide 20 apartments in Block B, 6 x 2 bed duplexes and 6 x 3 bed duplexes for social housing with their application is noted however this is not in line with the most recent proposal in discussion with the Housing Department. The Housing Department would prefer that a revised proposal is submitted that is more reflective of unit mix and to provide for better integration within the development. The applicant has confirmed that they will incorporate wheelchair liveable units on the site. Further proposals are subject to review and consideration by the Housing Department & planning approval.*

The applicant has also provided a proposal for an additional 10% of the on-site units for an affordable housing scheme. The details of same are to be agreed at a later stage.

South Dublin County Council can only agree Part V in respect of the permitted development subject to costing approval from the Department of Housing, Local Government & Heritage. Please note that the Council would require a fully completed Part V submission prior to commenting on costs.

The Part V percentage liability is dependent on the date the applicant purchased the subject site and the applicant is requested to provide proof of same to the Housing Department if planning permission is granted.

This report is noted. **The proposed Part V provision should be revised via additional information.**

Commercial and Retail Floorspace

The Clonburris Urban Centre has for subsector 4 a minimum commercial floorspace requirement of 5,000sq.m and maximum retail floorspace of 1,200sq.m. An approx. 152sq.m retail/commercial unit is proposed on the ground floor of Apartment Block A facing the urban plaza.

This provision is a significantly low contribution of retail/commercial floorspace to the Clonburris Urban Centre. While it is acknowledged that only part of subsector 4 is located within the subject site, the remainder of this subsector would have to provide a significant amount of non-retail commercial floorspace (4,848sq.m). The applicant should be requested to provide for or facilitate further non-retail commercial floorspace within the development. Further provision of retail floorspace should also be considered. **This should be requested via additional information.**

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Community Floorspace

2,500sqm minimum indicated in the Clonburris Urban Centre. This is identified for CUC S1 and is not relevant to this site.

Building Height

The proposed building heights of 2 to 6 storeys is in accordance with the SDZ. The apartment buildings would be 4 and 6 storeys in height, duplexes 3 storeys and houses 2 storeys. 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

Public open space is largely being provided along the existing north south hedgerow. Incidental and strips of open space are included in the calculation. The public open space area indicated to the north of the attenuation pond (to the north of the Link Road) is not being provided. This is discussed further in this report.

4. Consistency with the Clonburris SDZ 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.

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 subject site is located across a combination of primarily residential, mixed use – retail community & residential and open space lands as indicated in Figure 2.1.2 Land Use Area Map of the SDZ. 'Residential' development is Permitted in Principle in Residential and Mixed Use areas of the SDZ.

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 Density

Discussed in previous section of this report.

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Residential Development Standards

Dwelling Mix

Noted that a key objective for CSE is *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).’*

The proposed development comprises of **294 no. houses, duplexes and apartments**. These would have the following dwelling mix (abstract from the submitted Planning Report):

	1 bed	2 bed*	3 bed	4 bed	Total
Houses	0	19	87	12	118
Duplexes	0	52	52	0	104
Apartments	19	53	0	0	72
Total	19	124	139	12	294
Percentage	10%	39%	39%	12%	100%

*Of the 53 no. 2 bed apartments 16 no. would be 3 person and 37 no. 4 person.

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

Dwelling Size & Private Amenity Space

The applicant has submitted a Housing Quality Assessment (HQA) and drawings of the proposed units. These documents demonstrate that the proposed houses, duplexes and apartments would meet or exceed the minimum space requirements in relation the floor areas and private open space in the Planning Scheme, Quality Housing for Sustainable Communities Guidelines (2007), and Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2020).

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The proposal provides for the provision of 2 bed / 3 person apartments. The Planning Scheme does not differentiate between 3 person and 4 person 2 bed apartments and requires a minimum space standard of 73sq.m for 2 bed apartments. Some of the proposed 2 bed / 3 person apartments would be under this (72.3sq.m). However, they would only be marginally under and are therefore acceptable. The Planning Report states that 16 no. 2 bed / 3 person apartments would be provided. However, the HQA only identifies 6 no. **This should be clarified via additional information.**

Section 2.1.6 of the Planning Scheme states that individual dwelling units should be capable of adaptation to meet the changing needs of the residents during the course of their lifetime. The Design Statement states that the dwellings are designed to facilitate future adaptability. The bathroom layout facilitates later adaptation for wheelchair users. Walls adjacent to baths and WCs will be of a sufficient strength to allow for the fixing of grab rails etc. The houses have the potential to be extended at ground level into the rear garden or into the attic given the roof profile.

Communal Open Space

Communal open space should be designed in accordance with the Apartment Guidelines (2020) and Table 2.1.10 of the Planning Scheme. Communal open space is provided to the north of Apartment Building A and to the south of Apartment Building B. The quantity of communal open space proposed complies, however, limited detail is provided in relation to the design of these spaces. Bow top metal railing is proposed around these spaces. This is not visually acceptable. The communal open space for Apartment Block A is also located to the north of this block (sunlight access).

Further detail and a revised design should be submitted via additional information.

Consideration should be given to how this space would tie in with potential development to the west.

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 in more central accessible urban locations 33%. The dual aspect ratio of Apartment Block A would be 30% and Apartment Block B 68%. There would be no north facing single aspect units.

The Planning Authority has concerns in regard to the low provision of dual or more aspect apartments in Block A. A higher provision should be provided given the nature of the site (greenfield). **This should be addressed via additional information.**

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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 Clonburris South Link Street is required.

Pedestrian and Cycle Movement & Street Network and Vehicular Movement

Noted that key objectives for the CUC and CSE Development Areas include *to ensure high levels of legibility and ease of orientation and to provide a new Link Street/avenue between Clonburris urban centre and Lucan-Newlands Road.*

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 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. This indicates a Proposed Strategic Pedestrian Cycle Route along the northern and eastern boundaries of the subject site. This is noted as existing and should be incorporated into the overall layout and design of the proposed development. The figure also indicates a Proposed Strategic Pedestrian Cycle Route from the site, along the east of the permitted pumping station, to the Grand Canal. The applicant should demonstrate how this route connects with the subject site and through to the Clonburris Urban Centre and wider area. **This should be addressed via additional information.**

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.

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Street Hierarchy and Movement

In relation to street hierarchy and movement, the Roads Department have reviewed the proposed development and request additional information:



Figure 1 proposed layout

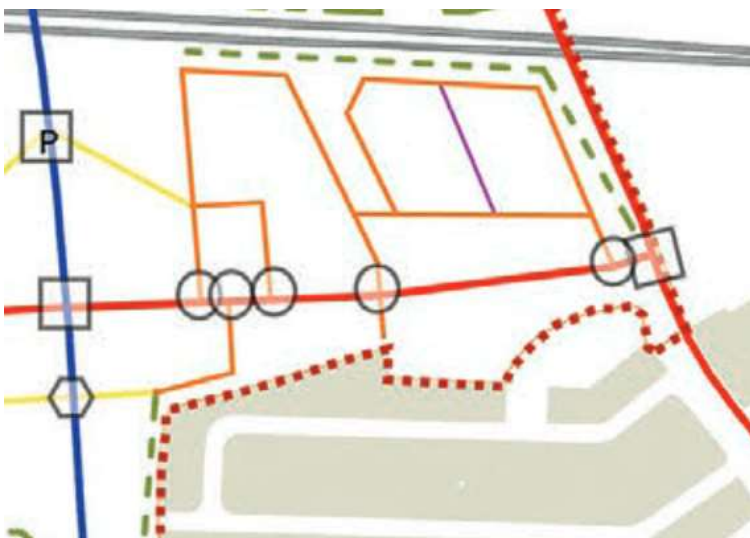


Figure 2 roads and junction layout from SDZ

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Access & Roads Layout:

The roads layout is somewhat like the SDZ, there is a link road missing across the middle section. The number of junctions onto the main east-west link road (SDZ20A/0021) correspond to the proposed layout.

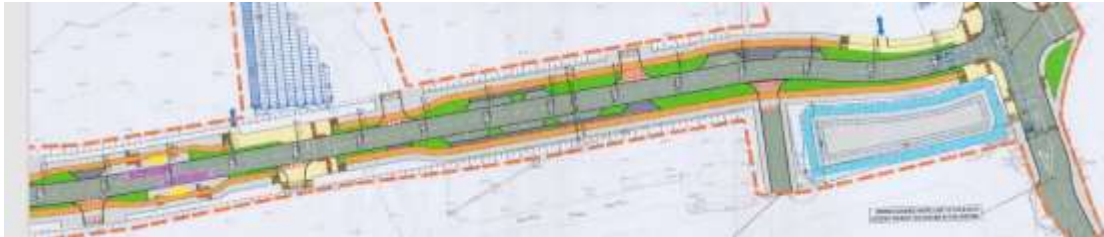


Figure 3 roads layout SDZ20A/0021



Figure 4 roads layout from SD20AA/0021

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Figure 5 parallel parking on both sides of the road.

Sightlines for the developments junctions have been provided and are adequate. An Autotrack showing fire tender access to the development has been provided and is satisfactory. Refuse vehicle auto tracking is also sufficient.

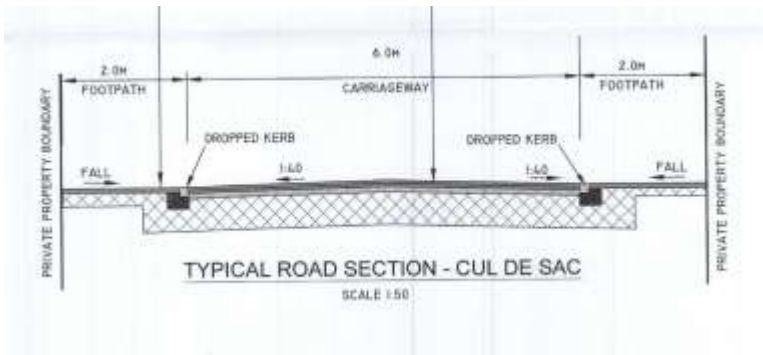


Figure 7 road cross sections.

The applicant has provided road cross section details, the details refer to "Cul De Sac" they should refer to the road types identified in the road's layout plan, i.e., Homezone, Link Road etc. and should match the dimensions overall widths and parking arrangements of the road types provided in the SDZ planning scheme.

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The overall street layout differs to the Planning Scheme in some locations. The Roads Department have requested that a street is provided across the middle section to the north. This would cut through the hedgerow/tree line proposed for retention. While the Planning Authority notes that this link is indicated in the Planning Scheme, the Planning Scheme also requires the retention of existing green infrastructure. It is proposed to provide a pedestrian link through this. The Planning Authority considers this to be sufficient and would like to restrict the breaking up of the hedgerow/tree line.

Connection to Whitton Avenue

The Roads Department states that following in relation to the proposed link to Whitton Avenue:



Figure 6 A link is required to Whitton Avenue.

The applicant is required to provide a complete vehicle and pedestrian link to the Whitton Avenue development. Details of the how the connection is to be made are required the carriageway and footpath should be continuous and link with the proposed development.

Third party submitters have raised concerns in relation to access via Whitton Avenue. The proposed layout facilitates a potential future link road to Whitton Avenue. Given the layout of Whitton Avenue this does not provide for access should the subject application be permitted. The layout at Whitton Avenue would have to be amended to allow this.

When the houses at Whitton Avenue were permitted, the following was conditioned (Condition No. 2 of Reg. Ref. SDZ14A/0002):

*The access road to site shall be temporary and shall be closed from Ninth Lock Road with an alternative access route provided in **conjunction with the development of those lands to the north of the site**. The new access route shall be fully integrated with the street network and block structure of these lands to the satisfaction of the Planning Authority.*

REASON: In the interests of cohesive and orderly development of the Clonburriss SDZ lands.

The 10 year permission for roads and drainage infrastructure works for Clonburriss SDZ provided for an access to Whitton Avenue as required under Reg. Ref. SDZ14A/0002. This was proposed

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directly adjacent to the above ground attenuation at the eastern end of the Link Road. The proposed location of the access Whitton Avenue was required to be amended via condition (Condition No. 3 of Reg. Ref. SDZ20A/0021). The Planner's Report stated that the proposed location is not acceptable, and it would cut through open space. It is noted that under the subject proposal this road is being proposed again, although not for the purposes of providing access to Whitton Avenue.

A compliance submission was submitted for Condition No. 3 that amended the location of the access to Whitton Avenue so that it was further west along Link Road and would link with the western end of Whitton Avenue. This compliance submission was deemed not compliant due to the siting of lighting columns and that there may be drainage issues regarding the connection to Whitton Avenue as has occurred in the past. The proposed location and design of the access align with what has been submitted under this application.

Further detail is required in relation to this access, including the levels across the access within the site and Whitton Avenue. Pedestrian and cyclist access need to be considered. **A revised layout and design should be provided via additional information. The layout drawing should be not less than 1:200.**

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 within the CUC-S4 part of the site are Avenue and Park Frontages. The CSE subsectors have Avenue, Park and Railway Frontages.



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The subject application largely maintains the Local Street and Intimate Local Street alignment in the north-east part of the site. The Local Street alignment in the north-western part of the site, in CUC-S4, is amended and Local Streets/ frontages are not provided around the urban plaza as indicated in the Planning Scheme. This would have Avenue Frontages onto it. This should be provided. The Planning Scheme does not provide for the easternmost cul-de-sac to the south of the Link Road. This should be omitted and replaced with open space. **This should be addressed via additional information.**

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

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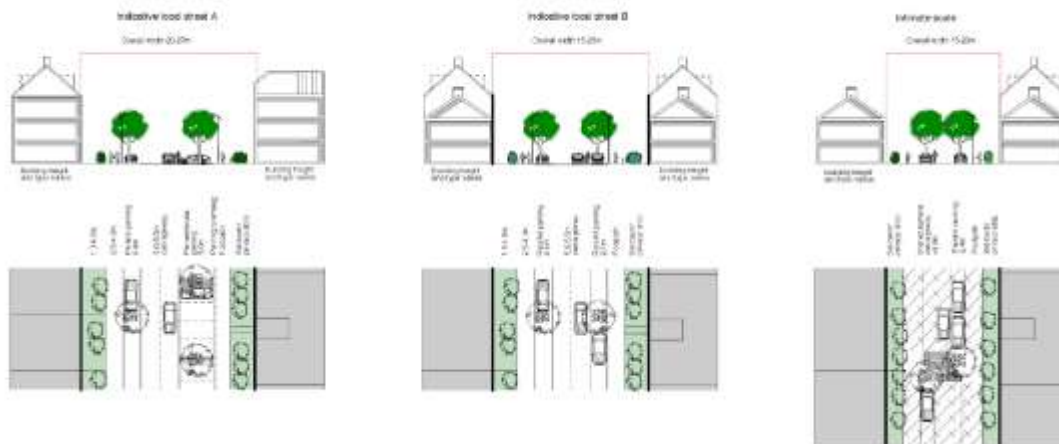
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any implications in relation to European Sites. **This should be addressed via additional information.**

The proposed overall street widths are largely in line with the Planning Scheme. However, the Planning Authority does have concerns in relation to the allocation of space within these, particularly the Local Streets and Intimate Local Streets. Reference is made to Figure 2.2.6 in the Planning Scheme.

Figure 2.2.6 | Example Local Streets including hierarchy (Informal Scale)



The Planning Authority has concerns about the level of perpendicular car parking on the local streets and the on curtilage parking in intimate local streets. The footpaths on the local street are approx. 2m when they should be 2.5-4.0m. Intimate Local Streets should be fully shared surfaces for the integrated movement of vehicles, pedestrians and cyclists in quieter residential areas. The intimate local street in the east of the site should be significantly redesigned in line with the Planning Scheme. The applicant is requested to submit revised plans indicating revised details via **additional information**. Cross sections 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

Note key objectives for CUC and CSE Development Areas include *to achieve high levels of permeability, particularly for pedestrians and cyclists and to prioritise pedestrian and cyclist movement.*

In relation to permeability the Roads Department states the following:

The overall permeability matches the SDZ planning scheme, a pedestrian/cycle link to the train station at Fonthill should be provided in the north-west of the development to match the planning scheme (towards the P in Figure 2)

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The Roads Department requests details of the pedestrian routes within the development that comply with the SDZ planning scheme. **This should be requested via additional information.**

Car and Bicycle Parking

Car Parking Quantum

The Roads Department have reviewed car parking provision and state the following:

Proposed Reduced Parking Standards for the SDZ

The following reductions in the CDP Zone 2 parking standards are put forward to support the principles of sustainability of the site and the implementation of the mobility management plans for the SDZ:

Accessibility Level 1: 1 Bedroom Apartments – 0 spaces (car free)

(Density 80dph) 2 Bedroom Apartments – 0.75 space

3 Bedroom Apartments – 1 space

This development is within Accessibility level 1 and the max parking rates of Zone 2 will apply.

The car parking provision is not clear, the amount of 2 and 3 bed units needs to be quantified and the apportionment of spaces identified. The applicant should submit a breakdown of parking spaces set against the number of dwellings in the development. The applicant should also take no of the NTA submission requesting for a significant reduction in the amount of parking at this development considering the future DART proposals.

The National Transport Authority has submitted an observation on the proposal stating that they have concerns with the provision of car parking of 2 no. spaces per house given the following:

- The site is adjacent to Clondalkin / Fonthill train station which is served by regular commuter services throughout the day, and which will benefit from high-frequency DART services in the future;

- Clonburris is being progressed as an exemplar of sustainable transport whereby public transport, walking and cycling will be the predominant modes for all travel, including travel within Clonburris for daily needs such as retail and schools; and

- Providing for the maximum number of spaces permissible for any element of the proposed development sets an undesirable precedent for the development of the remainder of the SDZ and is likely to undermine the strategic transport objectives for the area.

NTA Recommendation

The NTA recommends that, in order to ensure that the Clonburris SDZ is developed in a sustainable manner, the off-street parking provided for the housing is reduced to 1 per unit in order to reflect the site's accessibility to high-quality existing and proposed public transport services and to reflect the strategic objective of South Dublin County Council to develop Clonburris in a manner which

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promotes public transport, walking and cycling, and which minimises the potential impact of development on the surrounding road network.

The Roads Department request that a colour coded plan of the vehicle parking and bicycle parking across the development should be submitted to ensure compliance with the SDZ planning scheme at accessibility level 1. **This should be requested via additional information.** Consideration should be given to reducing the overall quantum of car parking in line with NTA's submission and the location and accessibility of the site.

Car Parking Layout

No more than 60% of residential parking spaces shall be provided as in-curtilage parking spaces in any Development Area. The Planning Scheme states that 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 **additional 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.

Bicycle Parking

The Roads Department states that *the amount of bicycle parking 797no. the locations have been identified on the layout. The applicant should make provision for bicycle parking in public areas such as parks/playgrounds. The parking should be covered and secure to promote bicycle use across the development.*

The addition of electric bicycle charging facilities has been incorporated in the Clonburris SDZ requiring 10% of bicycle parking provision to provide for charging. The Roads Department requests additional information showing details of how it is proposed to comply with these requirements including details of the design of, and signage for, the electric charging points. **This should be requested via additional information.**

Other Roads items

In addition, the Roads Department raised the following:

Taking in Charge:

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Figure 8 taking in charge map

A taking in charge map has been provided, the layout shows two roads not been offered for Taking in charge (Figure 7) the applicant should provide a reason for not having these roads in public ownership. The layout details some car parking spaces being offered for TIC details of the construction of these spaces is required. the spaces must confirm to SDCC specifications for road construction.

Public Lighting

A public lighting layout has been submitted; this plan requires agreement from SDCC prior to commencement.

Road Construction Details:

An outline construction management plan has been submitted. A more detailed completed plan must be submitted prior to commencement.

The road safety audit submitted is not for this development, the applicant should supply a road safety as requested by the TII.

The above should be requested via condition or additional information where appropriate.

Green and Blue Infrastructure

The overarching principle states '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 Clonburris lands.'

Figure 2.3.1 of the Planning Scheme outlines the Green Infrastructure Network for the lands. As identified by the Public Realm Section the following is noted for the subject site:

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1. *Strategic Green Corridor along the northern boundary of the site adjacent to the Dublin-Cork Railway.*

2. *Local Green Corridors:*

i. *approximately N-S along the Eastern Boundary;*

ii. *approximately N-S through the centre of the development; and*

iii. *approximately N-S and E-W along the westernmost local street south of Clonburris Link Street.*

These local green corridors are required to connect the Strategic Green Corridors along the Grand Canal and Dublin-Cork Railway line.

3. *Tree Lined Streets throughout with street trees on both sides*

The retention of the north south tree line/hedgerow helps provide the Local Green Corridor running through the site. The proposal has the potential to contribute to the indicated green corridors along the northern and eastern boundaries of the site. Narrow strips of open space are proposed along these boundaries. However, the applicant should be requested to extend the site boundary to the railway line to the north and bridge to the east and incorporate the existing pathway and open space here. The existing green palisade fence should be removed to facilitate this. Landscaping along these corridors should make a significant contribution to the site and wider green infrastructure network. **Revised plans should be submitted via additional information.**

The Strategic Green Corridor along the northern boundary of the site adjacent to the Dublin-Cork Railway is not apparent. A revised proposal taking account of the Parks and Landscape Strategy is required.

Urban Centres, Retail, Economic & Community Facilities and Public Services

Section 2.4 covers Urban Centres. Clonburris Urban Centre is the primary district catchment of the SDZ lands. The urban centre is indicated for mixed use development of retail, community and residential. The current proposal for this area is primarily residential with a limited provision of retail/commercial floorspace. The Planning Authority has concerns with the proposed uses and layout of the proposal in this particular area of the site as previously discussed in this report.

A childcare facility is proposed at the ground floor of Apartment Block A. This facility would be approx. 520.2sq.m in size and is estimated to cater for 84 no. children at a minimum. 3 no. car and 13 no. bicycle parking spaces are proposed for the unit. Table 2.7.2 of the Planning Scheme states that the minimum full-time childcare places for the Clonburris Urban Centre is 200 no. and for the total scheme 900 no. The proposed childcare facility has been sized to cater for the proposed 294 no. units. While it would be preferable to rationalise the childcare spaces into one facility at the Clonburris Urban Centre, it is noted that the subject site only encompasses part of the overall urban centre. The proposed facility is therefore considered to be acceptable. Opening hours etc. can be agreed by way of **condition**.

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Built Form and Design

Design Statements

Under the Planning Scheme, developments of this size are required to submit a Design Statement with their application. A Design Statement has been submitted with the application. This is assessed against the content requirements under the Planning Scheme as follows:

Criteria	Response
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 submitted Design Statement does not adequately address this. This can 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;	The permitted roads and services infrastructure has been incorporated into the development. Further consideration, including an indicative layout, of the remainder of the Clonburris Urban Centre, including the remainder of subsector 4 needs to be addressed. This can be addressed via additional information.
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 has been covered in the Design Statement. Further consideration required to items such as design, parking etc.
Demonstrates a range of dwelling sizes to support a variety of household sizes and dwelling types;	A range of dwelling sizes proposed. Houses range in size from 86.2sq.m to 132.8sq.m; Duplexes range in size from 73.1sq.m to 111.8sq.m; and Apartments range in size from 48.0sq.m to 93.3sq.m.
Demonstrates compliance with the 10 design criteria contained within the Retail Design Manual (2012) in the case of retail development;	A retail unit of 152.1sq.m is proposed. Not of a significant size to justify this level of assessment. However, concerns with compliance with SDZ. This can be addressed via additional information.
Includes street cross sections and plans that	DMURS has not been addressed in the

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<p>demonstrate compliance with DMURS (2013) in terms of ‘Movement, Place and Speed’, ‘Streetscape,’ ‘Pedestrian and Cyclist Environment’ and ‘Carriageway Conditions’ etc.;</p>	<p>Design Statement. This can be addressed via additional information.</p>
<p>Includes a Quality Audit addressing street design as outlined under DMURS (2013);</p>	<p>Not apparent a Quality Audit has been undertaken. This can be addressed via additional information.</p>
<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>Not provided. This can be addressed via additional information.</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; and</p>	<p>Landscape proposals have been submitted. Revised proposals are requested. This can be addressed via additional information.</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>Archaeological assessment has been submitted. Mitigation measures proposed.</p>

The applicant should be requested to submit an updated Design Statement that fully provides the above information in accordance with the Design Statements section under 2.8.2 of the Planning Scheme.

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The submitted Design Statement provides the following assessment (in summary) against the Urban Design Manual – A Best Practice Guide 2009:

Urban Design Criteria	Assessment
1. Context: How does the development respond to its surroundings?	Designed to be cognisant of wider lands, electricity lines, existing vegetation, services, topography, existing residences, road proposals and green infrastructure.
2. Connections: How well is the new neighbourhood / site connected?	Link Road through the site connects with Fonthill Road and the rest of the SDZ and with Ninth Lock Road. Avoids the overuse of cul-de-sacs. Pedestrian and cyclist connections. The connection to the lands to the south, Whitton Avenue, requires further consideration. This should be addressed via additional information.
3. Inclusivity: How easily can people use and access the development?	Range of residential accommodation proposed. Compliant with Part M of the Building Regulations and other relevant guidance. Open and accessible to all.
4. Variety: How does the development promote a good mix of activities?	Network of open space. Range of house types. Provision of social and affordable housing.
5. Efficiency: How does the development make appropriate use of resources, including land?	Overall density of site to be confirmed once net development area is confirmed. Balance of varied accommodation types and network of open spaces. Landscape spaces provide amenity and protection from the elements. Mix of tree species. Site drainage.
6. Distinctiveness: How do the proposals create a sense of place?	Quality of design and materials proposed, individual entrance designs and retained and enhanced green infrastructure. Central open space and network of pocket parks provide discernible focal points.
7. Layout: How does the proposal create people-friendly streets and spaces?	Organised around open space. Main link road connecting the site together and forming a clear spine. Pedestrian and cyclists routes, through landscaped areas where possible. Active street frontage and passive surveillance of open space. Hierarchy of roads. Dutch gable facades of

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	duplexes and landmark apartment buildings provide a clear and identifiable urban edge.
8. Public Realm: How safe, secure and enjoyable are the public areas?	Provides for recreation, social interaction, active play and quiet and calming spaces. Accessible and inclusive to all. Range of spaces. Primary public open space will be a central feature. Provision for passive surveillance.
9. Adaptability: How will the buildings cope with change?	Designs that are flexible and enhance longevity. Building orientation optimised. Compliance with Part L. good natural daylight and thermal performance. Designed to facilitate future adaptability.
10. Privacy / Amenity: How do the buildings provide a decent standard of amenity?	Designed to meet or exceed relevant guidance/standards. Private zones at building edges. Public spaces overlooked.
11. Parking: How will the parking be secure and attractive?	Mixture of on-curtilage and on-street car parking. Tree planting between street parking. Bicycle parking for houses within curtilage. Bicycle parking provision for apartments and duplexes.
12. Detailed Design: How well thought through is the building and landscape design?	High quality materials. The apartment blocks have been designed so that they can be easily maintained. Location and connection of open spaces.

External Finishes and Appearance

The submitted Architectural Design Statement with the application provides details on the proposed materials and finishes. The proposed materials are largely render and brick. The houses and duplexes would have render and brick, with moreso render. The apartment blocks would have brick. The Planning Authority is of the opinion that more brick should be incorporated into the design in terms of longevity.

The development proposes 2 no. apartment blocks. The northernmost building, Apartment Block A, is 2 to 6 storeys in height. The break-up of massing and the two storey element to the public plaza is welcomed. The two storey element of this building should be reduced in depth so that there is a sense of enclosure from this building for the plaza. Own door apartments should be considered, especially for Apartment Block A. To the south, Apartment Block B, this building would be 4 storeys in height. The glazing on the balconies for the apartment buildings should be replaced with metal railings.

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It is indicated that a building lifecycle report is appended to the submitted Design Statement. However, this does not appear to be appended.

Solar panels are proposed on the apartment blocks. The total megawatt output should be clarified.

The above should be submitted via additional information.

Block Form

Buildings shall be laid out in perimeter blocks and designed according to the following principles:

Principle	Assessment of Proposal
Building massing to the perimeter of the block;	Blocks do not address the road to the rear of the duplexes facing the Link Road. This should be revised via additional information.
Building frontage to all sides, including the shorter sides (secondary street frontage) of the block;	The entrances to end units Type A3 are on the side elevations. Side elevation of Type A1 not submitted. The entrances on the side elevation of some of the duplex units are welcomed.
Proper design and attention to corners, avoiding dead or windowless gables;	Largely addressed.
A continuity of building frontage, which relates to the local or urban context, and avoidance of blank walls;	To be clarified.
An appropriate scale of buildings to provide the appropriate level of enclosure of the streets and spaces;	To be clarified.
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; and	Car parking to be revised.
Carefully considered subdivision of the block into plots where fine urban grain or mixed use is proposed	Detail not provided – additional information

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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. **The applicant should confirm via additional information that this has been addressed.**

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. **The applicant should confirm via additional information that this has been addressed.**

Urban Grain, Façade Treatment and Street Interface

No areas of urban grain are identified within the subject site as per Figure 2.8.5. 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. Urban grain for urban centres under 2.4.

Apartment development in this area of the urban centre should seek to minimise the use of shared entrances, where possible, in favour of own door access at street level. Main entrances should be from main street or space. Distances between entrances should not exceed those set out in Table 2.8.1. 10m for Urban Centres – Primary and Secondary Retail Frontages and 9m for Local Streets – Residential. Figure 2.8.7 identifies Secondary Retail Frontages within the urban centre on the subject site.

It is not apparent that the current proposal meets these requirements and additional information is, therefore, requested. The secondary retail frontage is not provided for under the current proposal. The incorporation of own door apartments at the ground floor levels of the proposed apartment blocks should be considered.

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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.

Building Heights and Street Widths

Figure 3.3.2 - Building Height Concept 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. 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.

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.

Sunlight and Daylight

No daylight, sunlight and overshadowing assessment has been provided. This should be submitted with particular regard to the proposed apartment buildings and associated open spaces. **This should be requested via additional information.**

Energy Efficiency and Resilience

An Energy Statement has been received with the application. The Planning Scheme states that all major developments within the Clonburris and Kishoge urban centres should be designed to be able to connect to a local heat network in the future. This should be facilitated for the CUC part of the site via **condition**.

Street Planting, Furniture and Materials

The Public Realm Section have advised that there is very poor street tree provision throughout the development. 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.'

High quality Street Tree planting is required throughout the development to strengthen Green Infrastructure links. The proposed development should be revised to provide for this.

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Signage is proposed in the form of entrance signs in the proposed public plaza and at the entrance to the site from Ninth Lock Road. Signage, including for the commercial/retail, can be agreed via **condition**.

The proposed boundary treatment includes 1.2m high parkland metal railing along the sides of corner sites. This is not acceptable and should be replaced with a low wall or similar. **This should be addressed via additional information.**

Services, Infrastructure and Energy Framework

Water Supply and Foul Water Drainage

Irish Water have reviewed the proposed development and request additional information in the form of a letter of confirmation of feasibility from Irish Water for water supply and wastewater connections. The applicant advises that a pre-connection enquiry has been submitted to Irish Water for water supply and wastewater connections.

Surface Water Drainage and Sustainable Urban Drainage Systems (SUDS)

Water Services have reviewed the proposed development and have no objection subject to conditions including that SUDS are included.

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 surface water attenuation for the site was permitted under Reg. Ref. SDZ20A/0021. The applicant states that the attenuation pond in the south-east corner of the site was designed to accommodate the future development potential of the subject site. No changes are proposed to this. There are conditions under Reg. Ref. SDZ20A/0021 relevant to the final design of the attenuation within the subject site.

The incorporation of the attenuation, particularly the above ground pond, should be considered as part of the overall open space and landscape proposal for the site. Further consideration is needed, including the open space around the attenuation pond.

Waste Management and Recycling Facilities

The Roads Department have advised that *'An operational waste management plan has been submitted; however, it does not identify the pick-up locations of the waste collections at the apartment areas. The collection points should be identified on a location plan. The collection of large containers should not be from the public road, a designated collection area must be identified.'* An overall management plan of refuse collection for the apartments, detailing collection

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points and vehicle routes throughout the entire development should be **requested via additional information**.

Aerodromes

The subject site overlaps with aviation layers of the CDP Bird Hazard, Approach Surfaces, Take Off Climb Surfaces and Conical Surface for Casement Aerodrome, and Outer Horizontal Surface for Dublin Airport. No comments have been received from the relevant aviation agencies.

Standard conditions are recommended in the event of grant of permission.

Noise

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

The proposed development is a mixed use commercial and residential development including 294 dwellings. The proposed development site is located immediately south of the Dublin – Cork railway line.

Potential noise sources from the railway line may impact the residential properties. Design and structural noise mitigation measures may need to be incorporated to reduce the potential noise impact on residential properties.

Further information is requested by the Environmental Health Team in the form of

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

This should be requested via additional information.

Construction Environmental Management Plan

An Outline Construction Environmental Management Plan has been submitted. A final Construction Environment Management Plan can be agreed with the Planning Authority via **condition** in the event of a grant of permission.

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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.'*

The Public Realm Section have reviewed the proposed development and raise the following concerns in summary:

1. *Insufficient Green Infrastructure (GI): The proposals are not compliant with the Green Infrastructure requirements of the Clonburris SDZ Planning Scheme in relation to the green infrastructure links that are required as part of the scheme; nor SDCC County Development Plan (2022-2028) Green Infrastructure Strategy in relation to submission of a Green Infrastructure Plan and Green Space Factor. A major redesign of the development is required to protect and enhance the existing Green Infrastructure and develop the site as intended in the SDZ.*
2. *Impact on existing hedgerows and biodiversity: There are large sections of existing hedgerows proposed for removal that are required to be retained by the scheme. To be in compliance with the SDZ the amount of compensatory hedgerow must be at least equal to that being removed. The replacement hedgerow can be planted within the site area or within the wider SDZ.*
3. *Natural Sustainable Drainage Systems (SuDS) Significant and integrated SUDS infrastructure, including a high amenity retention pond/ lake within a new strategic open space at Cappaghmore has not been provided. This, and the use of small-scale natural SuDS to create/enhance Local Green and Strategic Green Infrastructure Links is required by the Planning Scheme.*
4. *Public Open Space Cappaghmore A new strategic open space at Cappaghmore has not been provided.*
5. *Public Open Space and Street/Public Realm: Planting to be to Taking in Charge Standards. Boundaries to be to Public Ream Standards.*
6. *Play A far greater level of play provision is required than what is proposed.*

The public open space should be redesigned to provide the required high quality multifunctional open space that delivers amenity, biodiversity, water quality and attenuation.

Additional information should be requested in relation to the green infrastructure, provides compensatory planting, street trees, improved landscaping, green space factor, increased play provision and a site specific biodiversity management plan.

Public Realm's concerns in relation to lack of above ground SUDS, the setback of the attenuation tanks from the north south hedgerow/tree line and the design of the attenuation pond are noted. Surface water attenuation for the site is permitted under Reg. Ref. SDZ20A/0021. It should, however, be confirmed that the attenuation tanks would not impact the retention of the north south hedgerow/tree line. The permitted attenuation pond should be incorporated into the landscape proposals. Further above ground SUDS measures should be considered where appropriate.

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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.'*

An Ecological Impact Assessment has been submitted. This report states that invasive species were found within the survey area. These should be appropriately managed via mitigation measures. Further surveys for bats, newts, breeding birds were recommended from the initial walkover in April 2022, and these are currently in process. **The results from these surveys should be submitted via additional information.**

An Arboricultural report and drawings have been submitted. The Public Realm Section have raised concerns with the low proportion of hedgerows proposed for retention. Two full hedges; 32m of another hedge and 57% of trees are proposed for removal. There is an additional length of hedgerow and several hedgerow trees proposed for retention that it would not be possible to retain due to construction of underground tanks within the root protection area. Addressed previously in this report.

Archaeological and Architectural Heritage

An Archaeological Assessment has been submitted with the planning application. This report states that the site has low archaeological potential for large scale features. The only feature of archaeological significance within the site is the potential charcoal production pit. Recommended measures include preserving by record under license, archaeological monitoring and surveying. These measures should be **conditioned** in the event of a grant of permission.

5. Screening for Environmental Impact Assessment

The applicant has submitted an EIA Screening & Statement in Accordance with Article 299B(1)(B)(II)(II)(C) of the Planning and Development Regulations 2001-2021. This concludes that an EIAR is not required. Taking into account permitted and proposed development. This document appears to refer to the proposal as a BTR and grid connection development under section 3.2.1. **This should be revised to refer to the subject development.**

Having regard to the nature and scale of the proposed development and pursuant to Schedule 5 of the Planning and Development Regulations 2001 (as amended), the proposal is not a class of development for which a mandatory Environmental Impact Assessment Report is required. Additionally, having regard to the distance of the site from nearby sensitive receptors, the need for environmental impact assessment can therefore be excluded at preliminary examination and a screening determination is not required.

6. Screening for Appropriate Assessment

The applicant has submitted an Appropriate Assessment Screening Report prepared by Blackstaff Ecology (commissioned by RSK). This report concludes that the proposed development,

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individually or in-combination with other plans or projects, is not likely to have a significant effect on any European sites, in view of the said sites' conservation objectives. An appropriate assessment is, therefore, not required.

The subject site is not located within nor within close proximity to a European site. The development involves the construction of 294 no. dwellings and associated infrastructure. Having regard to:

- the nature of the development,
- the location of the development, and
- the consequent absence of a pathway to the European site,

it is considered that the proposed development would not be likely to have a significant effect individually, or in-combination with other plans and projects, on the Natura 2000 network and appropriate assessment is not therefore required.

Conclusion

The proposed development is generally considered to be acceptable and generally in keeping with the Clonburris Planning Scheme. However, a number of issues should be addressed by way of **Additional Information**.

Recommendation

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

1. Layout & Design

The Planning Authority has concerns in relation to the proposed layout and design of the western part of the site as well as the eastern entrance to the site.

1A In relation to the Clonburris Urban Centre the following should be revised or detailed:

(a) Housing with lower densities than what would have been envisioned for this development area is proposed. Higher density and mixed use development should be explored in the CUC-S4 area of the site.

(b) The proposed plaza and surrounding block form should be redesigned in line with the Design Criteria in Table 2.10.3 of the Planning Scheme. A detailed design of the plaza should be submitted, including how it would connect with the remainder of the Clonburris Urban Centre and wider area as indicated in the Planning Scheme. The plaza should be enclosed on more than one side. Pedestrian and cyclist permeability and connections from the plaza need to be further considered. Further green infrastructure and SUDS should also be incorporated. The external space associated with the creche should be relocated elsewhere, so that the ground floor of the northern block is level onto the plaza. A cross section should be provided of the retail/commercial unit onto the plaza.

(c) The level of commercial/retail floorspace should be increased or at least further

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facilitated in the future through the provision of flexible designs, including the development onto the proposed plaza.

(d) Master planning of how the proposal would integrate with the Planning Scheme and help deliver the rest of the Clonburris Urban Centre is required. The potential future development of the remainder of the CUC-S4 and CSE-S2 subsectors should be indicated. This indicative masterplan should indicate potential future:

- Block form and layout
- Connections and pedestrian and cyclist permeability
- How the remainder of the CUC and CSE subsectors would achieve the required densities, no. of units, retail and commercial non-retail floorspace, and public open space.
- In the short term, how the proposal integrates with the existing western lands, including the park and ride and pumping station.

1B. In relation to the eastern part of the site, the following should be revised or detailed:

- (a) Further public open space north of the Link Road at the eastern entrance to the site from Ninth Lock Road.
- (b) Omit the easternmost road off the south of the Link Road and replace with open space.
- (c) Overall revised landscape design for this area, including the incorporation of the permitted attenuation pond.
- (d) Seamlessly integrate this development along its northern and eastern boundary, in particular integrate (i.e. no boundary) with the existing pedestrian link from Ninth Lock to Fonthill station.

2. Parameters

The applicant is requested to:

- (a) Clarify the Net Developable Areas for the proposed development, including a breakdown per subsector, delineated on a site layout plan. Use this information to clarify net residential densities.
- (b) Amend the site boundary so that the lands to the north and east, which contain the existing pathway are included within the site and incorporated into the landscape and open space proposals.
- (c) The net residential density for Clonburris South East Subsector 1 should be revised to within the margin of 51-61dph.
- (d) SDCC's Housing Department requests that a revised Part V proposal is submitted that is more reflective of unit mix and to provide for better integration within the development.

3. Residential Standards

- (a) The applicant is requested to clarify dwelling mix, including how many 2 bed / 3 person apartments are proposed.
- (b) Apartment Block A should be redesigned to provide for a higher no. of dual or more aspect apartments.
- (c) Further detail and a revised design for communal open space should be submitted. This include revised boundary treatment, consideration of sunlight access and how it will

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tie in with potential development to the west.

4. Movement & Transport

(a) Pedestrian and Cyclist Movement

The Planning Scheme provides an Overall Movement Concept in Figure 2.2.7. This indicates a Proposed Strategic Pedestrian Cycle Route along the northern and eastern boundaries of the subject site. This is noted as existing and should be incorporated into the overall layout and design of the proposed development. The figure also indicates a Proposed Strategic Pedestrian Cycle Route from the site, along the east of the permitted pumping station, to the Grand Canal. The applicant should demonstrate how this route connects with the subject site, the permitted pump site and through to the Clonburris Urban Centre and wider area.

(b) Street Network

Section 2.2.4 of the Planning 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, Park and Railway Frontages (Figure 3.1 refers). The Local Street alignment in the north-western part of the site, in CUC-S4, is amended and Local Streets/ frontages are not provided around the urban plaza as indicated in the Planning Scheme. This would have Avenue Frontages onto it. This should be provided. The Planning Scheme does not provide for the easternmost cul-de-sac to the south of the Link Road. This should be considered for omission and/ or a detailed rationale provided.

(c) Plot Adjustment

The applicant is requested to demonstrate that the 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.

(d) Street Widths & Car Parking

The proposed overall street widths are largely in line with the Planning Scheme. However, the Planning Authority does have concerns in relation to the allocation of space within these, particularly the Local Streets and Intimate Local Streets. Reference is made to Figure 2.2.6 in the Planning Scheme. The Planning Authority also has concerns about the level of perpendicular car parking on the local streets and the on curtilage parking in intimate local streets. The footpaths on the local street are approx. 2m when they should be 2.5-4.0m. Intimate Local Streets should be fully shared surfaces for the integrated movement of vehicles, pedestrians and cyclists in quieter residential areas. The intimate local street in the east of the site should be significantly redesigned in line with the Planning Scheme. The applicant is requested to submit revised plans indicating revised

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details. Dimensioned cross sections with comparison to the Planning Scheme should also be provided.

(e) EV Parking

To facilitate the use of electrically operated cars and bicycles, all developments should provide charging points for the charging of electric vehicles at a rate of 100% of the car parking provision and 10% of the bicycle parking provision. Details of how it is proposed to comply with these requirements including details of the design of, and signage for, the electric charging points (where they are not in areas to be taken in charge) shall be submitted.

(f) Whitton Avenue

Further detail is required in relation to the Whitton Avenue access, including the levels across the access within the site and Whitton Avenue. Pedestrian and cyclist access also needs to be considered. A revised detailed layout (not less than 1:200 in scale) and design for that area should be provided.

(g) Other roads items requested for submission:

- A Stage 1 Road Safety Audit.
- An overall management plan of refuse collection for the apartments should be provided, detailing collection points and vehicle routes throughout the entire development.
- Details of the pedestrian and vehicle routes within the development that align with the SDZ planning scheme.

- A revised layout not less than 1:200 scale showing the cross sections of the roads confirming the layouts as described in the SDZ planning scheme within the development.

5. Green and Blue Infrastructure & Ecology

(a) The retention of the north south tree line/hedgerow helps provide the Local Green Corridor running through the site. The proposal has the potential to contribute to the indicated green corridors along the northern and eastern boundaries of the site. Narrow strips of open space are proposed along these boundaries. However, the applicant is requested to extend the site boundary to the railway line to the north and bridge to the east and incorporate the existing pathway and open space here. The existing green palisade fence should be removed to facilitate this. Landscaping along these corridors should make a significant contribution to the site and wider green infrastructure network. Revised plans should be submitted via additional information.

(b) The submitted Ecological Impact Assessment states that further surveys for bats, newts, breeding birds were recommended from the initial walkover in April 2022, and these are currently in process. The results from these surveys should be submitted via additional information.

c). The applicant is requested to demonstrate compliance with the agreed Parks and Landscape Strategy for the SDZ, including designing and contributing to the Strategic Green Corridor along railway. A revised proposal taking account of the Parks and

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Landscape Strategy is required.

6. Built Form & Design

(a) Design Statement

The applicant is requested to submit an updated Design Statement that fully provides the information outlined under the Design Statements section of 2.8.2 of the Clonburris SDZ Planning Scheme.

(b) External Finishes and Appearance

Materials and finishes should be revised so that render is reduced or fully omitted from the development. The apartment balconies should have metal railings. Variation in materials and colours should be provided along the houses.

Revise Apartment Block A so that the 2 storey element is reduced in extent, the creche is relocated away from the public plaza and the ground floor is level with the plaza, further retail/commercial floorspace is provided/facilitated, and own door apartments are provided at ground floor level. Privacy strips should be provided around any ground floor private open space on both apartment blocks.

(c) Block Form

Block form should be amended so that blocks address the roads to the rear of the duplexes facing the Link Road on the northern side. Compliance with the principles for perimeter blocks should be addressed.

(d) Block Size

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. The applicant should confirm that this has been addressed.

(e) Topography

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. The applicant should confirm that this has been addressed.

(f) Facade Treatment

Distances between entrances should not exceed those set out in Table 2.8.1. 10m for Urban Centres – Primary and Secondary Retail Frontages and 9m for Local Streets – Residential. Figure 2.8.7 identifies Secondary Retail Frontages within the urban centre on the subject site. The applicant should confirm that this has been addressed.

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(g) Privacy and Overlooking

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

(h) Sunlight and Daylight

No daylight, sunlight and overshadowing assessment has been provided. This should be submitted with particular regard to the proposed apartment buildings and associated open spaces.

(i) Boundary Treatment

The proposed boundary treatment includes 1.2m high parkland metal railing along the sides of corner sites. This is not acceptable and should be replaced with a low wall or similar.

(j) Other

- Submit a building lifecycle report in line with the 2020 Apartment Guidelines.
- Submit further detail on the proposal solar/pv panels including sq.m and megawatt output.

7. Services & Infrastructure

(a) The applicant is requested to submit a letter of confirmation of feasibility from Irish Water for water supply and wastewater connections.

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

8. Landscape & Open Space

The applicant is requested to submit the following:

(a) Green Infrastructure

A revised proposal that provides for the Strategic Green Corridor and Local Green Corridors as indicated in Figure 2.3.1 of the Planning Scheme. Street trees should be provided on both sides of local streets and homezones.

(b) Trees and Hedgerows

A tree and hedgerow management plan that shows the amount of trees and hedgerow being removed and the amount of compensatory/replacement trees and hedgerow being planted as part of the proposals. To be in compliance with the SDZ and the requirement of no net loss of hedgerow across the scheme, the amount of compensatory/replacement

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hedgerow provided in this development shall be at least equal to that being removed. A bond will be required for all trees and hedgerows to be retained by the Planning Scheme.

(c) Surface Water Drainage

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 applicant is requested to confirm that the attenuation tanks will not preclude the retention and protection of the existing north south hedgerow/tree line. If required these tanks should be moved to facilitate this. The permitted attenuation pond in the south-east corner of the site should be fully incorporated into the landscape and open space proposals. Further above ground SUDS measures should be incorporated into the overall proposal.

(d) Landscape Plan

A revised detailed landscape plan, to be agreed with Public Realm, with full works specification, that accords with the specifications and requirements of Council's Public Realm Section. The revised landscape plan shall integrate retained and enhanced hedgerows and trees, 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.

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.
- ii. Street tree provision to incorporate small scale SuDS features that enhance biodiversity, provide amenity, manage surface water volume while providing water quality treatment.
- iii. 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.
- iv. 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.
- v. Retained, removed and compensatory hedgerow and trees to be clearly identified on Landscape Plans.
- vi. 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.
- vii. 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.

viii. All hard and soft landscape details; including levels, sections and elevations

ix. A fully detailed Planting Plan clearly setting out the Location of species types, schedule of plants noting species, planting sizes and proposed numbers/densities where appropriate.

x. 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.

xi. Tree and hedgerow protection measures: show extent and position of tree and hedgerow protection fences

xii. Tree Impact Plan

xiii. Implementation timetables.

xiv. 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.

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

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

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

xviii. Local Park boundaries to have railing suitable to public realm, i.e. a permanent 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 or a permanent 2m high wall.

xix. 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 meadows for cutting.

a. avoid use of ornamental ground cover or ground cover or treatments that need intensive maintenance or herbicide use.

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.

xx. Open space shrub planting 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*.

xxi. Native species shall be used for formal hedging proposed within Clonburris SDZ e.g., residential. Suitable species include hazel *Corylus avellana*, wild privet *Ligustrum*

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vulgare, guelder rose Viburnum opulus and yew Taxus baccata.

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 additional information items relating to green infrastructure.

(e) Play

Proposals that demonstrate details of all play items, natural play features and safety surfacing are required. All play areas must be universally accessible. The applicant is recommended to contact Public Realm section to agree details of the natural play proposals.

(f) Biodiversity Management Plan

A site-specific Biodiversity Management Plan demonstrating compliance with the Clonburris BMP. This should include details of any site clearance works and/or the establishment of access routes and site compounds. The applicant is advised to contact SDCC Heritage Officer prior to the preparation of the BMP. 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. 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 Landscape 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.

The BMP will clearly indicate how the implementation of the BMP will be monitored, with appropriate remediation measures where shortfalls may occur. SDZ planning scheme within the development.

9. EIA

The submitted EIA Screening & Statement in Accordance with Article 299B(1)(B)(II)(II)(C) of the Planning and Development Regulations 2001-2021 refers to the proposal as a BTR and grid connection development under section 3.2.1. This should be revised to refer to the subject development.

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10. A full revised schedule with proposed units, floor areas and open space provision shall be provided. The schedule shall also provide details of compliance with Section 2.13 of the Planning Scheme.

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REG. REF. SDZ22A/0010

LOCATION: The proposed development is located west of the Ninth Lock Road, south of the Dublin-Cork railway, line, north of Cappaghmore housing estate and whitton Avenue, and east of an existing carpark/park, & ride facility at the Clondalkin, Fonthill train ststio


Colm Harte,
Senior Executive Planner


Eoin Burke, Senior Planner

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

Date: 29/8/22

Planning & Transportation


Mick Mulhern, Director of Land Use,