

Planning Report

In respect of

Proposed Tile 3 Residential Development

at Clonburris Development Area

CSW-S3,

Clonburris, Co. Dublin

Prepared for

Cairn Homes Properties Ltd.

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1.0 INTRODUCTION

On behalf of the applicant, Cairn Homes Properties Ltd., this Planning Report has been prepared to accompany this application to South Dublin County Council for a proposed residential development on lands at Clonburris, Co. Dublin.

The subject site is located to the north of the Grand Canal and to the west of the Fonthill Road (R113) in the eastern section of Clonburris SDZ (Strategic Development Zone) and forms part of the Clonburris Character Area CSW-S3 within the Clonburris Planning Scheme.

This report details how the proposed development is consistent with the proper planning and sustainable development of the area, and how it complies with relevant national, regional and local planning policies and guidelines. The statement should be read in conjunction with the plans and elevations, and the various other inputs accompanying the application.

It should be noted that Clonburris is designated as a Strategic Development Zone (SDZ) in accordance with Article 5 of SI no. 604. South Dublin County Council is recognised as the Development Agency under this Order and have prepared a Planning Scheme for the lands.

Section 170 of the Planning and Development Act 2000 (as amended) sets out the procedure for planning applications within an SDZ and the following sections of the Act are noted:

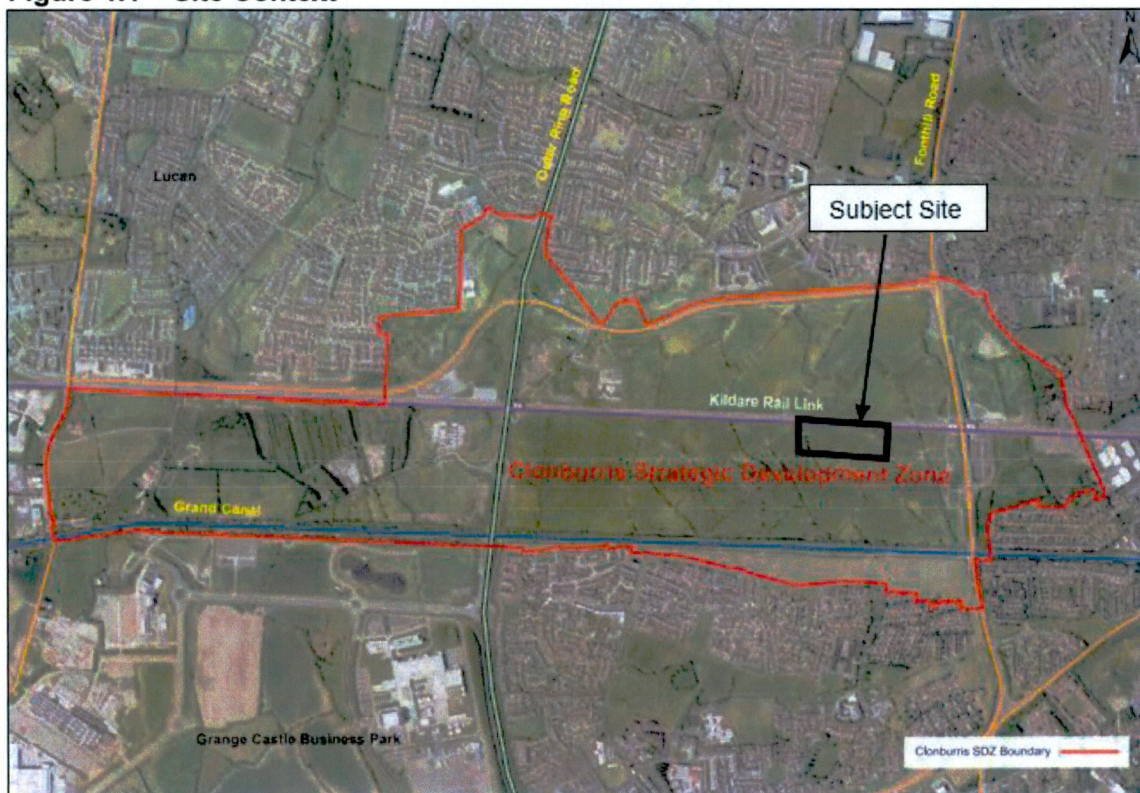
“(2) Subject to the provisions of Part X or Part XAB, or both of those Parts as appropriate, a planning authority shall grant permission in respect of an application for a development in a strategic development zone where it is satisfied that the development, where carried out in accordance with the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

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

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

The subsections of the 2000 Act state that where an application is submitted to the Planning Authority; it shall be granted planning permission so long as it complies with the Planning Scheme. Furthermore, there is no right to appeal the Council's decision to An Bord Pleanála.

The subject application for development is made to the above provisions and compliance with the Clonburris Planning Scheme 2019 is set out in this Planning Report.

Figure 1.1 – Site Context

Source: Google Maps

Figure 1.2 – Indicative Site Location

Source: Google Maps

Figure 1.3 – Proposed Site Layout

Source: MCORM Architects

2.0 SITE LOCATION

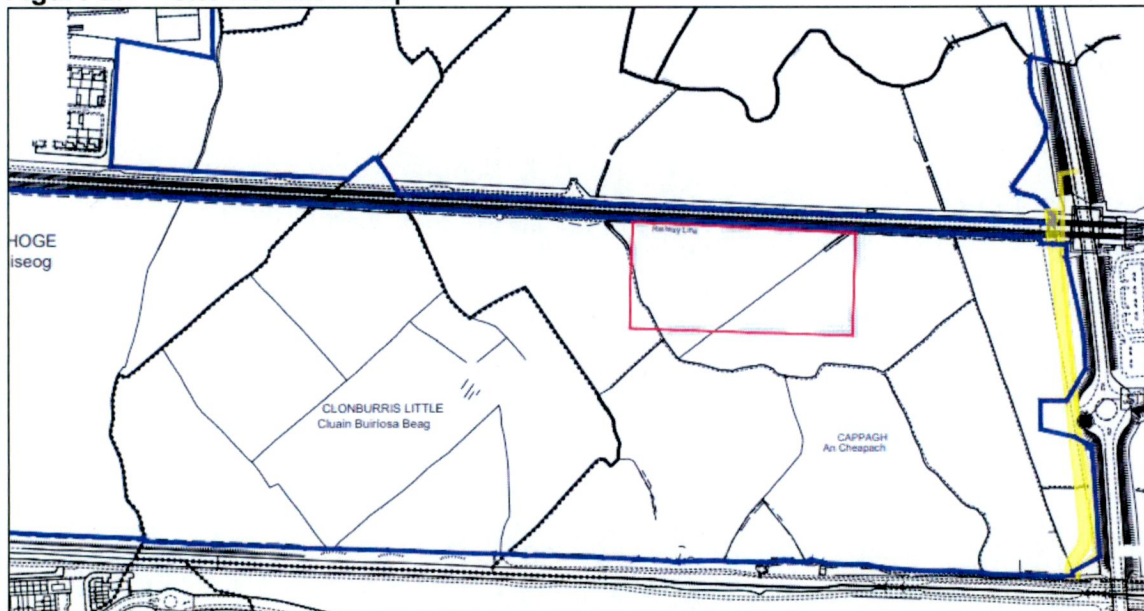
2.1 Site Location

The subject lands comprise an undeveloped, greenfield site of c.3.45 hectares and is situated to the north of the Grand Canal and to the west of the Fonthill Road (R113). The site is located within the Clonburris SDZ Planning Scheme which is approximately 300m from Clondalkin Train Station, 500m from Bawnogue Neighbourhood Centre and c.1km from Clondalkin Centre.

The Clonburris SDZ Planning Scheme comprises 280 hectares and is located to the west of Dublin City Centre and the M50 - within the triangle between Lucan, Clondalkin and Liffey Valley.

The site is located within development area CSW-S3 as defined within the Clonburris SDZ Planning Scheme. Access to the site will be provided by the road infrastructure as approved under SDZ20A/0021 and SDZ21A/0022.

Figure 2.1 – Site Location Map



Source: MCORM Architects

The subject lands are well served by local services which include a number of schools located in close proximity to the subject site. It is noted that additional schools and services will be delivered as part of the wider development of the SDZ.

3.0 PLANNING HISTORY

The following provides details of the relevant recent planning permissions relating to the subject site.

3.1 SDZ20A/0021 – Roads and Drainage Infrastructure works

On the 12th of August 2021, South Dublin County Council granted permission for development comprising *inter alia*:

- roads and drainage infrastructure works for the future development of the southern half of the overall Strategic Development Zone (SDZ) lands; the roads infrastructure works are for:
 - the construction of c.4.0km of a new road, known as Clonburris Southern Link Street,
 - a number of vehicular access spurs to facilitate future development of adjoining lands, a total of 8 new junctions (including 3 junctions to facilitate future road developments within the SDZ;
 - the drainage infrastructure works include 8 attenuation systems (with outfalls to Griffeen River, Kilmahuddrick Stream and existing storm sewers) including 4 ponds, 2 modular underground storage systems and 2 detention basins combined with modular underground storage systems all adjacent to proposed Clonburris Southern Link Street; surface water drainage culverts to existing watercourses;
 - ducting for public electrical services and utilities and the diversion of existing utilities is provided for within the proposed road corridor.

Figure 3.1 – Site Layout SDZ20A/0021 – Roads and Drainage Infrastructure

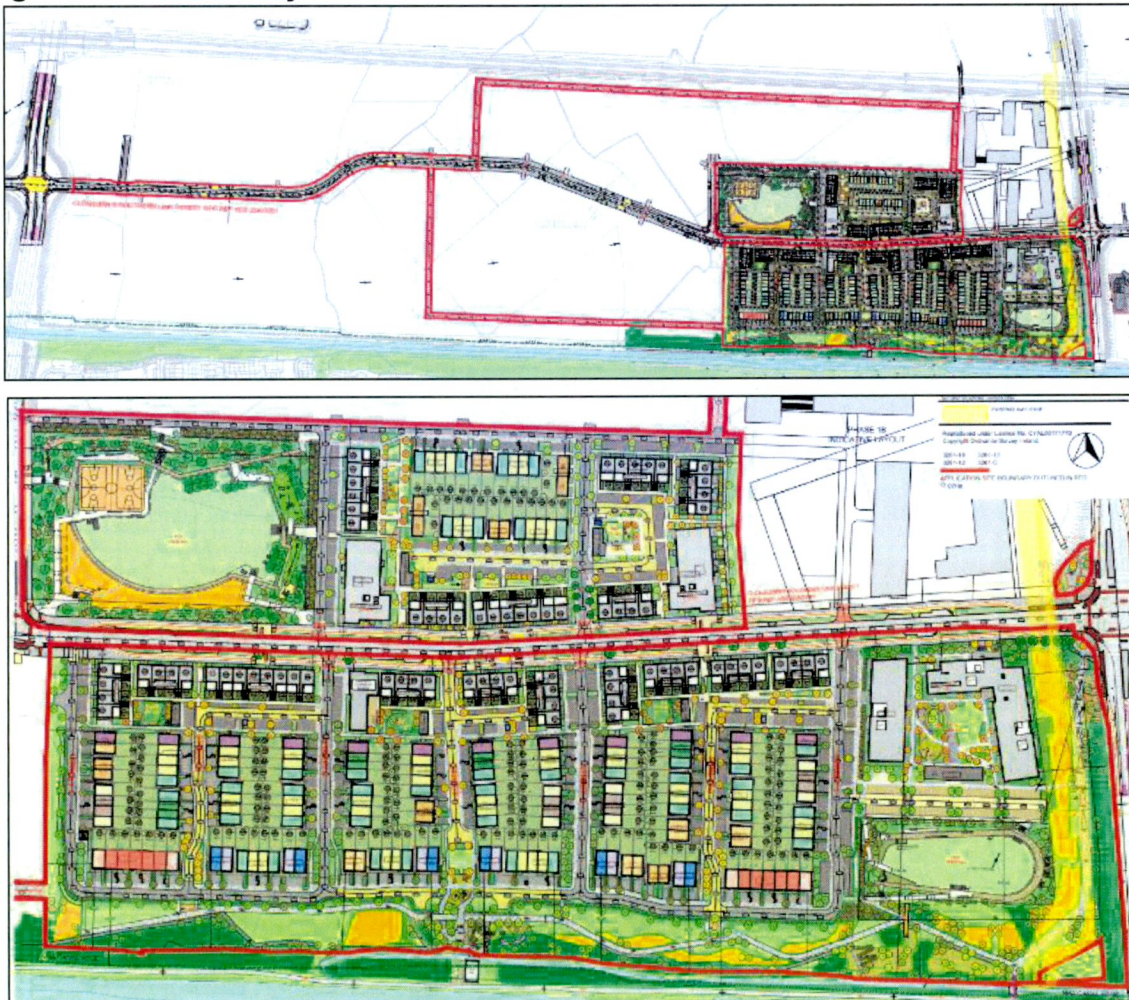


3.2 SDZ21A/0022 Phase 1A (Tile 1)

South Dublin County Council granted permission to Cairn Homes Properties Ltd. on the 23rd of August 2022 for the construction of 569 no. dwellings, a childcare facility, an innovation hub, open space and all associated site development works in the Clonburris South-West Development Area of the Clonburris SDZ Planning Scheme.

The development was comprised of 173 no. 2-storey houses that included 8 no. 2-bedroom, 153 no. 3-bedroom and 12 no. 4-bedroom houses, 148 no. duplex units comprised of 74 no. 2-bedroom and 74 no. 3-bedroom units in 16 no. 3-storey buildings, 248 no. apartments comprised of 108 no. 1-bedroom, 135 no. 2-bedroom and 5 no. 3-bedroom units in 3 no. blocks ranging in height from 4 to 6 no. storeys. The development also included for the provision of an innovation hub, a childcare facility, vehicular access routes and all associated site development works including footpaths, landscaping boundary treatments, public and private open space areas, 656 no. car parking spaces, 672 no. bicycle parking spaces, single storey ESB sub-stations/bike/bin stores, 2 no. 'Gateway' entrance signage (2), solar panels at roof level of apartments and all ancillary site development/construction works.

Figure 3.2 – Overall Layout Phase



3.3 SDZ22A/0010 (Lands to the east)

On the 4th of July 2022, Kelland Homes Ltd. applied for a proposed development within the SDZ on a 6.3Ha site within the townland of Cappagh, Dublin 22. The proposed development is located to the 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 consists of the construction of 294 no. dwellings, creche and retail / commercial unit, which are comprised of 118 no. 2, 3 and 4-bedroom, 2 storey semi-detached and terraced houses, 104 no. 2 and 3-bedroom duplex units accommodated in 10 no. 3-storey buildings, 72 no. 1 and 2-bedroom apartments in 2 no. 4 and 6 storey buildings, 1 no. 2-storey creche and 1 no. 2-storey retail / commercial unit. 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.

The application is currently under consideration by South Dublin County Council. On the 29th of August 2022 the Planning Authority requested additional information.

3.4 SD228/0001 Part 8 Development (Canal Extension Area)

On the 13th of June 2022, South Dublin County Council approved a Part 8 residential development comprising 118 residential units made up of houses, duplexes, triplexes, an apartment building, landscape works, total site area approx. 2.5 ha at Bawnogue Road/Ashwood Drive, Clonburris, Clondalkin, Dublin 22.

Figure 3.3 – Site Layout



3.5 Part 8 Development (Kishogue Southwest) (SDCC REG REF SD228/0003)

The development of a Social, Affordable Rental and Affordable Purchase Housing project consisting of 263 new homes, new community facilities, three landscaped open spaces and associated site works was approved at the Council meeting held on the 11th of July 2022 on a site located on lands within Clonburris SDZ, primarily in the subsector known as Kishogue Southwest which is located on Lynches Lane to the West of the R136 Outer Ring Road.

Figure 3.4 – Site Layout – Part 8



3.6 SDZ22A/0011 Primary School

On the 2nd of August 2022, under Planning Reg. Ref. SDZ22A/0011 the Department of Education applied for planning permission for development comprising a primary school (c.3,355sq.m) of 16 no. classrooms with an additional 2 classroom Special Educational Needs Unit; a General Purpose Hall and all ancillary teacher and pupil amenities and facilities.

South Dublin issued a Further Information request on the 26th of September 2022.

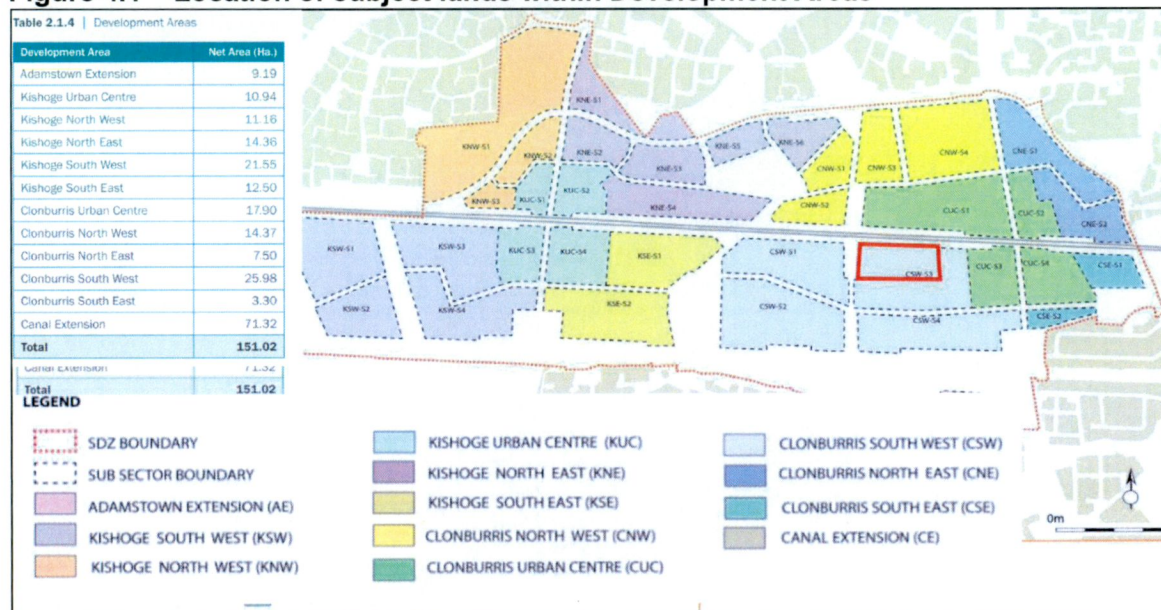
3.7 SDZ21A/0006 - Wastewater pumping station

On the 11th of November 2021, South Dublin County Council granted permission for development comprising of (a) below ground 24-hour emergency storage on lands to the east of Fonthill Road (R113) and west of Cappaghmore, Cappagh, Clondalkin, Co. Dublin.

4.0 DEVELOPMENT DESCRIPTION

The proposed development is located within the Clonburris South-West Development Area and relates to the sector identified as CSW-S3 as outlined in red on Figure 4.1.

Figure 4.1 – Location of subject lands within Development Areas



Source: Clonburris Planning Scheme 2019

4.1 Demolition

There is no demolition of habitable or any other structures relating to the proposed development.

4.2 Summary

The overall mix across the development area is as follows:

Table 4.1 – Overall Dwelling Mix

	1-bedroom	2-bedroom	3-bedroom	4-bedroom	Overall
Houses	0	4	65	12	81
Apartments	26	50	0	0	76
Overall Mix	26	54	65	12	157
%	16.6%	34.4%	41.4%	7.6%	100%

Source: MCORM Architects Schedule of Areas

A wide variety of dwelling typologies are included in the proposal, including 2 storey houses comprised of semi-detached, mid-terrace and end of terrace units and apartments.

To date, across the Clonburris South-West Development Area, some 4.41 hectares of public open space has been permitted under SDCC Reg. Ref. SDZ21A/0022 comprising the local park (c.1.56ha) adjacent to the T3 lands subject of this application, and a portion of the wider Grand Canal Park (c. 2.85ha), totalling 4.41 Hectares, located to the south.

It is also proposed to provide 522 sq.m of Communal Open Spaces.

4.2.1 Houses

The houses are designed as two storey family dwellings in semi-detached, terrace and end of terrace configurations. Individual plot layouts provide good separation to ensure privacy and minimise overlooking. The end terrace house types have been used to turn corners, with front doors and windows giving activity and passive supervision to the sides and avoiding large blank gables.

The house types are as follows:

Table 4.2 – House Types – Development Area CSW-S3

House Type		Height	No.
House Type F3s	3 Bed – Semi Detached Side Entry	2 Storey	4
House Type F1	3 Bed – Mid Terrace	2 Storey	18
House Type F2	3 Bed – End Terrace	2 Storey	22
House Type F3	3 Bed – Semi Detached	2 Storey	16
House Type H1	3 Bed – Mid Terrace	2 Storey	3
House Type H2	3 Bed – End Terrace	2 Storey	2
House Type H3	2 Bed – Mid Terrace	2 Storey	4
House Type J3	4 Bed – Semi D	2 Storey	6
House Type J3S	4 Bed – Side Entry	2 Storey	6
Total			81

Source: MCORM Architects Schedule of Areas

The variety of house types provides for a wide choice to suit all potential occupiers and many household types, as well as permitting a very efficient site layout. The mix of house types in any one row creates visual interest and contributes to the specific character of the development, both overall and within each street.

Figure 4.2 – Frontage along Northern Edge of Houses



Source: 3D Design Bureau

4.2.2 Apartments CSW-S3

It is proposed to provide 76 no. apartment units in one no. 4-storey block which is located in the western part of the Development Area.

Figure 4.3 – View of proposed apartment building from south-west corner of site.



Source: 3D Design Bureau

Table 4.3 – Apartments – Development Area CSW-S3

Apartment Type		No.	Apartment Size
Type AP_1A	1 Bed (2 Person)	8	47.70
Type AP_1B	1 Bed (2 Person)	8	49.80
Type AP_1D	1 Bed (2 Person)	10	50.58
Type AP_2B	2 Bed (3 Person)	7	70.76
Type AP_2E	2 Bed (4 Person)	8	78.64
Type AP_2F	2 Bed (4 Person)	19	79.40
Type AP_2P	2 Bed (4 Person)	8	80.30
Type AP_2T	2 Bed (4 Person)	3	80.30
Type AP_2J	2 Bed (4 Person)	1	79.20
Type AP_2H (UD Unit)	2 Bed (4 Person)	4	91.90
Total		76	

Source: MCORM Architects Schedule of Areas

The apartment block is set out in 1 no. building of 4-storeys in height with communal open space (522 sq.m) with an easterly aspect framed to the north, south and west by the apartment building.

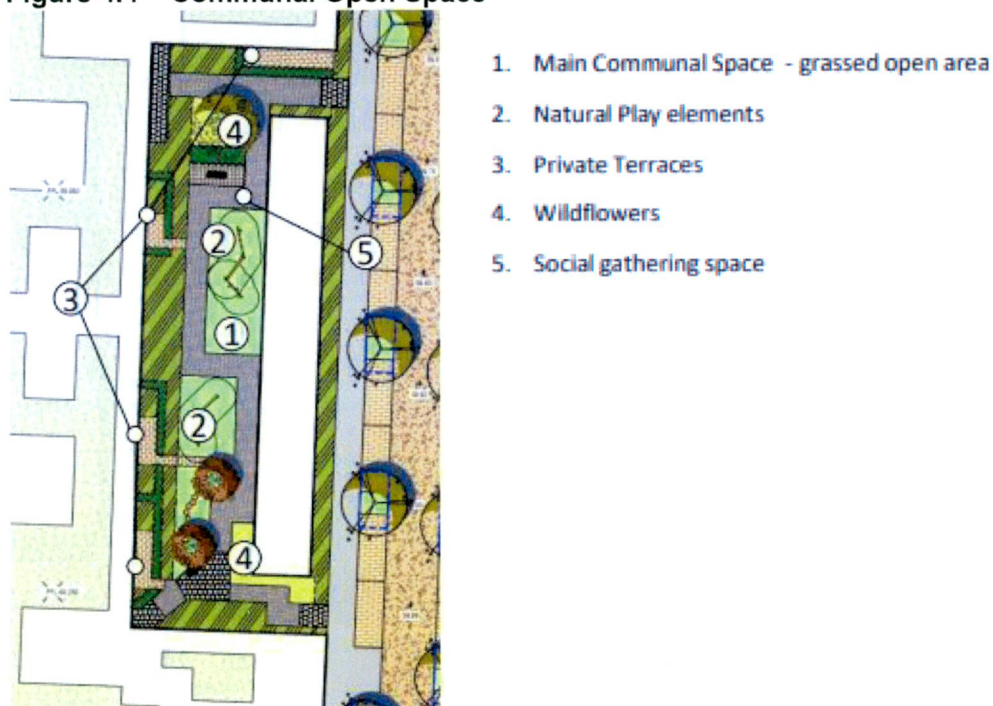
Car parking is provided in line with the requirements of the South Dublin County Development Plan (2022-2028) as well as the recommendations of Sustainable Urban Housing: Design Standards for New Apartments (December 2020). The proposed development provides for a total of 170 no. car parking spaces. Of these, 120 no. spaces are designated for the housing units while 50 no. spaces are provided for the apartments. This equates to an overall car parking ratio of 1.09 car parking spaces per dwelling.

4.2.3 Communal Open Space

Communal Open Space is provided within the Development Area consisting of 522sq.m that is designated specifically for use by residents of the apartment block.

As set out in the CSR Landscape Design Report, for Apartment Block 01 Communal Open Space will be provided for the use of residents and within a short walk of each entrance. This green space will be well overlooked and inviting with clearly defined edges and space for informal passive and active recreation. The space will be framed with formal hedges and trees to provide a more manicured appearance closer to the buildings. These spaces will be simple and robust spaces that are easy to maintain and allow a range of uses. The play area will be designed to act as instigator of interactive and informal play rather than a director of what that play will be and to inspire the imagination. It will include elements that invoke and entice children to play.

Figure 4.4 – Communal Open Space



4.2.4 Car Parking and Bicycle Provision

It is proposed to provide 170 no. car parking spaces on site that will include for 120 no. spaces for the housing units and 50 no. spaces for residents of the apartment block and provides for a parking ratio of 1.09 spaces per dwelling. It is also proposed to provide 130 no. long-stay bicycle spaces and 40 no. short-stay cycle parking spaces. Further details relating to the provision of car and bicycle parking spaces are provided in the Traffic and Transport Assessment as prepared by DBFL Consulting Engineers and submitted with this application under separate cover.

4.3 Refuse Storage

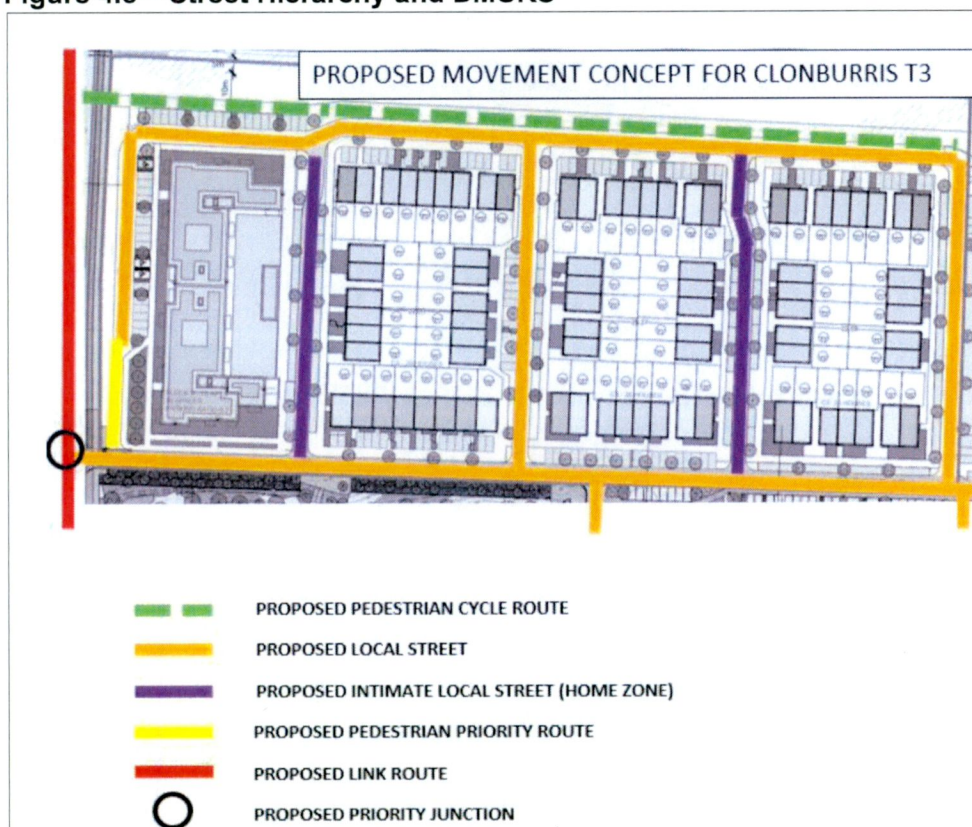
Waste storage is provided for the within the development by the provision of separate single storey bin stores. The refuse stores provide adequate storage space to satisfy the three-bin system for the collection of mixed dry recyclables, organic waste and residual waste.

Full details relating to refuse storage is provided in the Operational Waste Management Plan prepared by Byrne Environmental Consulting Ltd. and submitted with this application under separate cover.

4.4 Internal Road Layout & DMURS

The subject site's internal road layout has been designed with a number of junctions and a meandering alignment through the development to promote traffic calming and discourage "rat running" through the development. The proposed road hierarchy and typologies are generally consistent with those set out in Section 2.2.4 of the Clonburris SDZ.

Figure 4.5 – Street Hierarchy and DMURS



Source: DBFL

The proposed Local Streets will be 5m to 6m wide with a 2m wide footpath on the side of residential units. Intimate Scale/Home-Zone Streets are 4.8m wide with a 2m to 2.5m vulnerable user / service strip on each side. This design allows enough room for perpendicular parking, accommodates utility infrastructure utilities while creating a safe shared use area for all road users. The development's internal layout has been designed with speed reduction bends to provide traffic calming together with a combination of road vertical and horizontal deflections to reduce speeds. Flat top table ramps have been provided at strategic locations to calm traffic at junctions in particular at home zone / vehicular interfaces. Design speed limits of 30km/hr are applied throughout the development as per Design Manual for Urban Roads and Streets (DMURS).

It is intended that the roads and footpaths of the proposed development are designed to accommodate pedestrian and cycle links to future infrastructure to be constructed as part of the overall Clonburris SDZ. There are a number of vehicular and pedestrian/cycle bridges proposed within the SDZ boundary. It is intended that the road, pedestrian and cycle infrastructure of the proposed development will be extended in the future to provide links to these locations.

The proposed development's road layout will comprise the following;

- Local Streets – typically 5m to 5.5m wide carriageway with 2m footways and intermittent 2.4m wide private parking bays. Where required to accommodate perpendicular parking either the parking bay width has been increased or the road width increased.
- Intimate Scale / Home-Zone Streets – 4.8m wide home zone with 1.5m vulnerable user strip each side. Road surfaces are to be in a different colour contrast and texture to Local Streets. Vulnerable user strips will be concrete with an exposed aggregate finish.

Maximum road corner radii of 4.5m are provided within the local streets, with the exception of certain turning heads which have corner radii 6m to accommodate refuse vehicles, and 6m on the main access road as per DMURS and the requirements of South Dublin County Council.

4.5 Access

The Clonburris Southern Link Street (CSLS) permitted under SDZ20A/0021 is located to the south of the proposed T3 development. North of the CSLS the site is within sub sector CSW-S3 while the south is within sub sector CSW-S4 of the Clonburris South-West Development Area. The Clonburris South Link Street which links the R113 to the R136 will provide access to the subject site via the permitted Tile 1 development SDZ21A/0022. The Fonhill Road is located to the east of the proposed development.

The CSLS includes minor priority-controlled junctions along the street alignment to provide access to future development cells within the Clonburris SDZ including the subject site.

4.6 Proposed Landscaping

The Landscape Design Statement prepared by Cunnane Stratton Reynolds sets out the Landscaping Strategy for the subject lands.

Figure 4.6 – Proposed Landscape Masterplan



Source: CSR Landscape Architects

The Landscape Strategy for the T3 site aims to create a coherent environment for the future users & residents. The scheme has been designed to encourage walking and cycling, to protect and enhance the green and blue infrastructure. Attractive user experience objectives are embedded into the design.

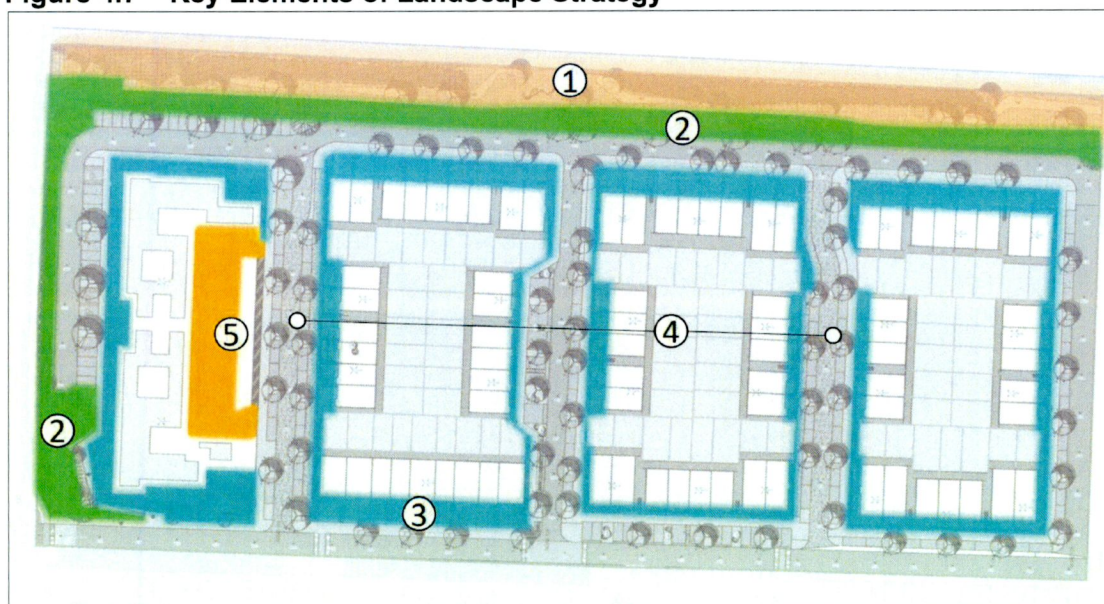
The landscape masterplan prepared by CSR sets out to deliver well-connected and diverse open spaces for people and nature. The landscape masterplan sets out to deliver a robust, usable, accessible, legible public realm.

The landscape design includes the creation of new habitats along the railway ecological corridor. The existing ditch will be retained and protected with a chestnut paling fence. New hedgerow planting provide shelter for insects and birds and wildflower meadows offer food for insects. Bat and bird boxes fixed to larger trees offer housing.

The key elements as set out in the CSR Landscape Design Statement comprise

- 1. The hedgerow and buffer zone along the railway, creating a significant ecological corridor, habitat and landscape feature.*
- 2. A local Green Link with a shared pedestrian and cycle path will create a strong feature to connect the development with the rest of the SDZ lands and provide easy and secure access to the Clondalkin railway station and local park.*
- 3. Housing elevation, front garden and tree lined streets along the Cappagh Local Park.*
- 4. Homezones with shared surface provide calm streetscapes and a secure connection to Cappagh Park and further south to the Canal. Attractive housing frontages with trees integrated into public and private space.*
- 5. Semi-private Courtyards providing doorstep play and recreation areas close to the apartment blocks.*

Figure 4.7 – Key Elements of Landscape Strategy



Source: CSR Landscape Design Statement

As set out in the CSR Landscape Design Statement, the proposed T3 application creates a distinctive and intimate scaled residential area within the SDZ planning area. The scheme achieves density, infrastructure and parking and retains the north boundary as an ecological buffer zone, yet still provides the space for amenity, trees and greenery – a social and private residential area.

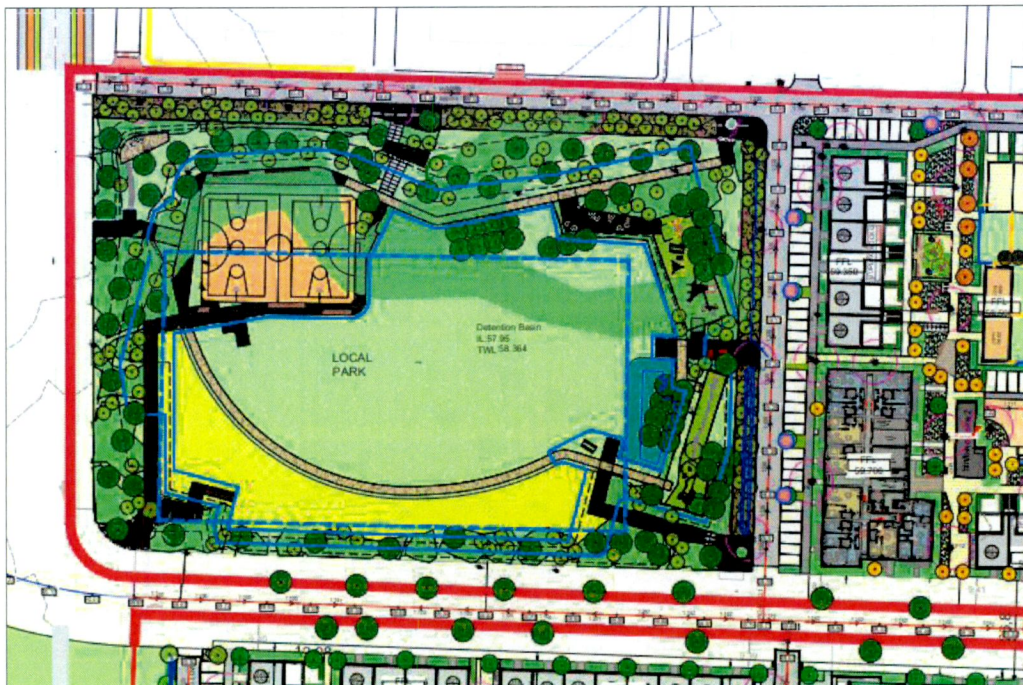
4.6.1 Permitted Large Scale Open Spaces as part of Clonburris South-West Development Area

There are two main open spaces permitted as part of SDZ21A/0022 which is located within the Clonburris South-West Development Area and comprise the Local Park (1.56ha) located directly adjacent to the T3 application site and a portion of the wider Grand Canal Park (2.85ha), totalling 4.41 Hectares, located further to the south.

4.6.1.1 Permitted Local Park CSW-S3

The permitted Local Park provides amenities complimenting the amenity provision within future strategic parks (Griffen Valley Park, Na Cluainte and parts of Grand Canal Park). As set out in the SDZ Planning Scheme (Table 2.10.2) a variety of elements have been included within the space. A Multi-Use Games Area is positioned to the north-east of the open space to take advantage of the slope in this area for a natural grassed amphitheatre-type setting. The park also acts as a detention basin to cater for the 1:100-year stormwater runoff, with a further attenuation facility below the grassed area. The grassed area is accessed by accessible ramps to allow for universal access. The park is enclosed with shelterbelts of native woodland planting. These give shelter from the surrounding roadways while also providing enough visibility through to the park for good passive surveillance.

Figure 4.8 – Local Park CSW-S3



Source: Murray Associates – Planning Reg. Ref. SDZ21A/0022 – Further Information

4.6.1.2 Permitted – Grand Canal Park

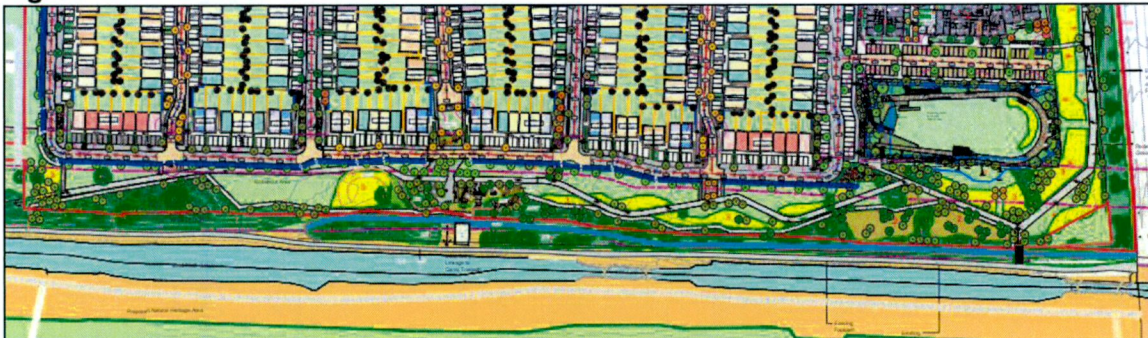
The permitted Grand Canal Park comprises a large linear open space that runs along the entire southern portion of the SDZ lands, linking in at certain points with the SDZ landscape network via the Griffeen Valley Park and the Na Cluainte Park and forms a key part of the Clonburris South-West Development Area, within which the subject site is located. The entire SDZ Grand Canal Park encompasses both sides of the canal and contains significant ecological and biodiverse landscape elements, particularly to the northern bank of the Grand Canal.

Figure 4.9 – Grand Canal Park



Source: 3D Design Bureau Planning Reg. Ref. SDZ21A/0022

Figure 4.10 – Grand Canal Park

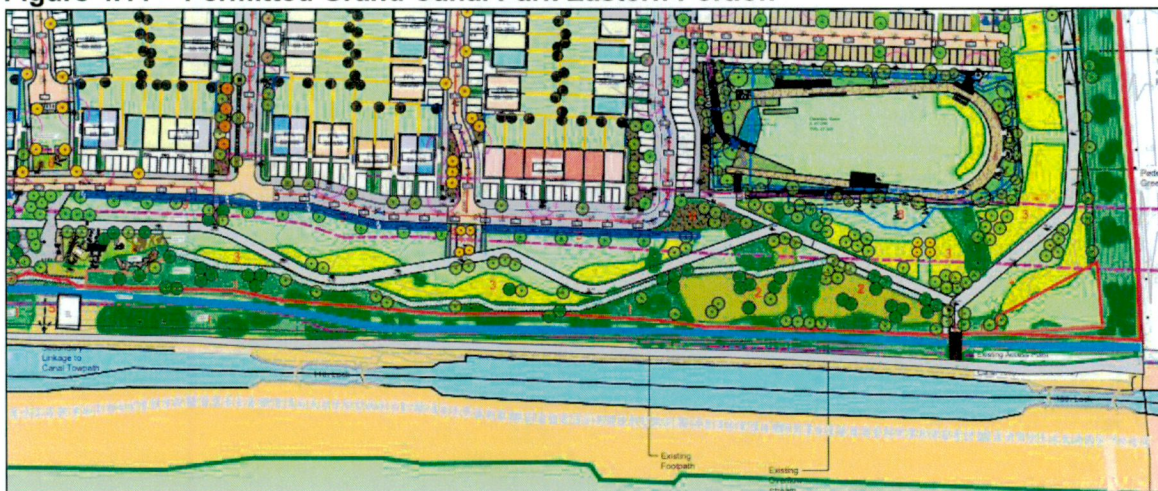


Source: Murray Associates – Planning Reg. Ref. SDZ21A/0022 Further Information

A single wide path catering for pedestrians and cyclists' weaves through the space from east to west, off which various spaces and routes open up. The path links together grassed kickabout spaces, native meadows, woodland spaces, a large natural play area, seating spaces and allows for further connection to the west. A proposed further link utilising the existing crossing over the overflow stream from the existing canal towpath northwards towards the Fonthill Road gives additional pedestrian/cycle connectivity. There is also opportunity to link the development with the canal at certain points, to future detailed design and agreement with the relevant authorities.

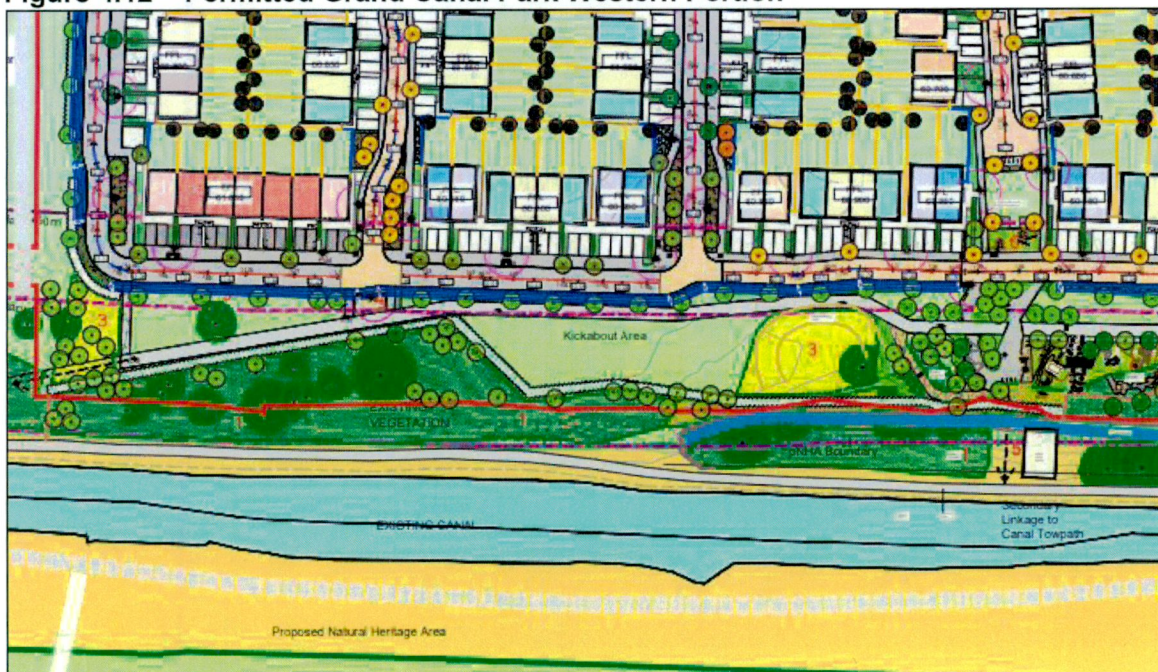
There is a large neighbourhood play area to the north within the Local Park and a large neighbourhood play area to the south, within the Canal Park. Within the Local Park there is a multi-use games area, a natural & formal play space, and large open kickabout area. Younger children are also catered for within this space. The neighbourhood play space within the Canal Park incorporates natural and formal elements and also caters for younger children. This space also incorporates a sensory woodland garden area, and there is scope to include play areas closer to the overflow stream, that allows for water and sand play spaces. Local Play spaces within the development include smaller intimate play spaces for local use by adjacent residents within the communal amenity spaces. Young children, up to six years of age, are catered for in these spaces.

Figure 4.11 – Permitted Grand Canal Park Eastern Portion

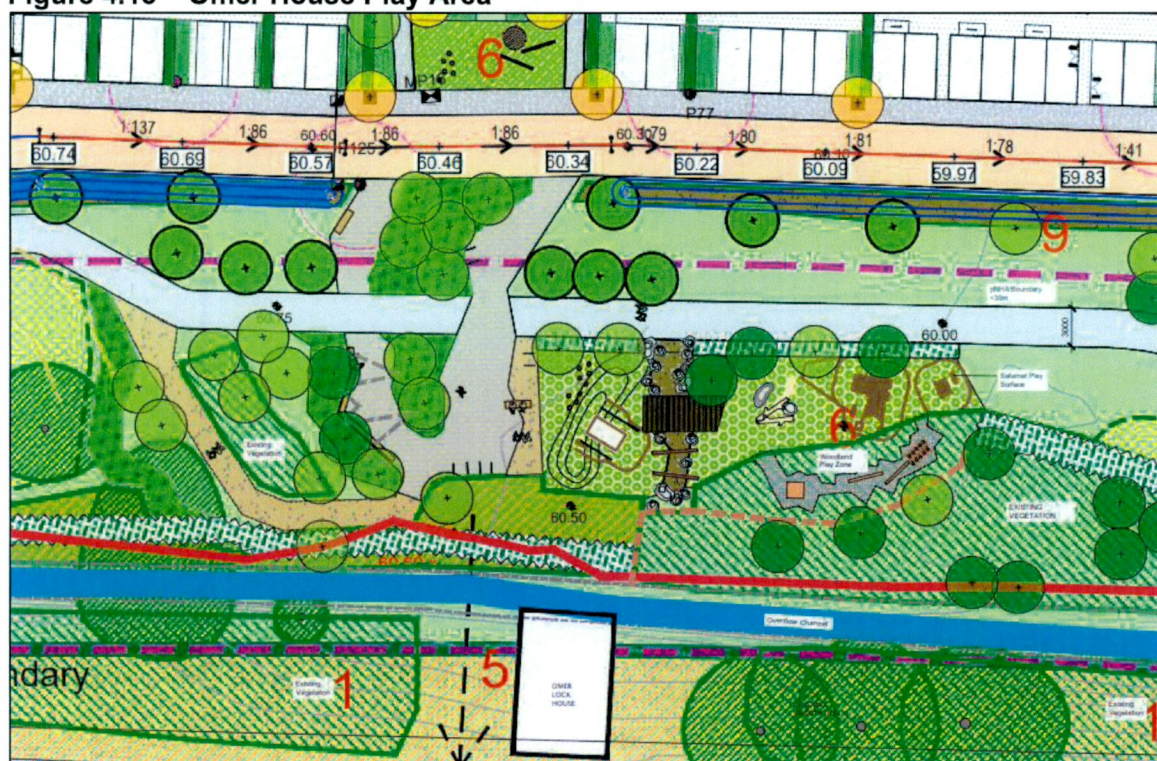


Source: Murray Associates – Planning Reg. Ref. SDZ21A/0022 Further Information

Figure 4.12 – Permitted Grand Canal Park Western Portion



Source: Murray Associates - Planning Reg. Ref. SDZ21A/0022 Further Information

Figure 4.13 – Omer House Play Area

Source: Murray Associates - Planning Reg. Ref. SDZ21A/0022 Further Information

4.6.1.3 Communal Open Space

With reference to Appendix 1 of the Apartment Guidelines 2020, communal open space the proposed development would require a communal open space provision of 455 sq. m. The Communal Open Space provided of 522 sq.m is substantially above the requirements.

Table 4.4 – Communal Open Space Requirement and Provision

Communal Open Space	Requirement	No. of Units	Requirement	Provided
Development Area CSW-S3				
1-bedroom	5 sq.m.	26	105	
2-bedroom	7 sq.m.	50	350	
		76	455 sq. m	522 sq. m

Source: MCORM HQA

4.6.2 Planting Strategy

As set out in the CSR Landscape Design Report, streets will be lined with trees, and parking bays will be broken up with planting and hedges to create a green and leafy character to the streets. The key aspects of the design of the residential area are to:

1. Develop a linear green link to the north allowing all residents a short walk to public open space;
2. Ensure green spaces have a unified character, one that offers a simple planting palette, well maintained grass areas and bold structure;
3. Ensure local streets are sufficiently planted with street trees of suitable scale and stature that provide long lasting benefits.

4.7 Services

The proposed site will benefit from trunk infrastructure proposed as part of the Clonburris Infrastructure Development for which planning has been granted in August 2021 under planning reference SDZ20A/0021. The CSLS includes trunk road, drainage, watermain and utility infrastructure to serve the Clonburris Strategic Development Zone lands to the south of the Kildare/Cork Railway Line which includes the subject site.

4.7.1 Surface Water Drainage and Attenuation

DBFL Consulting Engineers have undertaken a “*Surface Water Management Plan*” (SWMP) for the overall Clonburris Strategic Development Zone (SDZ). The SWMP for the SDZ been submitted to SDCC and agreed with SDCC. The SWMP outlines the surface water strategy for the overall SDZ lands and the requirements for each individual site within the SDZ which includes the subject site. The SWMP includes the strategy for attenuation design, SUDS features, run off rates and trunk infrastructure layout. The subject site has been designed in accordance the strategy agreed upon in the SWMP.

The proposed site will benefit from trunk surface water infrastructure proposed as part of the Clonburris Infrastructure Development for which planning was granted under reference SDZ20A/0021. The planning application included trunk surface water sewers and regional attenuation to serve the subject site, this strategic infrastructure aligns with the SWMP proposals and allows for a treatment train of Suds measures within individual sites and within the regional features.

It is intended that the stormwater run-off generated from the proposed development will be collected in a new gravity sewer and discharged to the regional attenuation systems constructed as part of the CSLS. The subject falls within catchments within the Catchment 4B and will be served by attenuation ATN 07, as shown in Figure 3-2 in DBFL's Infrastructure Design Report. The regional attenuation systems will consist of modular underground storage with over ground detention basins. Outflow from each attenuation structure within the SDZ limit flow to a rate of 3.1 l/s/ha as detailed in the SWMP for the SDZ.

In accordance with the GDSDS it is proposed to use Sustainable Urban Drainage Systems (SUDS) for managing stormwater for the proposed development. The aim of the SUDS strategy for the site will be to:

- Attenuate storm-water runoff.
- Reduce storm-water runoff.
- Reduce pollution impact.
- Replicate the natural characteristics of rainfall runoff for the site.
- Recharge the groundwater profile

The proposed development has been coordinated with the Clonburris CSLS application and therefore no significant alterations are proposed to the layout or design of the surface water infrastructure under planning reference SDZ20A/0021.

Minor modifications to the footprints of the attenuation areas are proposed as part of this application however the general arrangement and attenuation volumes are to be maintained as per those permitted as part of the CSLS application.

4.7.2 Foul Sewer

The existing site is predominantly greenfield and therefore has no foul loading at present. The granted planning application SDZ20A/0021 includes the trunk foul sewers which the subject site will connect into via the adjacent Clonburris 1A development granted under planning reference SDZ21A/0022.

The overall SDZ site has been divided into 7 separate wastewater catchments (refer to Figures 4.1 & 4.2). The subject site is within Catchment X. The proposed site will benefit from foul infrastructure proposed as part of the CSLS. Trunk Foul sewer network has been designed as part of the CSLS to serve the subject based on the average net density for catchment X, ranging from the "Low margin" to a "High Margin".

The overall SDZ lands are relatively flat therefore the pumping of wastewater is required. It is proposed that the wastewater generated from the new houses and apartments for this application will be collected by new gravity sewers that discharges to the trunk sewer within the new Link Road. This in turn discharges to a future Irish Water pumping station (Pumping Station #1 as shown in Figure 4.2) adjacent to the R113 Fonthill Road. This future pumping station and its rising main connection to the existing 9B trunk sewer on Fonthill Road is being delivered by Irish Water as part of the Irish Water Clonburris Local Infrastructure Housing Activation Fund (LIHAF) Scheme. The pump station is currently at planning application stage with SDCC under planning reference SDZ21A/0006.

4.7.3 Water Supply

The proposed site will benefit from trunk watermain infrastructure proposed as part of the Clonburris Infrastructure Development for which was granted permission under planning reference SDZ20A/0021. The planning application includes a 400mm diameter watermain running along the Proposed CSLS at the north of the subject site.

The subject section of the site will connect into the CLSL trunk watermain infrastructure via the Clonburris 1A development granted under planning reference SDZ21A/0022 at two locations. A 125mm watermain loop serving the site is proposed. The 125mm loops within the subject site will then feed smaller 80mm distribution watermain.

The connection to the public water main will include a metered connection with sluice valve arrangement in accordance with the requirements of Irish Water.

Individual houses will have their own connections to the distribution main via service connections and boundary boxes. Individual service boundary boxes will be of the type to suit Irish Water and to facilitate domestic meter installation.

Hydrants are provided for firefighting at locations to ensure that each dwelling is within the required Building Regulations distance of a hydrant.

The development's proposed water-main distribution system is shown on drawings CLB-T3-93SW-DTM-DR-DBFL-CE-1351.

5.0 PRE-PLANNING CONSULTATION

The application has been the subject of 1 no. formal pre-application consultation meeting with representatives of the Planning Department of South Dublin County Council prior to lodgement on the 12th of July 2022.

6.0 STRATEGIC PLANNING CONTEXT

The application site is located within the boundary of the Clonburris Planning Scheme 2019. The Planning Scheme, as adopted, is in accordance with strategic planning policy and guidelines and it follows that any planning application which is in compliance with the Clonburris Planning Scheme, is in compliance with strategic planning policy and guidelines.

With reference to the National Planning Framework (NPF), the NPF seeks to influence the location of new housing development and future population growth and targets the location of 40% of new housing development within and close to the existing 'footprint' of built-up areas over the lifetime of the framework.

The NPF recognises the strategic importance of progressing development at Clonburris. One of the key growth enablers for Dublin is set out as follows:

"Progressing the sustainable development of new greenfield areas for housing, especially those on public transport corridors, such as Adamstown, Cherrywood, Clonburris and Clongriffin."

In summary, the NPF supports the provision for planned growth at locations which are equipped to sustain such development. The NPF favours compact development within urban areas and provides that where the expansion of settlements takes place it should be delivered in a sustainable, compact manner. The proposed development constitutes an efficient use of lands which are zoned for residential development within a Strategic Development Zone.

The Regional Spatial and Economic Strategy is a strategic plan and investment framework to shape the future development of the eastern region to 2031 and beyond. The Eastern and Midland Regional Assembly (EMRA) was established in 2015 as part of the regional tier of governance in Ireland.

The RSES document incorporates a Dublin Metropolitan Area Strategic Plan (MASP). The subject site at Clonburris falls within the Metropolitan Area to which the MASP pertains. The MASP recognises the importance of the goals set down in the NPF to "achieve compact growth with 50% of housing to be provided within or contiguous to the built-up area of Dublin City and suburbs." On this basis, the MASP identifies strategic residential and employment corridors, which are located along key public transport corridors (both existing and planned). The importance of Clonburris SDZ is expressly noted in this context.

Clonburris is identified on the south-west strategic corridor within the MASP, and the consolidation of development along this corridor is an objective of the RSES. The south-west corridor is identified as having an additional population capacity in the short term of 45,000, with a further 21,000 in the medium term. In this regard, Table 5.1 of the MASP states that the following will be supported on this strategic corridor:

"Continued development of Adamstown SDZ and the phased development of Clonburris located strategically between the west Dublin suburbs of Lucan and Clondalkin."

The proposed development provides for the appropriate development of the Clonburris SDZ, with the commencement of phased residential development which accords with the principles of the RSES at a regional level, and the provisions of the Clonburris SDZ Planning Scheme at a local level.

While the Planning Scheme references the Apartment Guidelines 2015, it also notes that the design of apartments shall also accord with any superseding guidelines in relation to mix,

apartment types, etc. Having regard to this, Section 8 this report also details compliance with the Apartment Guidelines 2020.

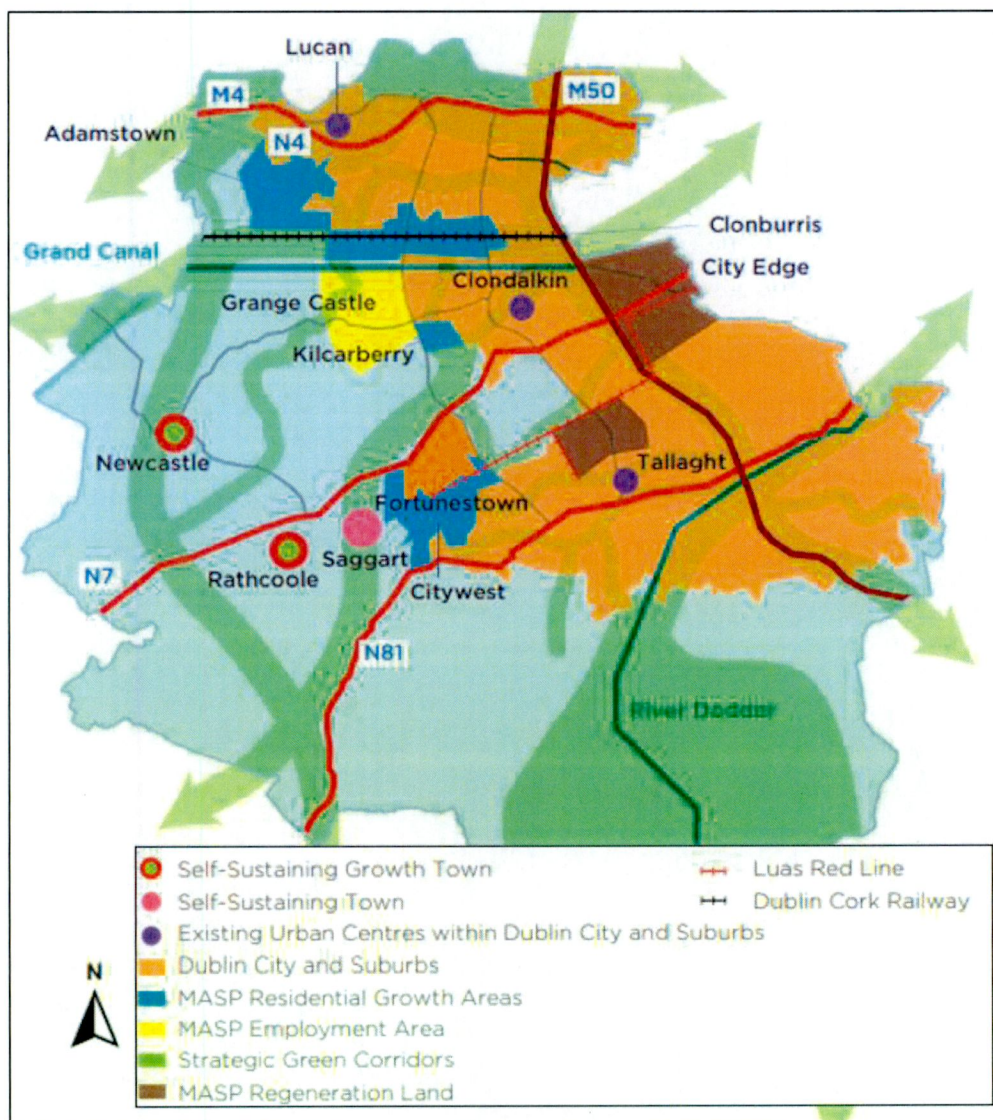
7.0 SOUTH DUBLIN COUNTY DEVELOPMENT PLAN, 2022-2028

The application site is designated as part of the Clonburris Strategic Development Zone. Section 169(9) of the Planning and Development Act 2000 (as amended) states:

“(9) A planning scheme made under this section shall be deemed to form part of any development plan in force in the area of the scheme until the scheme is revoked, and any contrary provisions of the development plan shall be superseded.”

Having regard to the above, the Clonburris Planning Scheme 2019 is the principal planning document in relation to the subject lands and is deemed to form part of the South Dublin County Development Plan. This report examines and assesses the proposed development's compliance with the adopted Clonburris Planning Scheme 2019.

Figure 7.1 – Core Strategy Map



The following is noted in relation to Clonburris:

“CORE STRATEGY (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.”

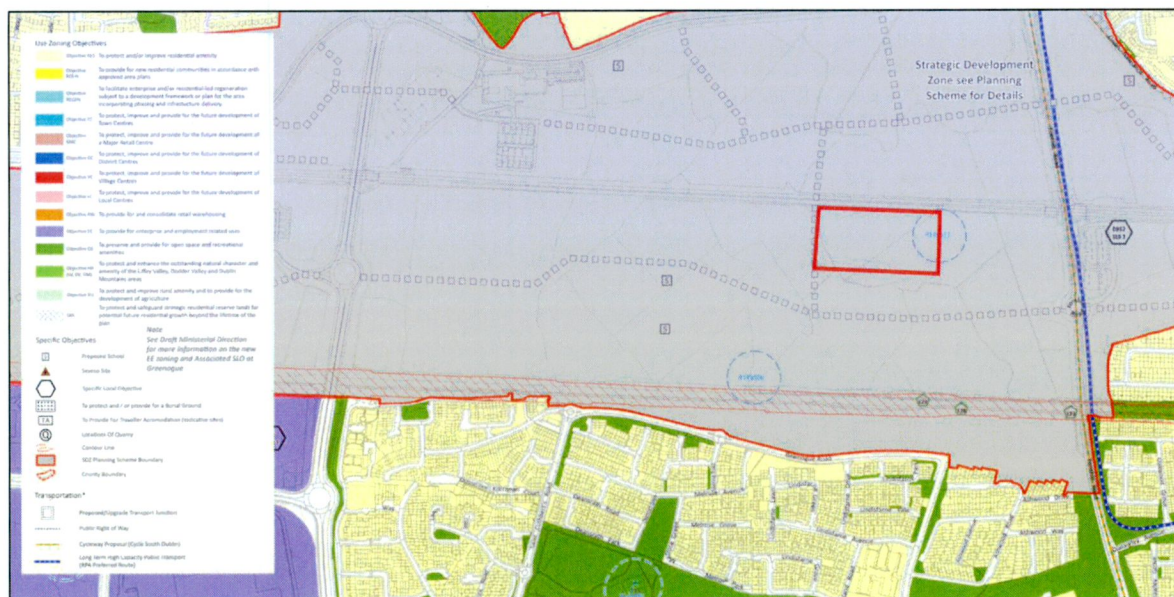
Section 2.7.1 of the Core Strategy notes that lands at Clonburris *“have an approved SDZ Planning Scheme (2019) and represent a major expansion of the footprint of Clondalkin along the Dublin-Cork rail corridor. The Council will continue to actively promote the delivery of sufficient public transport and road capacity, in tandem with future development of the SDZ. In this regard, significant funding has been achieved through the URDF to provide infrastructure to facilitate early development during the lifetime of the Development Plan.”*

The Core Strategy continues to state that the delivery of planned compact growth and development remains as a priority to the Council. It is submitted that the subject lands deliver upon this objective through the proposed development's accordance with the Clonburris Planning Scheme and providing quality residential development at a site within the existing built envelope of Clondalkin.

7.1.1 Land Use Zoning

The subject site is zoned objective SDZ *‘to provide for strategic development in accordance with approved planning schemes.’* Accordingly, the Clonburris SDZ Planning Scheme contains the relevant development management standards pertaining to the site.

Figure 7.2 - Land Use Zoning Map 4 Extract



Source: South Dublin County Development Plan (2022-2028), showing indicative site location outlined in red.

Policy QDP15: Strategic Development Zones (SDZS) states that it aims to *“continue to implement the approved Planning Schemes for Adamstown and Clonburris SDZs”* while QDP15 Objective 1 aims to *“support the delivery of the identified infrastructure to facilitate sustainable development in South Dublin’s Strategic Development Zones.”*

It is noted that the ‘Enclosure’ monument located on site continues to be part of the Record of Monuments and Places (RMP Reg. R149511 / SMRDUO17-036) with the zone of notification

forming a substantial portion of the subject site. Further detail is provided in the Archaeological Assessment that is submitted with this application under separate cover.

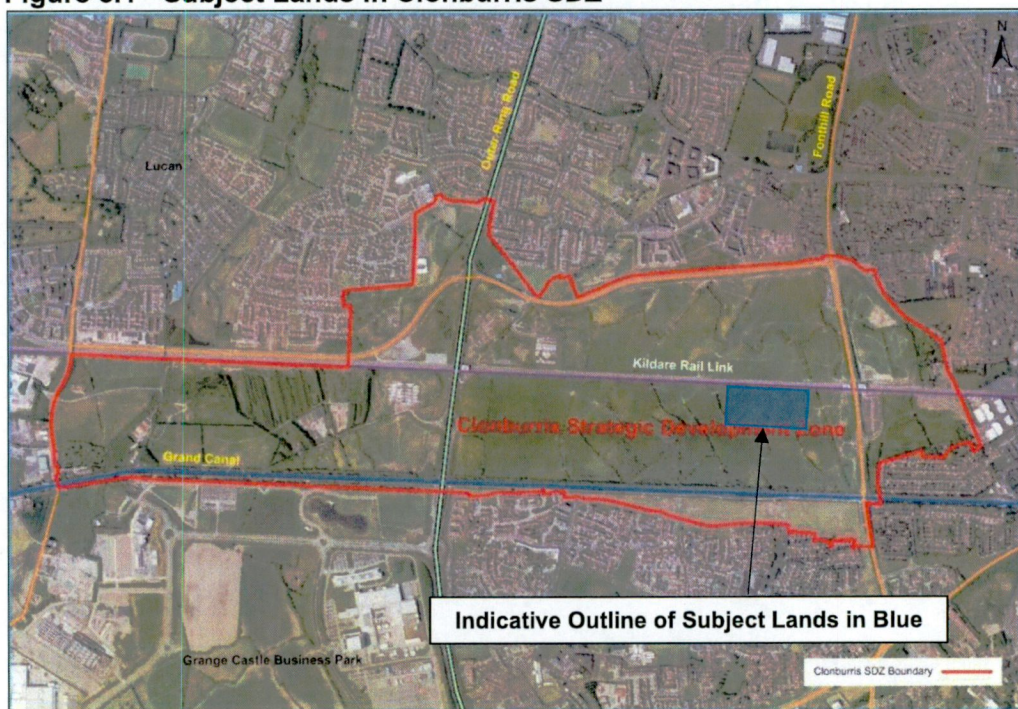
8.0 COMPLIANCE WITH THE CLONBURRIS PLANNING SCHEME 2019

8.1 Introduction

An Bord Pleanála approved the Planning Scheme subject to modifications by Order dated the 8th of May 2019.¹

The Planning Scheme provides for the establishment of three Character Areas - Clonburris, Kishoge and Adamstown Extension. Clonburris and Kishoge will each focus around an urban centre established at the two points of highest accessibility within the SDZ lands, namely Clondalkin-Fonthill and Kishoge railway stations. Adamstown Extension will extend the community of Adamstown to the south-east and will be separated from Kishoge by parklands.

Figure 8.1 - Subject Lands in Clonburris SDZ

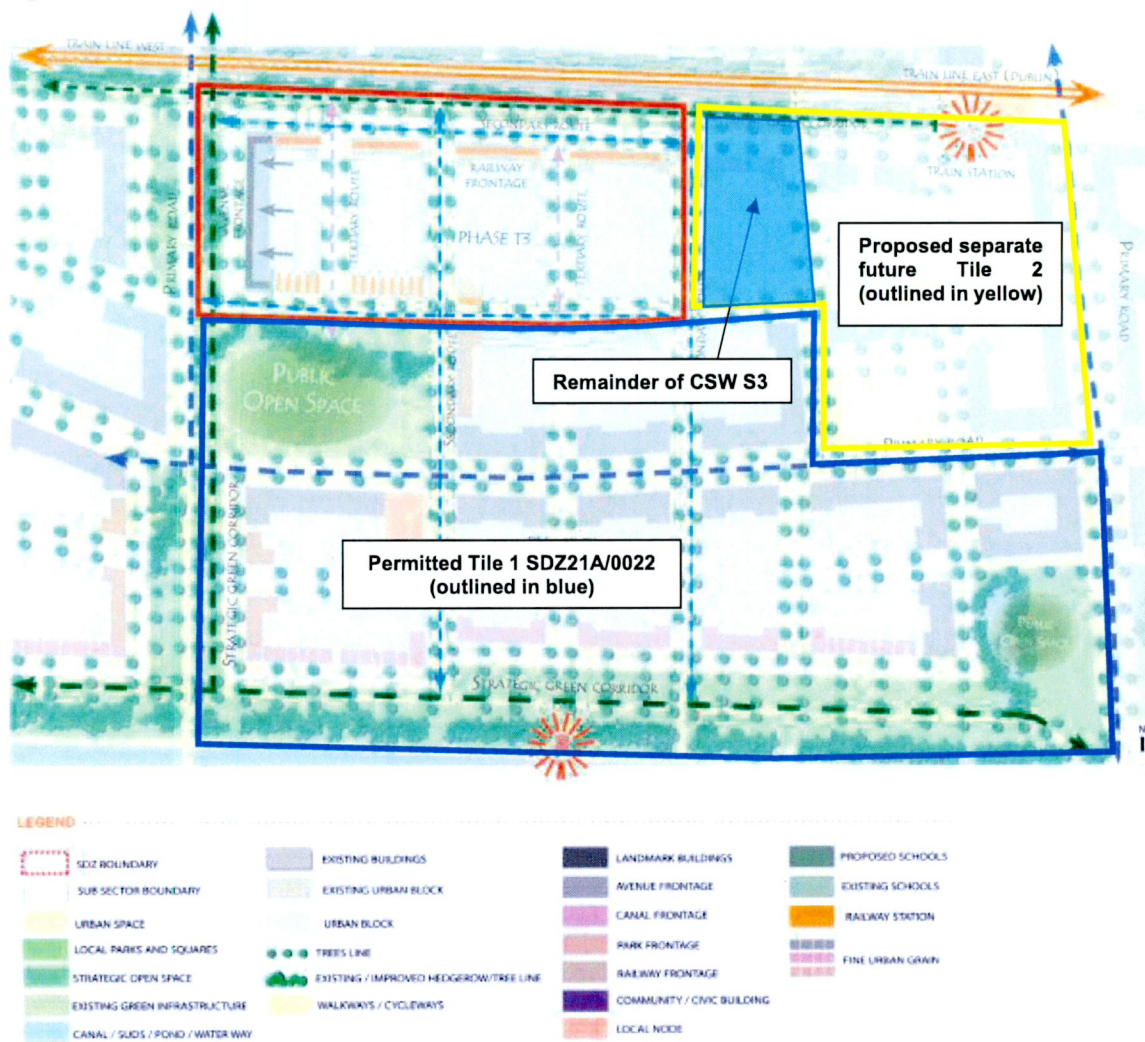


The development of the entire planning scheme is expected to deliver a target of 8,437 new residential units, a minimum of 7,300 sq.m gross community floor space, approximately 21,520 sq.m gross retail floorspace and between 30,000 and 40,000 sq.m employment floorspace. It is envisaged that the SDZ would support a population of c.21,000 people with approximately 2,400 jobs and 6,000 school places. It is also envisaged that the scheme will provide four no. primary schools and four no. post-primary schools.

¹

<http://www.clonburris.ie/documentation/clonburris%20sdz%20planning%20scheme%202019.pdf>

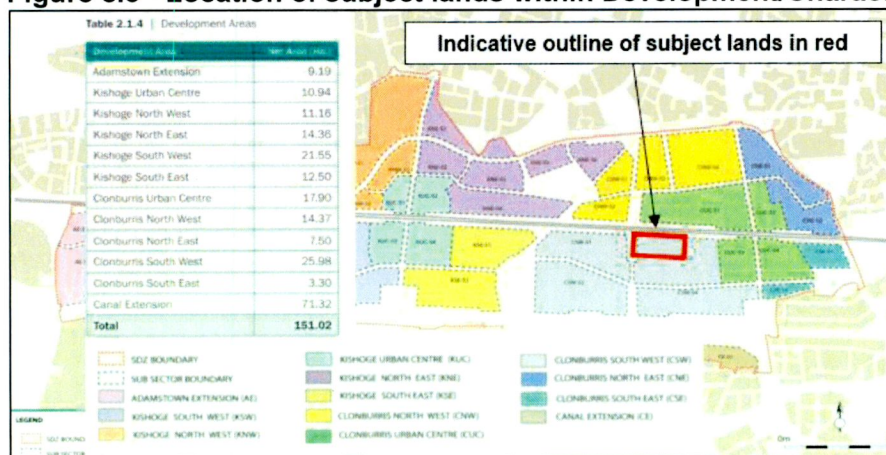
Figure 8.2 - Tile 3 Context



8.2 Development Areas

The subject lands are situated within the Character and Development Area 3 Clonburris South-West as outlined in red below:

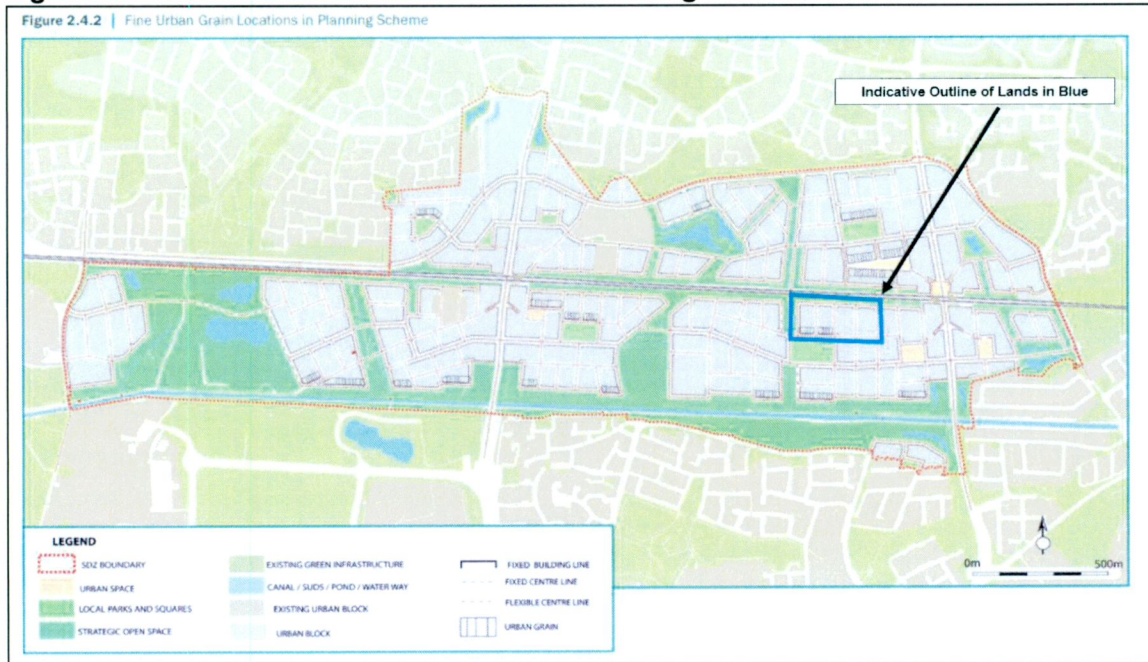
Figure 8.3 - Location of subject lands within Development/Character Areas



8.3 Urban Grain, Building Lines and Street/Road Locations

Figure 2.4.2 of the Planning Scheme identifies 'Fine Urban Grain' locations in the Planning Scheme. This diagram also identifies fixed building lines, which largely front to main streets and also flexible inner lines between blocks. In areas identified for urban grain, there is a restriction of maximum building frontages of 10 metres.

Figure 8.4 – Fine Urban Grain Locations in Planning Scheme



The principle of all designated streets under the Planning Scheme is fixed and the alignment of each street including its centre line (see Figure 2.8.5 in Section 2.8 – Building Centre Line & Urban Grain) are either fixed or flexible depending on typology. The planned street hierarchy for the SDZ lands is illustrated in Figure 2.2.1. The arterial streets and link streets are fixed whereas the local streets are flexible.

As outlined in the Architectural Design Statement, *“the building heights set out for this area of CSW-S3 are 2-4 storeys and the appropriate typologies have been placed to comply with massing aspirations set out in the Planning Scheme. The 4-storey apartment block is placed adjacent to the vehicular bridge as a response to the additional height the bridge will bring to that area of the site. On the southern side of the apartment block the parapet height is varied as it faces south towards the public open space. This stepping of the parapet contributes to the establishment of the urban grain aesthetic envisaged for this area of the site.*

The variety of building heights also ease the transition from the 4-storey apartment building model to the lower density housing model. This transition is further aided by the proposal of Apex roof profiles which bookend the row of housing units proposed for the neighbouring residential cell. Generally, the lower density housing cells are proposed at 2-storey, with variations in roof scape proposed at intervals to create visual interest.”

Figure 8.5 – Street Hierarchy

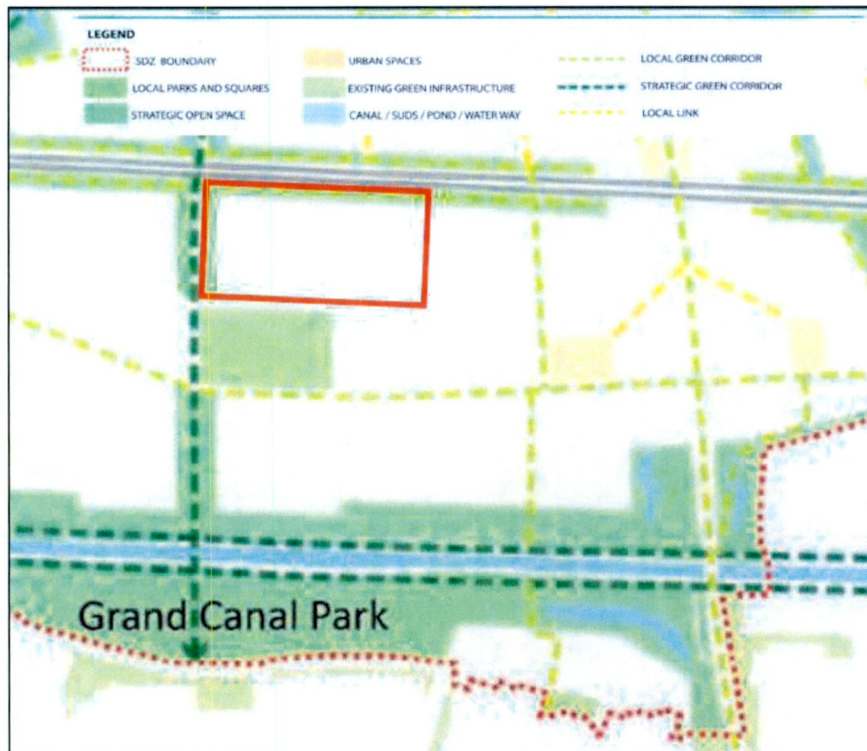
It is noted the Planning Scheme outlines that some slight plot adjustment for each sub-sector may be acceptable provided that this would not affect prescribed dwelling numbers/densities or non-residential floorspace for any sub-sector and would not significantly affect the gross or net development area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

We refer the Planning Authority to the MCORM Architectural Design Statement that is submitted with this application under separate cover which sets out how the proposed development complies with the Planning Scheme.

8.4 Landscaping, Public Open Space, Green Spaces

The key principles in relation to open space are:

- *Provide a hierarchy of high quality and multi-functional open spaces including, strategic spaces, local parks, urban spaces and strategic routes;*
- *To allow the movement network to connect to and through open spaces by providing safe, well-overlooked and accessible routes;*
- *To provide appropriate space for health and well-being, required to meet the recreational needs of the new population of Clonburris through the provision of adequate walking and cycling facilities and a diversity of green spaces for active and passive recreation;*
- *and Provide recreation facilities and open spaces that are capable of accommodating a range of community sport and recreation needs and use by the community at varying times including after school hours."*

Figure 8.6 - Open Space

Source: Figure 2.10.1 – Planning Scheme

The main active outdoor recreation facilities of the overall development at Clonburris will largely be accommodated in the three main parks on the SDZ lands that include the extension to Griffeen Valley Park, Grand Canal Park and Na Cluainte Park.

The proposed development includes a green corridor running along the railway line to the north.

The proposed development delivers the key structuring principles of the open space strategy through the inclusion of the Kildare railway line green corridor as well as the adjoining local park in CSW-S3 to the south-west of the subject lands. In addition, the key pedestrian connections are provided and will integrate with future development areas to the north, east, south and west.

There are two main open spaces permitted as part of SDZ21A/0022 which is located within the Clonburris South-West Development Area and comprise the Local Park (1.56ha) located directly adjacent to the T3 application site and a portion of the wider Grand Canal Park (2.85ha), totalling 4.41 Hectares, located further to the south.

8.4.1 Compliance with Landscaping, Public Open Spaces, Major Parks and Play Areas

We refer the Planning Authority to the enclosed Landscape Strategy and Design Statement and drawings prepared by Cunnane Stratton Reynolds which sets out the Landscape Strategy for the subject lands, which meets the requirements of the Planning Scheme in terms of the wider strategic network of open space areas.

The proposed T3 application creates a distinctive and intimate scaled residential area within the SDZ planning area. The scheme satisfies density, infrastructure and parking requirements and retains the north boundary as an ecological buffer zone, yet still provides the space for amenity, trees and greenery – a social and private residential area.

Figure 8.7 - Key Landscaped Areas



Source: CSR Landscape Design Statement

8.4.1.1 Strategic Routes

The Planning Scheme seeks to provide routes connecting strategic open spaces in compliance with Table 2.10.4, as set out in the Landscape Design Statement. The public realm / landscape components, which contribute to the character of the place are depicted on the below image and can be categorised into the following:

- Network of pedestrian and cycle linkages and communal amenity spaces
- A shared cycle and pedestrian path along the railway to the northern boundary of the site
- Linkages to and through the development via Homezones and large footpaths in Local Streets
- A new ecological corridor along the bridge to the west of the development with an integrated cycle lane – Cappagh Greenlink

The following from the Landscape and Design Statement, as prepared by Cunnane Stratton Reynolds, outlines the strategic connections.

8.5 Development Area 3 - Clonburris Southwest

The key relevant objectives of the Planning Scheme as they relate to Development Area 3 Clonburris South-West are:

- *To develop a high-quality residential neighbourhood at Clonburris;*

The proposed development is the second application within the Clonburris South West Development Area. The remaining element of the Development Area will be included as part of the adjacent Tile 2 (CUCS3) planning application. The permitted and proposed residential developments will provide a high-quality sustainable residential neighbourhood in this area of Clonburris, through the provision of a high-quality design in conjunction with extensive areas of open space.

- *To develop a new local node, Cappagh, comprising small-scale, local retail, service and community facilities, fronting the new Boundary Park;*

The permitted Phase 1A development includes a local node which includes a creche, innovation hub

- *To develop new co-located primary and post-primary schools with direct access and frontage to the new Boundary Park;*

Lands are identified to the west of the proposed development for educational facilities.

- *To provide locally accessible open spaces of local and strategic importance;*

There are two main open spaces permitted as part of SDZ21A/0022 which is located within the Clonburris South-West Development Area and comprise the Local Park (1.56ha) located directly adjacent to the T3 application site and a portion of the wider Grand Canal Park (2.85ha), totalling 4.41 Hectares, located further to the south.

- *To ensure high levels of legibility and ease of orientation;*
- *To provide a new north south avenue link connecting Clonburris North-East, Clonburris South-East and Deansrath / Bawnogue;*
- *To provide a new link route/avenue in the heart of the neighbourhood as part of the main connection between Kishoge and Clonburris urban centres;*

The permitted Clonburris Southern Link Street (under SDZ20A/0021) will provide a new link route/avenue which will connect Kishoge and Clonburis urban centres.

- *To prioritise pedestrian and cyclist movement and to provide for bus services along the avenue; To provide for a range of housing along the new avenue and local streets including home zones;*

The permitted CSLR route includes pedestrian, cyclist and provision for bus services. The permitted Phase 1A development includes a range of dwelling types including apartments, duplex apartments along the route.

- *To provide a distinctive, diverse and quality frontage to the Canal corridor. Sensitively designed pedestrian access points to the Grand Canal;*

The permitted Phase 1 development includes a distinctive frontage to the Canal corridor along with a high-quality open space design which includes access points to the Grand Canal Park, which will bound the CSW lands to the south.

8.6 Density and Quantum of Dwellings

8.6.1 Density

Section 2.1.5 of the Planning Scheme sets out the density margins within the Development Areas.

The Planning Scheme notes that to allow for more accurate management of densities and ensure that higher densities are achieved within appropriate areas, densities under this Planning Scheme are prescribed according to Sub-Sector (as Development Areas are divided into Sub Sectors - refer to Figure 2.1.4). Development within each Sub-Sector shall be consistent with the density margins set out in Table 2.1.8.

According to the Planning Scheme, in the interest of flexibility, each of the density margins are based on a density target, which is then subject to a permissible margin of 10 dwellings per hectare (+5 dph, - 5dph). 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.

Residential densities shall be calculated on the basis of Net Development Area as described under Section 2.1.4 (Extent of Development).

Figure 8.8 – Planning Scheme Density Margins per Sub Sector

Development Area	Sub Sector	Net Density Margin per Ha.	
		MIN.	MAX.
Clonburris South West (CSW)	S1	45	55
	S2	45	55
	S3	51	61
	S4	59	69

Source: Table 2.1.8 – Planning Scheme

Sub Sector CSW-S3 has a density range of 51-61 units per hectare net (which is also set out in Table 3.3.3 of the Planning Scheme). Table 2.1.5 sets out a minimum, maximum and target range for the total number of dwellings within the Clonburris South-West Development Area of between 1,311 and 1,569 no. dwellings with a target of 1,411 no. dwellings.

With reference to CSW-S3, the proposed net density of 51.9 units per hectare is in compliance with the 51 – 61 units per hectare density range.

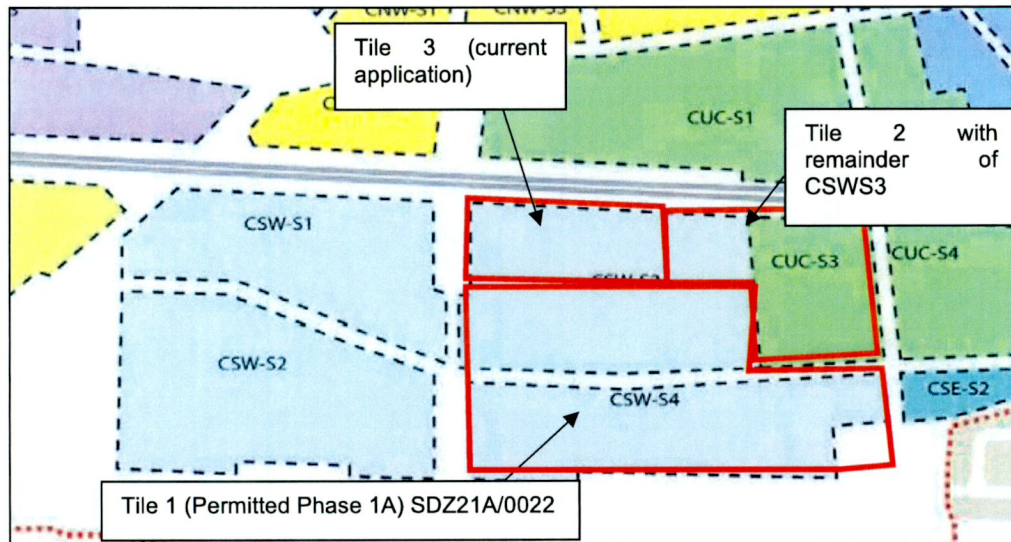
8.6.2 Quantum of Dwellings

The proposed development of 157 no. dwellings will contribute to the target of 1,441 no. units as identified in Clonburris SDZ scheme.

Figure 8.9 – No. of Dwellings for Development Area Clonburris South-West

Development Area	Total Dwelling Units (number)		
	Min	Target	Max
Clonburris South West	1,311	1,441	1,569

Source: Table 2.1.5 – Planning Scheme



	Total Dwellings (Low Margin)	Total Dwellings (Target)	Total Dwellings (High Margin)	Cairn Proposal to date	Total
CSWS1 (Tile 4)	285	317	348	Future Application Q1 2023	TBC
CSWS2 (Tile 5)	218	242	266	Future Application Q1 2023	TBC
CSWS3 (Tile 1, 3 and future Tile 2 element)	422	461	504	162 (Tile 1 Permitted) 157 (Tile 3 Proposed – this application)	319 (Tile 2 future application will include c. 122 no. apartments)
CSWS4 (Tile 1)	386	421	451	401 (Tile 1 Permitted)	401
	1,311	1,441	1,569	720	

To date, within Clonburris South-West, under Planning Reg. Ref. SDZ21A/0022 (Phase 1A – Tile 1) planning permission has been granted for 569 no. dwellings (across CSW S3 and CSW S4).

Within CSW S3 the range of dwellings required in the Planning Scheme is between 422 and 504. To date, there are 162 no. permitted (SDZ21A/0022) and 157 proposed (as part of this application), giving a current running total of 319 no. dwellings.

It is noted the remainder of the eastern portion of CSW S3 (on lands under Cairn's control) will form part of a future separate application (to the east) relating primarily to CUCS3 (Tile 2). Previously it was proposed to be included in the current application. This future element will deliver c. 122 no. apartments giving 441 dwellings for CSW-S3 which is within the range.

In addition, CSW S1 (Tile 4) and CSW S2 (Tile 3) are also under Cairn's ownership and will also form part of a planning application in Q1 of 2023.

Having regard to the above, it is submitted that the remaining areas within the Clonburris South-West Development Area are within the control of Cairn and the design of the remainder of the development tiles within CSW Development Area will include the required number of units to satisfy the Planning Scheme requirements.

Figure 8.10 – Planning Scheme Table Extract

Development Areas	Sub-Sector	Gross Areas (ha.)	Net Area (ha.)	Average Net Density - Low Margin (-5 DPH)	Average Net Density - High Margin (+5 DPH)	Total Dwellings (Low Margin)	Total Dwellings (Target)	Total Dwellings (High Margin)	Retail GFA (sqm)	Employment GFA (sqm)	Community / Civic Building GFA (sqm)	Local Parks and Squares (sqm)	School Sites (Existing or Proposed)
									Retail (Maximum)	Non-retail (Minimum)	Minimum	Minimum	
Clonburris South West	CSW-S1		6.33	45	55	285	317	348					
	CSW-S2		4.84	45	55	218	242	266					
	CSW-S3		8.27	51	61	422	461	504				14,300	
	CSW-S4		6.54	59	69	386	421	451	650	200	600		
	Sub-total	29.56	25.98			1,311	1,441	1,569	650	200	600	14,300	2

Having regard to the above, it is considered that the proposed development is in accordance with both the density and quantum of dwellings for the particular Sub-Sector within the Development Area of Clonburris South-West.

8.7 Building Heights

Figure 3.3.2 - Building Height Concept of the Clonburris Strategic Development Zone Planning Scheme (see figure) sets out the height concept for the SDZ. This is to be read in conjunction with the requirements of Section 2.8.6 and the relevant character area of the SDZ, in this case the area known as CSW-S3 within Development Area 3: Clonburris South-West.

Figure 8.11 – Building Height Concept

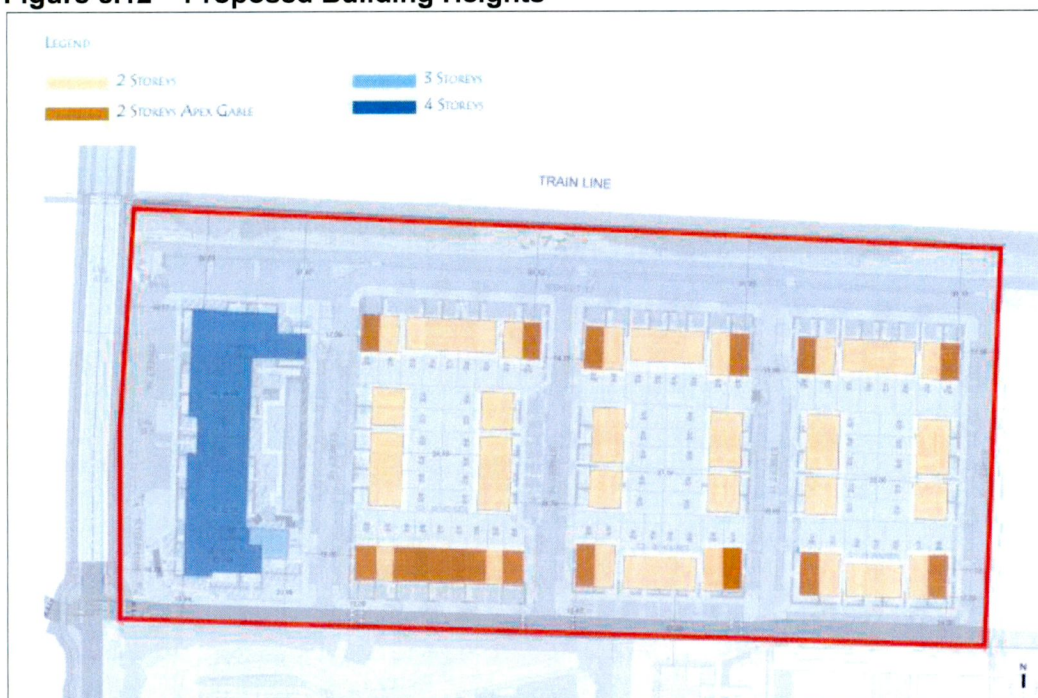


Extract Figure 3.3.2 of the Planning Scheme

The concept diagram indicates a height range of 2 – 4 storeys throughout the subject site that is outlined in blue on Figure 9.12. A height range of 3 – 4 storeys (orange) is applicable to the development in the south-western sector of the site while 2 – 4 storeys apply to the remainder of the site. Importantly, we note that the diagram is labelled 'concept' and therefore, is not considered mandatory. We also note that a building height range is included. Notwithstanding, the following, in addition to the accompanying booklet, demonstrates that the proposal complies with the overall key objectives for the character area and the design guidance as set out in Section 2.8.6 of the planning scheme.

Section 2.8.6 states that 'in order to promote place making, urban legibility and visual diversity, varied building heights are supported across the SDZ lands. Appropriate building height to street width ratios shall be incorporated across the SDZ lands in a manner that promotes and maintains a sense of enclosure along streetscapes. This shall be carried out in accordance with the requirements of DMURS (2013), the example street cross sections contained in Section 2.2 (Movement & Transport), the general building heights outlined in Figure 2.8.10 and the detailed requirements set out under Section 3.0 (Development Areas)'.

Figure 8.12 – Proposed Building Heights



Source: MCORM Design Statement

The designated building heights of the Planning Scheme are the Tables in Section 3. The Building Height Concept/Strategy is additional information to aid the implementation and inform the required Urban Design approach for development proposals.

As confirmed with South Dublin County Council in pre-planning consultations, subject to compliance with the other key principles, objectives and general content of the Planning Scheme, a building height in accordance with the Tables in Section 3 can be considered consistent with the Planning Scheme building height parameters and some divergence from the Building Height Concept in Figure 2.8.10/3.3.2 can be considered on its urban design merits on a case-by-case basis.

The range of heights applicable to CSW-S3 is set out below (Table 3.3.3):

Building height	Sub Sector	Building Height
	CSW-S1	2-6 storey
	CSW-S2	2-4 storey
	CSW-S3	2-6 storey
	CSW-S4	2-6 storey
* See also Figure 3.3.2 Building Height Concept		

Section 2.8.6 Building Heights and Street Widths of the planning scheme states:

"Building heights have been designated under this Planning Scheme in a manner that recognises the importance of place making and also reflects other aspects of this scheme including density and urban structure requirements such as the primacy of Urban Centres, Link Streets and Arterial Streets. Designated building heights along Arterial and Link Streets have been determined by street width and proximity to the urban centres. Lower building heights are therefore required along Local Streets to provide a more intimate scale with the exception of park frontages where a modest increase in scale shall be utilised to provide adequate enclosure".

8.8 Development Standards for Residential Units

8.8.1 Dwelling Mix

According to Section 2.1.6 of the Planning Scheme, the range of dwellings permitted in Clonburris include houses, townhouses, duplex units, maisonettes and apartments (including Build to Rent and Shared Accommodation) and that *"in order to facilitate market flexibility over the lifetime of the Planning Scheme, a detailed breakdown of unit types is not specified."*

The proposed development provides a wide range of dwellings comprising apartment units and a variety of house types including semi-detached, mid-terrace and end of terrace units. Full details relating to the design and size of each individual unit is provided in the Housing Quality Assessment and Architectural Design Statement prepared by MCORM Architects and submitted with this application under separate cover.

8.8.2 Unit Size and Private Amenity Space

8.8.2.1 Houses

Section 2.1.6 of the Planning Scheme states that the design and layout of individual dwellings should provide a high-quality living environment for residents and that regard should be given to the targets and standards set out under Quality Housing for Sustainable Communities Guidelines (2007) with regard to minimum room sizes, dimensions and overall floor areas.

Within this context, the Planning Scheme requires that all houses shall accord with, or exceed, the minimum floor area and private open space standards set out in Table 2.1.9.

Private amenity space for houses (terraced – including town houses, semi-detached and detached) shall be located behind front building lines and should be defined, screened/bound and sited in accordance with the recommendations of Quality Housing for Sustainable Communities Guidelines (2007).

Figure 8.13 – Minimum Space Standards for Houses

Type of Unit	Houses	Private Open Space
One Bedroom	50 sq.m	48 sq.m
Two Bedroom	80 sq.m	55 sq.m
Three Bedroom	92 sq.m	60 sq.m
Four Bedroom or more	110 sq.m	70 sq.m

Source: Table 2.1.9 of Planning Scheme

The Planning Scheme outlines that rear gardens shall not back onto streets or public spaces and each area of private open space should be overlooked from the window of a living area or kitchen from the dwelling that it serves.

The Housing Quality Assessment prepared by MCORM Architects and submitted with this application under separate cover confirms that all proposed dwellings meet and exceed the standards as set out in the 2007 Guidelines.

8.8.2.2 Apartments

The Planning Scheme states that all apartments shall accord with or exceed the open space and floor area standards set out in Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities (2015) and any superseding guidelines including the minimum floor areas set out in Table 2.1.10 of the Planning Scheme. An apartment refers to a dwelling unit that is not a house and may comprise an apartment, maisonette or duplex unit.

Figure 8.14 – Minimum Standards for Apartments

Type of Unit	Apartments	Private Open Space	Communal Open Space	Storage
Studio	40 sq.m	4 sq.m	4 sq.m	3 sq.m
One Bedroom	45 sq.m	5 sq.m	5 sq.m	3 sq.m
Two Bedroom	73 sq.m	7 sq.m	7 sq.m	6 sq.m
Three Bedroom	90 sq.m	9 sq.m	9 sq.m	9 sq.m

Source: Table 2.2.10 – Planning Scheme

Compliance with the minimum standards above and the Apartment Guidelines is set out in the MCORM Housing Quality Assessment that is submitted with this application under separate cover.

8.9 Movement and Transport

The key principles of the Planning Scheme in relation to movement and transport are:

“To link the Development Areas of Clonburris with each other and with surrounding communities through a permeable and clear hierarchy of integrated streets and dedicated pedestrian and cycle routes;

To integrate appropriate pieces of infrastructure that overcome challenges to movement across the SDZ lands;

To develop a transport framework that maximises route choice and access to residential, education, retail, service, community and leisure uses by means of walking, cycling and public transport while balancing the needs of the car;

To upgrade existing sections of strategic roads within the SDZ lands to integrated urban streets.

To seek the delivery of public transport infrastructure and services that will serve the trips demands of the SDZ Planning Scheme."

8.9.1 Pedestrian and Cycle Movement

The Planning Scheme is formulated to ensure that development within the SDZ lands will be afforded direct or indirect access to dedicated pedestrian and cycle routes (strategic and local), Link Streets and Arterial Streets.

Figure 8.15 – Pedestrian and Cycle Movement



Source: MCORM Design Statement

Existing and planned streets are classified within a hierarchy on the basis of their function, context and location. All street typologies within the hierarchy shall be designed in accordance with the requirements of DMURS (2019), the National Cycle Manual (2011), the Guidelines for Setting and Managing Speed Limits in Ireland (2015) together with the street typologies illustrated in the Planning Scheme.

The design of the proposed development has taken into account the relevant provisions of DMURS, and guidelines above including the Planning Scheme.

8.9.2 Car and Bicycle Parking

The car parking standards for the key land uses in Clonburris are set out under the South Dublin County Development Plan 2022-2028 and the Transport Assessment and Strategy, as prepared by DBFL Consulting Engineers, and submitted with this application under separate cover.

Zone 2 parking standards prescribed under the South Dublin County Council Development Plan 2022 – 2028 shall be applied to all areas that have been identified with an accessibility level of 1, 2 or 3 (see Fig. 2.2.8 below).

Figure 8.16 – Accessibility Levels



Source Figure 2.2.8 of Planning Scheme

The subject lands are located within an area with an accessibility level of 1/3 and are therefore located within Zone 2 (as per the South Dublin County Development Plan standards).

Figure 8.17 – Maximum Parking Rates

Table 12.26: Maximum Parking Rates (Residential Development)

Dwelling Type	No. of Bedrooms	Zone 1	Zone 2
Apartment Duplex	1 Bed	1 space	0.75 space
	2 Bed	1.25 spaces	1 space
	3 Bed+	1.5 spaces	1.25 spaces
House	1 Bed	1 space	1 space
	2 Bed	1.5 spaces	1.25 spaces
	3 Bed+	2 spaces	1.5 spaces

It is proposed to provide 170 no. car parking spaces as part of the development that will include 120 no. parking spaces for housing units and 50 no. spaces provided for apartments. Full details relating to the provision of car parking spaces is included in the Traffic and Transport Assessment Report that is submitted with this application under separate cover.

The development also includes provision for 170 no. secure bicycle parking spaces that will include 130 no. long-stay spaces and 40 no. short-stay spaces.

8.10 Phasing

Table 4.2 of the Scheme identifies the infrastructure required to be linked to the delivery of residential development and phased in accordance with the construction of residential units. Table 4.3 sets out the phasing for the overall scheme. The phasing programme is based on the premise that the number of dwelling units that may be constructed and occupied in each phase of development is dependent on a predetermined amount of works to provide infrastructure, services, facilities and amenities having been completed to serve each phase.

Table 4.3 of the Planning Scheme sets out the phasing programme for the development of the SDZ lands. A number of important prior to commencement plans / strategies are required to be prepared. These are a Surface Water Management Plan to implement the Surface Water Strategy, a Parks and Landscape Strategy, and Water and Wastewater Plans. It is noted that the preparation of these plans / strategies by landowners will require coordinated responses on the detailed infrastructural provisions, together with agreement with the Development Agency, as well as with Irish Water in many instances.

Summary of Phasing Programme		
Element of Phasing Approach	Application	Description
1. Phasing Table (See Section 4.3)	Applicable to all Planning Scheme development	Strategic Phasing Requirements
2. Place Making Requirements (See Section 4.4)	Applies to the construction of residential units within the catchments of Clonburris Retail Core and Kishoge Retail Core	Secondary Phasing Requirement - Place Making Requirement Table is a supporting table to Phasing Table
3. Local Level Infrastructure (See Section 4.5)	Local level physical infrastructure	Secondary Phasing Requirement - Local Level Infrastructure Table is a supporting table to Phasing Table

The Planning Scheme does not specify a commencement location for the construction of residential units for any phase of residential development. The location for commencing development in the Planning Scheme and within Development Areas is flexible. However, apart from exceptional circumstances, when development commences in a Development Area, subsequent permissions and development in the subject Development Area shall be required to integrate with the previous development in a sequential way.

The Phasing Table (Table 4.3) for the Planning Scheme 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 in the Planning Scheme. The phasing programme is based on the premise that the number of dwelling units that may be constructed and occupied in each phase of development is dependent on a predetermined amount of works to provide infrastructure, services, facilities and amenities having been completed to serve each phase. As such, in the event that the minimum requirements of the Phasing Table are not delivered for a particular phase, a restriction on the construction and occupation of residential units in the next phase will apply.

Table 8.1 – Phasing Table

Phase 0 Prior to commencement of development	
Prior to the commencement of development, strategic district level measures and detailed design shall be prepared by the developer(s) and agreed with South Dublin County Council through a Surface Water Management Plan to implement the prepared Surface Water Strategy.	Surface Water Strategy Agreed
Prior to the commencement of development, a strategic level Parks and Landscape Strategy (incorporating a Biodiversity Management Plan) shall be prepared by the developer(s) and agreed in writing with South Dublin County Council.	Biodiversity Management Plan has agreed.
Prior to the commencement of development, detailed Water and Wastewater plans for the Planning Scheme shall be prepared by the developers and agreed with Irish Water and South Dublin County Council.	This has been approved by SDCC.
Phase 1A 0-1,000 Residential Units Constructed and Occupied	
Retail Core development in accordance with the Place Making Requirements.	Retail core will be developed in separate application
Development shall accord with the Local Level Infrastructure Requirements in relation to agreeing timeline for the opening of Kishoge Train Station & completion of the realignment of Lock Road (R120)	Not Applicable to CSW Development Area
Provision of Water and Wastewater infrastructure on a pro rata basis in accordance with detailed plans agreed with Irish Water and SDCC.	Noted.
The planning of works for the provision of community floor space and the availability of childcare spaces	A creche and community employment space is provided in another application.

With reference to Phase 0 (prior to commencement phase),

- The Surface Water Management Plan has been agreed with South Dublin County Council
- The Biodiversity Management Plan has been submitted to South Dublin County Council and agreed.
- Detailed water and wastewater plans have been submitted and agreed with South Dublin County Council.

Table 4.3 | Phasing Table

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

9.0 APARTMENT GUIDELINES 2020

This application is accompanied by a Housing Quality Assessment, prepared by MCORM Architects and submitted under separate cover, which demonstrates that the proposed apartments and associated communal spaces will conform to and exceed the standards set out within Sustainable Urban Housing: Design Standards for New Apartments.

The following is noted with reference to the Specific Planning Policy Requirements (SPPRs):

9.1 Specific Planning Policy Requirement 1 (Mix)

Specific Planning Policy Requirement 1 (SPPR1) states that '*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).*'

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).

Table 9.1 – Overall Apartments Mix

	1-bedroom	2-bedroom	3-bedroom	Overall
Apartments	26	50	0	76
Overall Mix %	34.2%	65.8%	0%	100%

The proposed development complies with SPPR 1 as it includes 76 no. apartments, comprising 34.2% (26 no. 1-bedroom units) and 65.8% (50 no. 2-bedroom units).

9.2 Specific Planning Policy Requirement 2 (Small Urban Infill Sites)

This is not relevant to the subject site.

9.3 Specific Planning Policy Requirement 3 (Minimum Areas)

SPPR3 of the Apartment Guidelines 2020 state that the following minimum floor areas for apartments apply:

- 1-bedroom apartment Minimum 45 sq.m;
- 2-bedroom apartment (4 persons) Minimum 73 sq.m;
- 2-bedroom apartment (3 persons) Minimum 63 sq. m.

The proposed development complies with the minimum apartment floor area requirements set out in SPPR3. The Schedule of Areas and drawings prepared by MCORM Architects demonstrates that the proposed development complies with, and exceeds, the standards outlined in the Sustainable Urban Housing: Design Standards for New Apartments 2020.

In addition, the Guidelines state that '*the majority of all apartments in any proposed scheme of 10 or more apartments shall exceed the minimum floor area standard for any combination of the relevant 1, 2 or 3-bedroom unit types, by a minimum of 10% (any studio apartments*

must be included in the total but are not calculable as units that exceed the minimum by at least 10%).

The proposed development complies with the above by providing 40 no. units that exceed the minimum size by 10%.

9.4 Specific Planning Policy Requirement 4 (Aspect)

SPPR4 of the Guidelines relates to the provision of dual aspect units. The proposed development includes 40.7% dual aspect units (31 no.) which is in compliance with the Apartment Guidelines (as being located in an SDZ and close to high quality public transport) which state:

“Accordingly, it is a policy requirement that apartment schemes deliver at least 33% of the units as dual aspect in more central and accessible and some intermediate locations, i.e. on sites near to city or town centres, close to high quality public transport or in SDZ areas, or where it is necessary to ensure good street frontage and subject to high quality design.”

9.5 Specific Planning Policy Requirement 5 (floor to ceiling heights)

The apartment block complies with the requirement for floor to ceiling heights of 2.7m at ground floor level.

9.6 Specific Planning Policy Requirement 6 (Max units per core)

SPPR 6 notes that a maximum of 12 apartments per core may be provided within apartment schemes.

The proposed Block 1 has 2 no. cores resulting in either 9 or 10 no. apartments per core. The proposal therefore complies with this SPPR6.

The Housing Quality Assessment, prepared by MCORM Architects demonstrates how the proposed apartments comply with Appendix 1 of the Apartment Guidelines 2020 in respect of sizes of apartments, minimum aggregate floor areas, widths, storage, minimum private open space.

With reference to Appendix 1 of the Apartment Guidelines 2020, the proposed development would require a communal open space provision of 455 sq. m. The communal open space proposed of c. 522 sq. m is substantially above the requirements.

Table 9.2 – Communal Open Space Requirement

Communal Open Space	Requirement	Units	Requirement	Provided
Overall Development				
1-bedroom	5 sq.m.	26	105 sq.m	
2-bedroom	7 sq.m.	50	350 sq.m	
		76	455 sq. m	522 sq. m

9.7 SPPR 7, 8 and 9- Build to Rent and Shared Accommodation

The above SPPR's do not apply to the proposed development.

10.0 PART V

The applicant has entered into initial discussions with the Housing Department of South County Council in respect to Part V. The applicant agrees to accept a condition on a grant of planning permission, if the Planning Authority is minded to approve the proposed development, which requires the applicant to enter into a Part V agreement with South Dublin County Council as per their requirements prior to the commencement of development.

The applicants Part V proposals are described and mapped in the Part V material that are submitted with this application under separate cover. The subject lands were purchased on the 14th of December 2017 which is between 2015 and 2021 and as such are subject to 10% Part V requirement. A letter confirming same is included with the planning application.

11.0 APPROPRIATE ASSESSMENT

We refer the Board to the enclosed Appropriate Assessment screening report prepared by MKO, which concludes that:

"Following an examination, analysis and evaluation of the relevant data and information set out within this Screening Report, it can be concluded beyond reasonable scientific doubt, in view of best scientific knowledge, on the basis of objective information and in light of the conservation objectives of the relevant European sites, that the Proposed Development, individually or in combination with other plans and projects, will not have any significant effect on any European Designated Sites. Given that no potential pathway for significant effects on European Sites has been identified, there is no requirement for Appropriate Assessment or the preparation of a Natura Impact Statement (NIS)."

12.0 CONCLUSIONS

The statement set out herein demonstrates the consistency of the proposed development with the relevant provisions of the Clonburris Planning Scheme 2019.

It is respectfully submitted that the proposed development will provide an appropriate form of high-quality residential development and open space on the subject lands. The Architectural Design Statement demonstrates the high-quality approach in urban design and architectural terms which has been proposed.

The proposed development seeks to provide a good mix of high-quality dwellings, of a high-quality design, which meet the requirements of the Clonburris SDZ Planning Scheme 2019 and the market, and which will result in a high-quality residential development. The mix of dwelling types have been designed to ensure that the scheme caters for a wide range of choices and demographics including starter homes for young professionals and families, older people trading down etc.

In conclusion, it is respectfully submitted that the proposed development is of a suitable form, design and scale of development for the Clonburris South-West Development.

The proposed development is considered to be compliant with the Clonburris Planning Scheme 2019 and it is respectfully requested that the proposed development is granted permission as it is in accordance with the proper planning and sustainable development of the area.

