

Comhairle Chontae Atha Cliath Theas

PR/0007/23

Record of Executive Business and Chief Executive's Order

Reg. Reference: SDZ22A/0010

Application Date: 04-Jul-2022

Submission Type: Additional
Information

Registration Date: 28-Nov-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

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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. 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 station.

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.

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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).

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

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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.*
- *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.

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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.

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.

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(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.

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.

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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.**

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.

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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).

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.'*

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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.

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).

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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).

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

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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

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 Kishogue or Clonburris Urban Centres.*

There is no reference to a garda station in the subject application. It therefore does not need to be specifically addressed under this proposal.

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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	<ul style="list-style-type: none"> -<u>Retail Core development</u> in accordance with the Place Making Requirements. -Development shall accord with the Local Level Infrastructure Requirements in relation to <u>agreeing timeline for the opening of Kishogue Train Station & completion of the realignment of Lock Road (R120).</u> -Provision of <u>Water and Wastewater infrastructure on a pro rata basis</u> in accordance with detailed plans agreed with Irish Water and SDCC. -<u>The planning of works for the provision of community floor space and the availability of childcare spaces.</u> 	(applicant’s response) - 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.

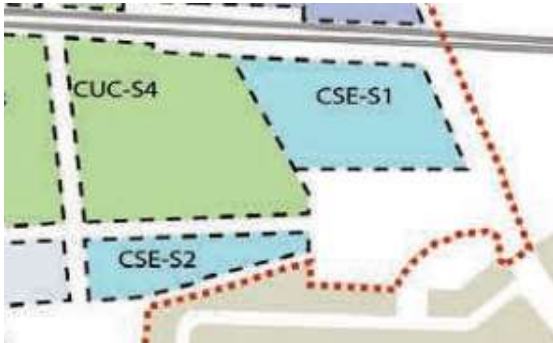
Development Areas

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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Clonburriss SDZ Sub Sectors



Clonburriss 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	
CANAL / SUDS / POND / WATERWAY		COMMUNITY / CIVIC BUILDING	
WALKWAYS / CYCLEWAYS		LOCAL NODE	

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.*
- *To ensure high levels of legibility and ease of orientation.*

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- *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:

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.

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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.



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 significantly revised.

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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 spaces	<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-planting 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 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.

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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.

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.

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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.

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.

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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.**

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.

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Land Use and Density

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

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

Types of Development

The 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.

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).'*

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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).

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

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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.**

Movement and Transport

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

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

Public Transport Accessibility

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

Pedestrian and Cycle Movement & Street Network and Vehicular Movement

Noted that 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 Clonburriss 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.

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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.

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

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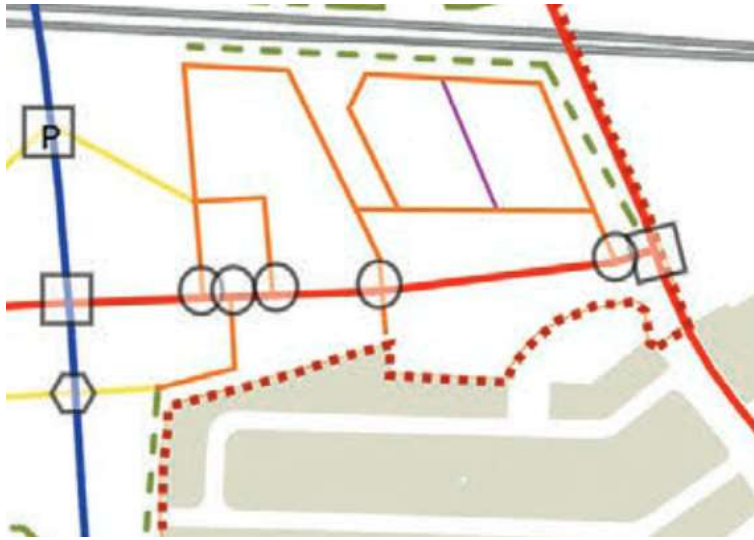


Figure 2 roads and junction layout from SDZ

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.

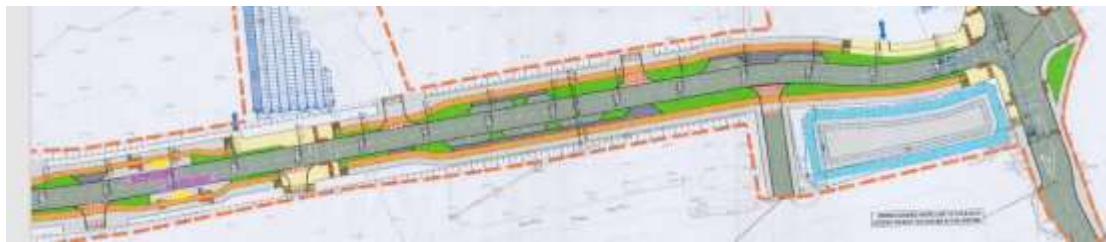


Figure 3 roads layout SDZ20A/0021

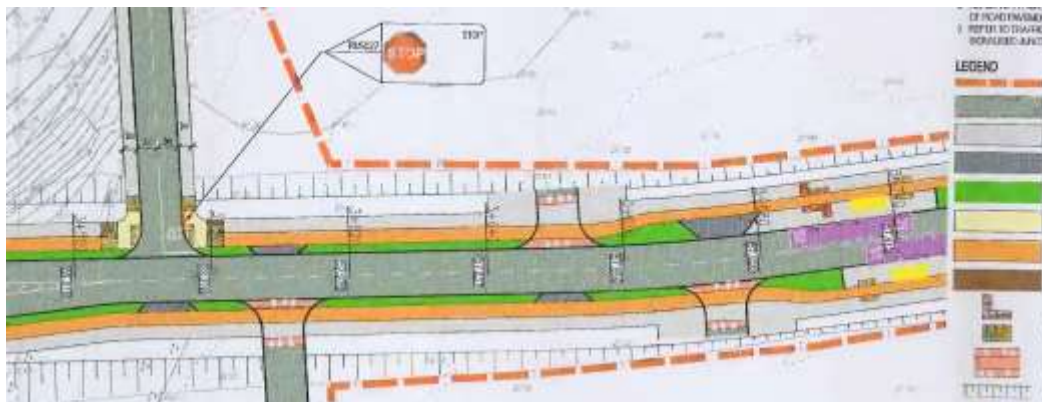


Figure 4 roads layout from SD20AA/0021

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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.

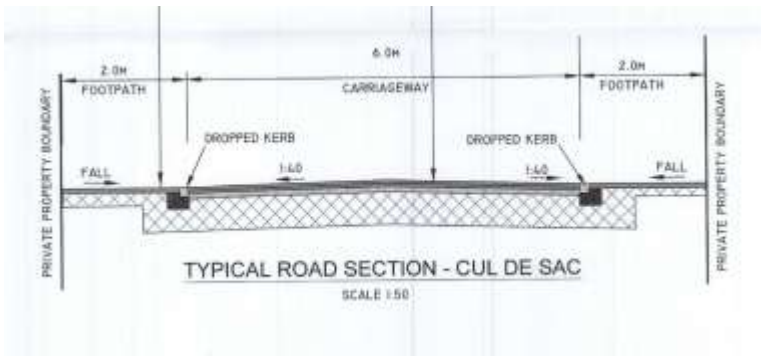


Figure 7 road cross sections.

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.

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

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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 Clonburris SDZ lands.

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

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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.**

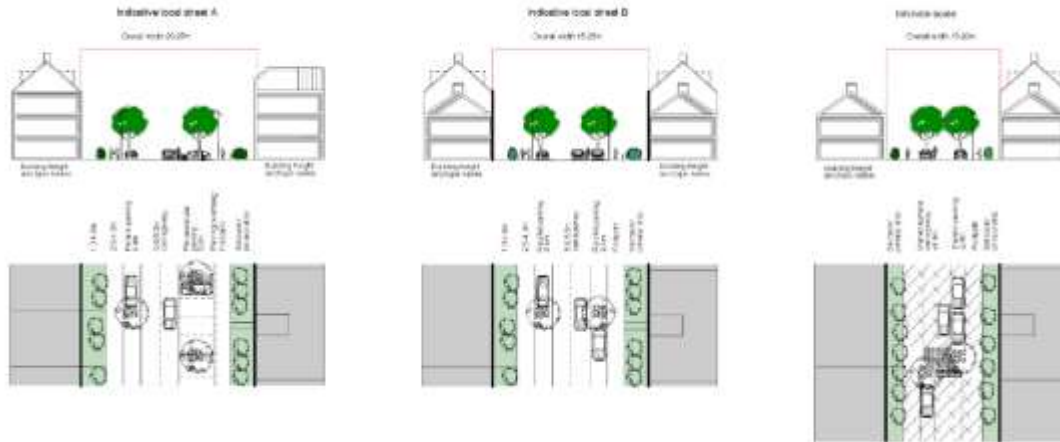
It is noted the Planning Scheme outlines that some slight plot adjustment for each Sub Sector may be acceptable provided that this would not affect prescribed dwelling numbers/densities or non-residential floorspace for any Sub Sector; would not significantly affect the gross or net development area 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 any implications in relation to European Sites. **This should be addressed via additional information.**

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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 Horseman (Intimate 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)

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.**

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

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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 Clonburriss 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.**

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Other Roads items

In addition, the Roads Department raised the following:

Taking in Charge:



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 Clonburriss lands.'*

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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:

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 demonstrate compliance with DMURS (2013) in terms of 'Movement, Place and Speed', 'Streetscape,' 'Pedestrian and Cyclist Environment' and 'Carriageway Conditions' etc.;	DMURS has not been addressed in the Design Statement. This can be addressed via additional information.

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Includes a Quality Audit addressing street design as outlined under DMURS (2013);	Not apparent a Quality Audit has been undertaken. This can be addressed via additional information.
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;	Not provided. This can be addressed via additional information.
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	Landscape proposals have been submitted. Revised proposals are requested. This can be addressed via additional information.
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	Archaeological assessment has been submitted. Mitigation measures proposed.

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 duplexes and landmark apartment buildings provide a clear and identifiable urban edge.

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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 more so 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.

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.

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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

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.**

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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.

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 of the sets out the height concept for the SDZ. This is to be read in conjunction with the requirements of Section 2.8.6 and the relevant character area of the SDZ. 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

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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 Kishogue 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.

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.

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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 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.

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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.

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*

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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 Realm 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.

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

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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, 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

Request Additional Information.

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Additional Information

Additional Information was requested on the 29th of August 2022.

Additional Information was received on the 28th of November (not deemed significant).

Additional Information Consultations

Roads Department	Clarification of additional information requested.
Public Realm	Recommend refusal
Heritage Officer	No report received at the time of writing this report.
Water Services	No objection subject to conditions.
Irish Water	No objection subject to conditions.
Planning Delivery	No report received at the time of writing this report.
Housing Department	No objection subject to conditions.
Transport Infrastructure Ireland	Observation received.
National Transport Authority	Observation received.

Transport Infrastructure Ireland have submitted an observation stating that their position remains as set out in their letter of 3rd of August 2022 (observation received on planning application).

National Transport Authority have submitted an observation stating the following:

Car Parking for Housing Units

In its submission on the original application, dated 8th August 2022, the NTA underlined significant concerns in relation to the level of car parking provision provided for as part of the development. It was noted that it was 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's concerns in relation to this were 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.*

The NTA recommended, in order to ensure that the Clonburris SDZ is developed in a sustainable manner that the off-street parking provided for the housing be reduced to 1 per unit. It was considered that this would 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.

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The above NTA recommendation was referred to in the SDCC Planning Report relating to the decision to request Additional information. Point 4(d) of the request for additional information related to 'Street Widths & Car Parking' and included the following: '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 details. Dimensioned cross sections with comparison to the Planning Scheme should also be provided.'

From the information provided in the Additional Information it appears that no proposal has been made to reduce the level of car parking associated with the proposed development and that this does not adequately address concerns raised by the NTA or by the Planning Authority in the Request for Additional Information. In this regard, the NTA reiterates its original recommendation that 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.

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 taken into consideration in the assessment of the additional information received.

Assessment of Additional Information

Item 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 significantly 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

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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 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, target no. of units, retail floorspace, 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) Omission of the easternmost road off the south of the Link Road and replacement with open space.

(c) Overall revised landscape design for this area, including the incorporation of the permitted attenuation pond.

Applicant's Response:

1A (a) The portion of the proposed development/application site included in CUC-S4 has been revised to provide for an increased density and mix of uses. 95 no. units on a net developable area of CUC-S4 (excluding plaza) of 1.66ha results in a net density of 57 no. units per ha. The applicant does not control all land within CUC-S4 (only c.55% of the net developable area of CUC-S4). There is appropriate headroom within remaining CUC-S4 lands to accommodate residential development, closer to the train station, that achieves the target density across this subsector. Without relying on excessive height (i.e., greater than 6 storeys).

Plaza enlarged to approx. 1,884sq.m

Proposed Site Plan with Masterplan submitted showing the proposed site layout plan alongside an indicative masterplan. Figures of massing models also provided. Based on the modelling, a potential net density of 85-90 units per ha for the CUC-S4 lands can be achieved. Including the 95 no. units in current application and c.235 units on the adjacent third party lands to the west. 5,300sq.m of non-residential space (community and employment) can also be provided across the shared landholding.

The applicant also controls additional lands within Clonburris Urban Centre Development Area i.e., CUC-S2 to the north.

The 95 no. units comprise of 34 no. houses (36%), 22 no. duplexes (23%) and 50 no. apartments (53%).

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A creche c.599sq.m and a retail/commercial unit c.325sq.m are proposed at the southern end of Block A. These are increased in size from the original proposal.

A new building, Block K, is proposed south-east of Block A and east of the proposed plaza, includes a 2 storey commercial/retail unit of c.152sq.m.

(b) Submitted feasibility shows proposed street connection via looped link street. Development to the west could be configured with enclosed private courtyard parks over basement parking. A diagonal street leading from the plaza to the train station can be accommodated, catering for pedestrian and cyclist accessibility. Plaza increased by 768sq.m. Has been designed in accordance with Table 2.10.3 – continuous surface with a comfortable gradient, free of permanent features, high quality, seating at edges, commercial use is level and opens onto plaza, creche has been relocated to the rear of the block with secure, designate outdoor space and separate access, residential units on upper floors for passive surveillance of plaza, plaza will form part of the public realm, and open on southern side. Specific details on materials and planting provided. Submitted feasibility shows how the adjoining lands to the west can be developed to provide further enclosure to the plaza. Open on southern and eastern sides for light. Sectional drawings of retail/commercial units onto plaza. 3D images of plaza submitted.

(c) Commercial/retail floorspace increased by 325sq.m. in Blocks A and K. Location of both units is adjacent to plaza. Submitted feasibility includes a quantum of c.5,300sq.m of non-residential space (community, retail and employment uses).

(d) Indicative masterplan has been submitted. Represent what could be delivered on adjoining lands having regard to requirements/standards of the Planning Scheme. Taken into consideration existing use of these adjoining lands. The remaining CUC-S4 lands can accommodate c.235 no. units in a series of buildings that would range in height from 3-4-5-6 storeys. With proposed development provides for a density range of 67-150 units per ha on CUC-S4 lands. Higher density closer to train station.

The application site within CSE proposes 188 no. dwellings across subsectors CSE-S1 and CSE-S2. This is within the low and high margins. There is headroom in the remaining CSE-S2 lands to accommodate an additional c.29-38 no. units in line with both the target and high margin. An apartment/duplex type building arrangement can be accommodated at the junction of Fonthill Road with the main link street, of a similar scale and height as proposed Block B.

The pumping station has been fully considered in the feasibility study.

In the short term, the proposed development would provide a 1.2m high boundary treatment comprising a 0.6m butt wall with bow top railing and hedgerow planting along the north-western boundary of the subject site. Planting is proposed along the western boundary of the plaza.

1B (a) Applicant is not in control of lands to the east of the red line of the application. Current proposal provides open space along northern and eastern boundaries that, if ownership/consent alters in the future, can easily be extended into this area.

(b) The eastern road off the south of the Link Road has been omitted and replaced with open space.

(c) Revised landscape drawings submitted. Landscaping design and planting for the south-eastern part of the site.

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Assessment:

1A (a) The increased retail/commercial floorspace is to be welcomed. The submitted masterplan/feasibility study outlines that a potential net density of 85-90 units per ha for the CUC-S4 lands can be achieved, in compliance with the Planning Scheme.

(b) The subject application will enclose the plaza on the northern side. The submitted masterplan/feasibility study shows that the plaza can also be directly enclosed on the western side, however, this would require the relocation of the existing road access to the rail station car park further west. **It is not clear if it is possible to relocate this road access further to the west in particular given the design of the approved Southern Link Street, which is now on-site. If this is not possible, then more should be done to provide enhanced enclosure on the eastern side of the square. The applicant should provide further clarification of this and in addition further green infrastructure and SUDS should be incorporated. This is discussed further under additional information item 8.**

(c) The increased retail/commercial floorspace is to be welcomed. Block K provides a retail/commercial frontage to the eastern side of the plaza, even if separated from the plaza by a local street. The floor to ceiling height of the ground floor of Block K is approx. 3.0m, facilitating the future conversion of the full extent of this ground floor level to retail/commercial in the future.

(d) The proposed short term boundary treatments are to be welcomed. The masterplan layout provides connections/permeability to Fonthill Road (R113) and the train station, as outlined in the Planning Scheme. Higher densities are indicated on the western lands, in proximity to the train station and core area of the urban centre.

Under Table 2.13.1 of the Planning Scheme the non-residential floorspace parameters for the CUC-S4 sub-sector are maximum retail floorspace of 1,200sq.m and minimum non-retail (employment) floorspace of 5,000sq.m. The proposed development provides for retail/commercial floorspace. The applicant has noted that *'It is envisaged that a quantum of 5,300sq.m of non-residential space (community and employment) can also be provided across the shared landholding'*. Given the scale of this floorspace the applicant should be requested to provide further detail to how this might be facilitated. This might involve a block specifically allocated to employment use. **This should be addressed by way of clarification of additional information.**

CSE-S1's proposed net residential density is addressed under the following additional information item (Item 2).

1B (a) This item is referring to subject site lands within the applicant's control/ownership. The Planning Scheme shows that the eastern end of the Link Street would have a significant area of open space on both sides of the street. The key objectives of CSE Development Area include *'To provide locally accessible open spaces of local and strategic importance'* and *'To ensure high levels of legibility and ease of orientation.'* This Development Area provides the entrance to the SDZ lands from the east.

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The applicant should provide further open space and landscaping in the south-eastern part of the site, where the Link Street meets Ninth Lock Road. This should include increasing the size of open space to the north of the Link Street at this entrance and providing a high quality design. **This should be addressed by way of clarification of additional information.**

(b) Road has been omitted and replaced with open space. This has therefore been addressed.

(c) Landscape design for this area has been revised. As discussed, above a revised design should be submitted for the eastern entrance to the SDZ lands.

Item 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.

Applicant's Response:

(a) Development Areas Map submitted showing both the gross and net areas for each sub-sector.

(b) The lands to the north and east of the site are not in the applicant's control or ownership. They understand this land is in the ownership of Coras Iompair Eireann (CIE). Potential connections to the path are provided for within the subject site, subject to agreement with CIE.

(c) Net developable area of approx. 2.07ha of the application site in CSE-S1, upon which 119 no. dwellings are proposed, net density c.50 units per ha. The Planning Scheme provides a permissible margin of 10 dwellings per ha (+5dph, -5dph). Proposed quantum of units in CSE-S1 is within the low and high margin targets 111-112.

(d) Revised Part V proposal of 10% social housing and 10% affordable housing. 34 no. social housing units accommodated in Block B and duplex block D. 28 no. affordable housing units in duplex blocks B and E.

Assessment:

(a) The submitted Development Areas Map shows the gross and net areas for each sub-sector: CUC-S4 net area 1.85ha, CSE-S1 gross area 3.54ha, CSE-S1 net area 2.40ha and CSE-S2 net area 0.93ha.

(b) The Planning Authority notes that the lands to the north and east of the subject site are not within the applicant's control or ownership. The boundary treatment along these boundaries is discussed further under Item 5.

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(c) The net developable area for CSE-S1 is stated by the applicant as 2.40ha. The Planning Scheme provides a net developable area of 2.17ha for CSE-S1. The Planning Scheme states that *'for calculation purposes, Net Development Area comprises Gross Development Area excluding strategic parklands, canal corridors, schools and existing residential development.'* It is acknowledged that the developable area for CSE-S1 identified in the Planning Scheme would in part overlap with the north south hedgerow and open space to be retained/provided. However, the developable area under the subject application has extended elsewhere (mostly south) to result in a net developable area of 2.40ha.

The average net density target low and high margins for CSE-S1 is 51-61dph. This is based on -5dph and +5dph from the target density. The Planning Authority would have concerns with the proposed development not providing for a net density within this margin given that this proposal would deliver the full net developable area for CSE-S1. The applicant should be requested to provide a higher net density than proposed for this sub-sector. It may be appropriate to consider increasing the density in the north-west of this sub-sector, to the east of the north south hedgerow and open space. **This should be addressed by way of clarification of additional information.**

(d) The Housing Department have reviewed the information submitted in relation to Part V and state that they will seek a revised proposal with more houses than duplexes for Part V. The Housing Department request that the applicant engage directly with the Housing Department post grant. A Part V **condition** should be attached in the event of a grant of permission.

Overall, it is not considered that this item has been fully addressed in relation to treatment of the northern and eastern boundaries and the proposed net density for CSE-S1. **Clarification of additional information should be sought.**

Item 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 includes revised boundary treatment, consideration of sunlight access and how it will tie in with potential development to the west.

Applicant's Response:

(a) 22 no. 2 bed/3 person units proposed, 21 no. in Block A and 1 no. in duplex block K.

(b) Block A revised to provide a dual aspect ratio of 56%. Proposed Block B would have a dual aspect ratio of c.73%. Overall provision of 62% dual aspect apartments.

(c) Details of proposed landscaping for communal open spaces for Blocks A and B are provided. 1.2m railing provided along boundary of communal open space. Daylight Sunlight Assessment

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report prepared by 3D Design Bureau submitted, finds sunlight to communal open spaces acceptable.

Assessment:

(a) The no. of 2 bed/3 person units are noted.

(b) The proposed dual aspect ratios of the 2 no. apartment buildings, together and separately, are compliance with the 2020 Apartment Guidelines. The apartments in proposed Block K would all be dual or more aspect.

(c) Insufficient detail and consideration have been given to the layout and design of the communal open spaces. The communal open space for Block A in particular is not considered to have an overly usable shape and is closed to the north by a water tank, bin store and bicycle store; access to these is not clear. This open space is indicated as narrow strips of open space along the eastern and northern sides of Block A, directly adjoining and overlooked by the creche unit.

The applicant should also be requested to address the accessibility of the communal open spaces for residents. There is a stairwell in Block A with direct access to the communal open space located to the north, although hedgerow planting is currently proposed across this access. Accessibility for mobility impaired residents should also be provided directly from the building to the communal open space (stairwell does not include lift). It does not appear that the communal open space for Block B is directly accessible from the building itself.

There does not appear to be any provision of communal open space for the units in proposed Block K (apartments proposed).

The above should be addressed by way of clarification of additional information.

Item 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-

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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 demonstrated 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 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.

Applicant's Response:

(a) Lands to north and east not within control/ownership of applicant. Submitted feasibility allows for pedestrian and cyclist permeability throughout the lands, including to third party lands to west.

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- (b) Revised site layout provided enlarged plaza and building frontage onto it. Masterplan shows that further enclosure of the plaza can be provided for on western lands. Strong urban street frontage along permitted link street. Remainder of road network comprised of local streets and homezones, which given the need to retain hedgerows and accommodate permitted infrastructure, is considered to follow the principles of the street hierarchy and urban grain set out in the Planning Scheme. Proposal accords with fixed and flexible centre lines. Easternmost cul-de-sac omitted.
- (c) Planning Scheme allows for some slight plot adjustment for each sub-sector. Dwelling nos./densities and non-residential floorspace provided for. Removed from the Grand Canal. Will not have any implications in relation to European sites. Therefore, proposal not inconsistent.
- (d) The proposed local streets are 2.4m wide with a 4.8m road. 5 no. homezone/pedestrian priority streets are provided. The path shall be of the same material as the road with a flush kerb delineation.
- (e) 'EV Chargers & Apartment Water Requirements' drawing shows the location and type of chargers for cars and bicycles.
- (f) 'General Layout Whitton Avenue' drawing submitted showing proposed connection with Whitton Avenue. Cyclists will share the road space with cars.
- (g) A Road Safety Audit prepared by Bruton Consulting Engineers is submitted. All recommendations have been accepted in full.
- Drawing submitted showing autotrack layout for a refuse vehicle through the development. Collection points have been indicated. The road beside the bin store will be used as a set down area. The proposed development expands the network off the permitted link street. Pedestrian permeability provided with no significant levels changes.
- Landscape section submitted illustrating the proposed road sections and associated landscaping.

Assessment:

- (a) The Roads Department have revised the information submitted and state *'The applicant has stated that the lands to the north and east are not in their ownership, therefore the cycle lane will not be incorporated into their plans. The required cycle link to the south that passes the pumping station has not been noted. The applicant is required to provide the section of cycle/pedestrian link that crosses their development in accordance with the SDZ planning scheme. The cycle link should conform to the standards as set by the NTA cycle manual.'*

As discussed further in this report the applicant should be requested to replace and improve the boundary treatment along the northern and eastern boundaries to provide an integrated space and this should be agreed with the landowner. Numerous pedestrian and cycle connections onto the northern and eastern path should be provided. As raised by the Roads Department, the 'Proposed Strategic Pedestrian Cycle Route' connecting from the Southern Link Street to the Grand Canal on the western edge of the site should be facilitated within the lands within the applicant's ownership/control. **This should be addressed by way of clarification of additional information.**

- (b) Frontages are being provided to the railway in CSE-S1. Park frontages are also being provided facing the retained hedgerow and open space running north south through the centre of the subject site. The avenue frontages are also largely being provided. Buildings would provide a strong frontage onto the Link Street. The inclusion of Block K would have western and southern frontages through the use of own door duplex units and a retail/commercial unit. This would provide a

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stronger west frontage facing the plaza. The omission of the easternmost cul-de-sac is to be welcomed.

(c) Under the Planning Scheme a 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 submitted masterplan/feasibility study has indicated the dwelling numbers/densities for the remainder of the CUC-S4 and CSE-S2 lands. **The Planning Authority considers further information should be provided in relation to the provision of non-residential floorspace in CUC-S4.**

The Planning Scheme states that the *'onus is on developers/applicants to demonstrate that a proposed development involving a plot adjustment:*

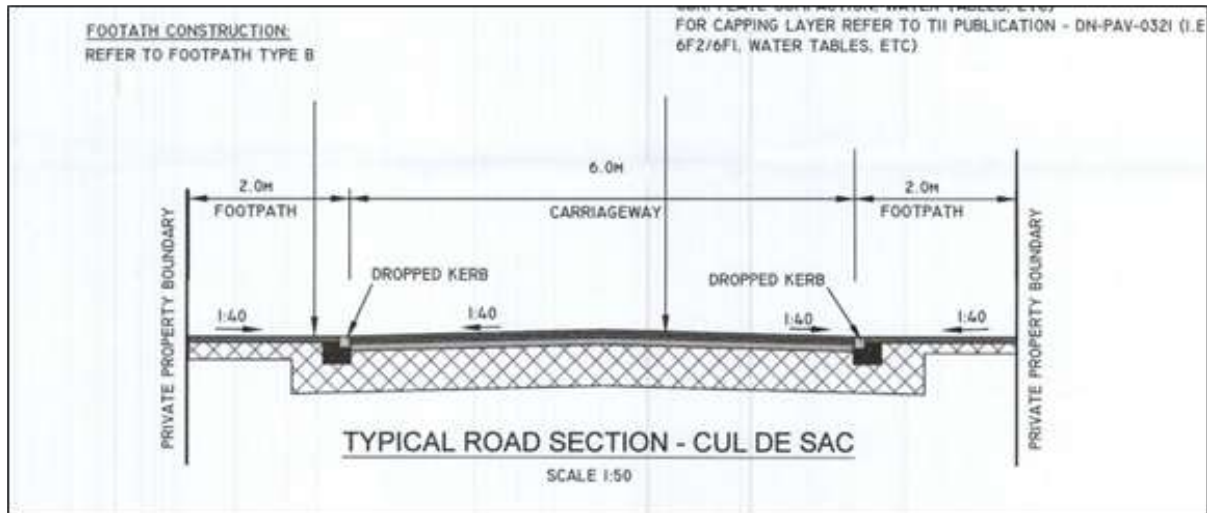
- *would not significantly affect the prescribed alignment or centre line of any fixed street;* Parts of streets are not provided in some places including around the urban plaza and at the eastern entrance to the SDZ lands. However, it is noted the layout is influenced by the permitted Link Street and it is desirable to not have streets completely encasing the urban plaza.
- *would not significantly affect prescribed building lines of any fixed street;* The fixed building lines as prescribed in the Planning Scheme have been adjusted, particularly in CUC-S4. However, they are considered to have been largely provided for, even if adjusted slightly in terms of location or how they are broken up.
- *would not adversely impact on the environment or environmental objectives contained in the SEA Environmental Report (including required setback from the Grand Canal);* This has been demonstrated.
- *and would not have any implications in relation to European Sites.'* This has been demonstrated.

(d) The Planning Authority and Roads Department still have significant concerns in relation to the designation and design of the street network and types. The proposed development includes Intimate Local Streets/Homezones where they are not included in the Planning Scheme. The only Intimate Local Street/Homezone within the subject site, as indicated in Figure 2.2.7 in the Planning Scheme, is located in the centre north of sub-sector CSE-S1. Any other Intimate Local Streets/Homezones outside of this should be redesigned as Local Streets, as designated under the Planning Scheme. Given the location of the east-west local street along the north of CSE-S1 this should be designed with a fully shared surface for the integrated movement of vehicles, pedestrians and cyclists.

The designated Intimate Local Street/Homezone in the east of the site should be significantly redesigned to comply with the Planning Scheme. Perpendicular car parking on both sides of the Intimate Local Street/Homezone, whether on-curtilage or off-curtilage, is not in compliance with the Planning Scheme. The Intimate Local Street/Homezone should extend the full extent of this street and the on-street perpendicular car parking at the northern end of this street should be omitted. The footpath should be 2.5-4.0m along this street.

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The applicant should be requested to submit revised plans indicating revised details. Dimensioned cross sections of all street types with comparison to the Planning Scheme should also be provided.



The Roads Department state *'The drawings contain reference to footpaths of 2.0m wide, see figure above. Details of street type and dimensioned cross sections for each type have not been submitted. The applicant should provide details of road type and cross section.'* The Roads Department request that this be submitted by way of clarification of additional information.

The National Transport Authority have also provided an observation on the additional information submitted in response to this item. NTA request that car parking is reduced to 1 no space per unit. The applicant should be requested to take into consideration this submission. The applicant should submit a breakdown of parking spaces set against the number of dwellings in the development.

(e) The Roads Department state *'The applicant has submitted details of EV charging. Roads are satisfied with the response.'*

(f) The detail in relation to Whitton Avenue is welcomed. This confirms that the proposal facilitates a future connection to Whitton Avenue should this come forward on the adjoining lands outside the subject site. The Roads Department also confirm that they are satisfied with the response to this item. This item has therefore been satisfactorily addressed as part of this planning application.

(g) The Roads Department state *'Road safety audit has been provided and complied with. A refuse truck analysis has been provided and the location of collection points identified. Roads are satisfied with layout as per SDZ20A/0021. Cross sections are required.'*

This should be addressed by way of clarification of additional information.

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The Roads Department state that should permission be granted **conditions** relating to taking in charge, construction and construction traffic management, and public lighting should be attached. However, there are a number of matters that should be **addressed by way of clarification of additional information.**

Item 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 Landscape Strategy is required.

Applicant's Response:

(a) Lands to north and east not within applicant's ownership/control. Potential connections to the path provided for. The proposed development does not propose to alter any existing planting/vegetation along the north and east boundaries and to supplement planting by way of introducing a native hedgerow along these boundaries. Submitted boundary treatment plan shows existing boundary treatment along eastern boundary retained.

(b) Bat report prepared by RSK Ireland submitted. Bats observed potentially emerging from the derelict building on site, permission for demolition for this under SDZ20A/0021. Strongly recommended that a bat derogation licence be applied for against the existing planning permission for the demolition. Recommendations regarding habitat enhancement, further roosting opportunities, appropriate lighting plan, avoid peak bat activity season and night-works. Breeding bird survey report prepared by RSK Ireland submitted. Compensatory and mitigating measures suggested. Habitat loss onsite is substantial.

Newts were screened out in the EcIA submitted with the original planning application.

(c) Every effort will be made to engage with the adjoining landowner to the north and east, and the Planning Authority, as appropriate, to agree any alterations to the existing north and east boundary treatments. The proposal does not preclude nor prejudice any boundary treatment improvements. Where any hedgerows are required to be removed, a native hedge will be planted to mitigate any loss from the development.

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Assessment:

(a) The connections from the site to these lands are to be welcomed. The Planning Authority has significant concerns with the retention of the current boundary treatment along these boundaries as part of the proposed development. In particular it is unclear how the wider areas of open space would be delivered and there is a concern that the current boundary treatment would lead to a poor quality environment and integration. These spaces are considered vital to the successful delivery of this section of the SDZ. It is therefore considered that the application must engage with the adjoining land owners to provide the Planning Authority certainty as to the delivery of these areas. **This should be addressed by way of clarification of additional information.**

(b) & (c) The Planning Authority and Public Realm Section would have concerns with the loss of habitat onsite and green infrastructure proposed. It is not considered that the proposed development fully complies with the agreed Parks and Landscape Strategy for the SDZ. This is addressed further under additional information item no. 8.

It is not considered that this item has been satisfactorily addressed. **Clarification of additional information should be sought.**

Item 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,

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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.

(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.

Applicant's Response:

(a) Updated Design Statement submitted, to be read in conjunction with originally submitted Design Statement.

(b) Block A redesigned to be 3 storeys at southern end and rise up to 6 storeys at northern end. Elevational treatment predominantly a brick finish, with render fully omitted. Metal railings provided. No ground floor apartments proposed.

(c) Dual aspect houses placed at corners where the local street intersects the larger block form. Duplex units dual aspect, thus ensuring active street frontage with passive surveillance on both sides.

(d) Submitted site layout plan illustrated that block sizes do not exceed these dimensions.

(e) Drawing submitted illustrating a typical road section and cross falls which are in line with the design standards.

(f) Submitted site layout plan illustrates that this has been addressed.

(g) Submitted site layout plan illustrates separation distances.

(h) Daylight and Sunlight Assessment Report prepared by 3D Design Bureau has been submitted. There is a small no. of rooms (3 no.) that do not achieve the recommended minimum levels of daylight. These rooms are located on the south of Block A and are impacted by the trees. Open spaces far exceed the recommended minimum level of sunlight.

(i) The 1.2m high parkland metal railing boundary treatment is to allow pollinator hedges of passive supervision. The applicant is willing to agree such details with the Planning Authority and/or accept a condition concerning this matter.

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(j) A Building Life Cycle Report has been submitted.

Details of the proposed solar/pv panels including sq.m and megawatt output was addressed in the submitted Energy Report.

Assessment:

(a) The updated Design Statement provides the information listed under section 2.8.2 of the Planning Scheme. **The Roads Department have requested cross sections of road types.**

(b) The omission of render on apartment Blocks A and B is welcomed. The elevational drawings show that the apartment balconies on Blocks A and K would have metal railings. Proposed Block B would have clear glazed balcony guarding. This should be amended to metal railing in the interest of visual amenity.

The two storey element of Block A has been fully omitted (the request was to reduce in extent). While the revised design helps provides a stronger frontage onto the plaza, a two storey element provides an element of human scale to an important pedestrian area. An element of this should therefore be incorporated back into the design. Further variation in material (brick colour and design) and form should be provided for Blocks A and B. Of particular concern are the eastern and western elevations of Block A.

Apartment Block K appears to be partly finished in render, which should be omitted. The variation in materials and massing of this building helps break it up and creates visual interest. Adequate privacy strips should be provided along the western front of the proposed ground floor duplexes. The windows to the living rooms for these units appear to front directly onto a public footpath.

Further variation in material (brick colour and design) should be provided for the duplex units along the permitted Link Street. These currently appear to be similar in colour and design.

Additional site sections/contiguous elevational drawings should be submitted. In particular, a site section along the Link Street facing south should be provided. Site sections along other proposed streets should also be submitted.

The above should be addressed by way of clarification of additional information.

(c) The duplex units would have accesses on both (front and rear) sides. The ground floor unit would be accessed from one side and the upper unit from the other. The proposed perimeter blocks have been designed generally in accordance with the principles outlined in the Planning Scheme.

(d) The Planning Scheme states that *'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.'* The proposed blocks are largely irregularly shaped. The Planning Scheme states that *'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'.*

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The longest block dimension would be the row of houses in the northern part of the scheme, facing east towards the central area of open space. Although irregularly shaped, the block extends up to 130m. The applicant should consider increased pedestrian permeability in relation to this block.

This should be addressed by way of clarification of additional information.

(e) The Roads Department have requested detailed cross sections of all proposed road types.

(f) Proposed Site Plan Drawing No. 2004-PL-002 does not specify the distances between entrances.

This should be addressed by way of clarification of additional information.

(g) Separation distances in relation to privacy have been indicated. The Planning Scheme states that a '*separation distance of 22 metres should generally be provided between directly opposing above ground floor windows to maintain privacy between residential schemes*'. The proposed development generally complies with this in terms of back-to-back separation distances, which is acceptable.

(h) The submitted Daylight and Sunlight Assessment Report shows general compliance with the relevant standards. The assessment should be revised to include the units proposed in proposed Block K and any associated communal open space with this building. **This should be addressed by way of clarification of additional information.**

(i) The Planning Authority would still have concerns in relation to boundary treatment of corner sites. This can be addressed by way of **condition**.

(j) A Building Life Cycle Report has been submitted in compliance with the 2020 Apartment Guidelines.

The submitted Energy Statement and SEAI PV Calculation Method document states that the total KW/yr would be 542,707. The use of renewable energy is welcomed by the Planning Authority. Information in relation to the capacity of renewable energy is sought in relation to the calculation of development contributions. **An updated calculation of capacity of a revised development should be submitted as part of clarification of additional information.**

Item 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

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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.

Applicant's Response:

- (a) Confirmation of Feasibility letter from Irish Water submitted.
- (b) Acoustic Design Statement prepared by Byrne Environmental submitted. The daytime and night time noise levels are within the Low risk category. In order to mitigate the inward noise impact and achieve the internal acoustic design criteria specified in BS 8233:2014, specific mitigation measures including acoustically rated windows and wall vents shall be integrated into the design of all identified units facades fronting towards the Dublin-Cork rail line.

Assessment:

- (a) Irish Water have reviewed the information submitted and have no objection subject to a condition that prior to the commencement of development connection agreement(s) for water supply and wastewater are sought. This **condition** should be included in the event of a grant of permission.
- (b) The acoustic report is noted, and the recommended acoustic measures should be implemented in full in the event of a grant of permission. **An amended acoustic assessment may be required as a result of amendments to the design and layout of the development in response to clarification of additional information.**

Item 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 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

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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 (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.*

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- 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. avoids 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. minimises 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 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

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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 within the development.

Applicant's Response:

(a) Proposal allows for street trees to be provided, as far as is practical when taking into account space required for underground common, physical infrastructure. Site subject to permitted infrastructure. Locations/wayleaves where tree planting will need to be agreed with Irish Water.

(b) Trees and hedgerows are to be retained where possible, including the main north-south hedgerow. Amount of compensatory/replacement hedgerow proposed is greater than that removed.

(c) Permitted attenuation tanks will not be altered by this application. Necessary measures are/will be in place to protect the north-south hedgerow. Revised landscape proposals around permitted attenuation pond in south-east corner.

(d) Street trees provided throughout the proposed development.

Street trees will incorporate small scale SUDS features. Details on tree pits provided. Tree pits permitted along Link Street.

Details of tree species, types and sizes provided.

Arborist plans incorporated into proposed landscaping plans.

In terms of proposed SUDS tree pits, permitted attenuation pond augmented with wetland planting and green roofs.

Landscape and planting details provided.

Landscape plan delineates street lighting.

Proposed boundary details and planting are to TIC standard and are to be agreed.

(e) Submitted landscaping proposals detail play items, features and surfacing. Project landscape architect met with SDCC Public Realm to agree detail of natural play proposals. Roundabout play item will be universally accessible.

(f) A Biodiversity Management Plan prepared by RSK has been submitted. Measures including new hedgerow planting, retention of existing hedgerow, planting of trees, wildlife pond, wildflower meadows and maintain and enhance connectivity of habitats.

Assessment:

(a) The Public Realm Section have reviewed the information submitted and state that '*Insufficient Green Infrastructure (GI): The proposals are not compliant with Clonburris SDZ in relation to the green infrastructure links that are required as part of the scheme.*

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The proposals fragment the existing Green Infrastructure that should be protected and enhanced. It also fails to provide the primary or local green corridors and also fails to provide the tree lined streets.

Design changes are required to better protect and enhance the existing Green Infrastructure and develop the site as intended in the SDZ. Street trees fully in the Public Realm and integral to the street are required.'



The Public Realm Section state that to ensure compliance with the Clonburris SDZ Planning Scheme and the County Development Plan (2022-2028), the Information previously requested should be provided and agreed.

In relation to green infrastructure, they request:

'Redesigned proposals that demonstrate:

- i. A Strategic Green Corridor along the northern boundary of the site adjacent to the Dublin-Cork Railway.*
- ii. A Local Green Corridor approximately N-S along the eastern boundary incorporating nature based SuDS: planting proposals require strengthening as there is no difference between it and the tree planting proposed on the other local streets and homezones.*
- iii. A Local Green Corridor approximately N-S and E-W along the westernmost local street south of Clonburris Link Street incorporating nature based SuDS: planting proposals require strengthening as there is no difference between it and the tree planting proposed on the other local streets and homezones.*
- iv. A Local Green Corridor approximately N-S through the centre of the development increasing the retention of trees and hedgerows;*
- v. Provision of street trees on both sides along local streets and homezones.*
- vi. Provide a Green Infrastructure Plan: demonstrate compliance with the requirements of 12.4.2 of the County Development Plan: ,i.e., how they contribute to the protection or enhancement*

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of Green Infrastructure in the County through the provision of green infrastructure elements, having regard to:

- ii. Where the development site is located within or close to a Core or Corridor the development should, at a minimum, protect any existing GI assets and enhance same (for example, not breaking a GI Corridor but enhancing same with a connecting piece of planting, retaining hedgerows or woodlands);*
- iii. The characteristics and assets of the proximate GI Core, Corridor or SteppingStone should be reflected within proposed development, for example continuation of hedgerows, tree planting, waterways;*
- iv. Development should seek to enhance or restore features that act as ecological corridors, particularly water features, hedgerows, tree lines, areas of un-cultivated land. These, or some element of them, should be incorporated into the proposed development to create pathways for wildlife and / or increase amenity value;*
- v. Development sites which are not located proximate to designated GI Cores or Corridors should identify the nearest designated GI Core, Corridor or Stepping Stone and make provision for GI interventions on the site which could eventually provide a link to local Stepping Stones, Cores or Corridors;*
- vi. Developers should be aware that ecological corridors can also act to quickly spread non-native invasive species. Therefore, identification and control of invasive species site should be included in planning applications and the GI Plan.*
- vii. All development proposals shall be accompanied by a Green Infrastructure Plan, which will normally be submitted as part of the suite of Landscape Plans that are required for a development. Plans shall include the following:*
- viii. Site location plan showing the development site in the context of the wider GI as shown on the Council's GI Plan for the County;*
- ix. Site survey and analysis, identifying existing GI Infrastructure and key assets within the site;*
- x. Indicate how the development proposals link to and enhance the wider GI Network of the County;*
- xi. Proposed GI protection, enhancement and restoration proposals as part of the landscape plan, where appropriate, for the site;*
- xii. Proposals for identification and control of invasive species.'*

The Planning Authority would agree that green infrastructure including green corridors have not been adequately addressed. **The applicant should be requested to address this by way of clarification of additional information.**

(b) The Public Realm Section state that *'There are sections of existing hedgerows proposed for removal that should be retained by the scheme. Some hedgerow has been removed without permission and extensive damage was done to trees and hedgerow prior to the arboricultural survey being carried out. Rather than removal these hedgerows are required to be strengthened. The AI has completely ignored this issue.'*

'There is a very 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 wouldn't be possible to retain

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due to construction of underground tanks within the root protection area. This is unacceptable. There needs to be a greater effort to plant compensatory hedgerow in the local parks, green spaces, along the railway corridor and roadsides.'

The Public Realm Section request that the following is submitted

- 'a) A tree and hedgerow management plan that:*
 - i) retains the trees and hedgerows required by the Planning Scheme*
 - ii) 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.*
- b) To be in compliance with the SDZ and the requirement of no net loss of hedgerow across the scheme, the amount of compensatory/replacement 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.'

The Planning Authority concurs that further compensatory planting is required. Trees and vegetation within what will be privately owned spaces (rear gardens) cannot be relied upon as compensatory planting that will be appropriately retained and managed. The applicant should also be cognisance of retaining or planting hedgerows/vegetation so that it is incorporated into open space and areas that will be appropriately managed and accessible, planting in inaccessible locations between separating walls is not appropriate. **The applicant should be requested to address this by way of clarification of additional information.**

(c) The Public Realm Section state that '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. Landscape drawings are required to include details of the amenity and biodiversity value of SUDS.'

'The majority of the green open space has underground attenuation tanks which reduce the capacity to plant trees or create a strong green corridor. These tanks provide no water treatment, amenity or biodiversity value yet the natural SUDS which attenuate water, provide water treatment as well as amenity and high biodiversity value have not been provided.'

'The proposed engineered detention basin is unacceptable in a Public Open Space area. It has not been designed in accordance with the Councils SUDS Guidance and is lacking in amenity and biodiversity value. Further natural SuDS should be used to create/enhance the Local Green and Strategic Green Infrastructure Links required by the Planning Scheme. The proposal for a gravel path in an area that is designed to flood is also not acceptable.'

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

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

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

- *Local Parks and Squares to 'include local level SuDS function with small swales and bioretention areas and Retention and enhancement of selected hedgerow*
- *Local Links to incorporate 'Tree lined street and avenues' and 'small scale SUDS features such as swales, where appropriate'*

Significant and integrated SUDS infrastructure proposals are required that demonstrate:

- i. A high amenity retention pond/ lake within a new strategic open space at Cappaghmore*
- ii. Retention of the hedgerow required to be retained by the planning scheme*
- iii. Further SuDS along local green links, e.g., bioretention tree pits, swales, disconnected downpipes, rain gardens etc.*
- iv. Swales to be planted with native and pollinator perennial riparian wildflowers using local species. Full species lists for the SDZ can be found in Ecological Survey of Clonburris (FERS Ltd., 2018).*
- v. Details on how the SuDS elements function.*
- vi. Inclusion of all above ground SUDS features in attenuation calculation (avoid underground systems).*
- vii. Paths in Public Open Spaces used to attenuate water to be a permeable solid surface.*
- viii. An integrated multi-disciplinary approach which locally addresses water quality, water quantity, and provides for amenity and biodiversity enhancement and meets the objectives of the Clonburris SDZ Planning Scheme (2019), the Clonburris SDZ Parks and Landscape Strategy (2019), Clonburris Biodiversity Management Plan (2021), South Dublin County Council Development Plan (2022-28) and is compliant with SDCC SUDS Explanatory Design and Evaluation Guide (2022).'*

Water Services have no objection subject to conditions including that SuDS are included in the proposed development and refers to the SDCC Sustainable Drainage Explanatory Design & Evaluation Guide 2022.

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It is acknowledged that surface water attenuation for the SDZ lands, including the subject site, has been permitted under for the site is permitted under Reg. Ref. SDZ20A/0021. The Public Realm Section have raised concerns in relation to the landscaping design around the permitted pond. Further above ground SUDS measures should be considered where appropriate and incorporated into the landscape design. **This should be addressed by way of clarification of additional information.**

(d) The Public Realm Section state that *'A new strategic open space at Cappaghmore has not been provided. The proposal has a major deficit of open space when compared to the SDZ so is not in compliance.'*

'A major redesign of the development is required to provide the required high quality multifunctional open space that delivers amenity, biodiversity, water quality and attenuation.'

In relation to street trees Public Realm state *'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. (Planning Scheme P64).

A high quality of Street Tree planting is required throughout the development to strengthen Green Infrastructure links.

Landscape proposals are required that demonstrate:

- i. All Streets: Street Trees to be provided as per the Clonburris SDZ Planning Scheme.*
- ii. Street Trees to be provided fully in Public Areas to be an integral part of the street rather than in front gardens. The applicant is referred to the Clonburris SDZ Planning Scheme 2019, Clonburris SDZ Parks and Landscape Strategy and DMURS (2019) for guidance on street tree provision and appropriate design layouts for local streets and homezones.*
- iii. All Street Trees planted within the Public Realm shall have suitable tree pits that incorporates SuDS features including sufficient growing medium.*
- iv. Street Trees to be planted at:*
 - a) Minimum 18-20m girth along local streets*
 - b) Minimum 16-18cm girth on intimate local roads, i.e., homezones. '*

In relation to the landscape plan Public Realm state *'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*

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Planning Scheme, Parks and Landscape Strategy, Biodiversity Management Plan and SDCC County Development Plan (2022-2028).

Public Realm list what the revised landscape proposal shall incorporate, including addressing concerns in relation to green infrastructure, SUDS, street trees etc (similar to what was listed under the AI). **A revised landscaping proposal incorporating should be submitted by way of clarification of additional information.**

(e) In relation the Public Realm Section state in their assessment *'A far greater level of play provision is required than what is proposed. The concept of using natural play is acceptable however we require further detail on this. All play areas must be universally accessible.'* *'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.'* **This should be addressed by way of clarification of additional information.**

(f) Revised BMP should be submitted.

It is noted that overall, the Public Realm Section recommend that permission is refused. Given that the proposed development is acceptable in principle, the Planning Authority is of the opinion that the applicant should be afforded the opportunity to address these concerns by way of **clarification of additional information.**

Item 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.

Applicant's Response:

The applicant confirms that the proposed development is not BTR. An updated EIA Screening & Statement have been submitted.

Assessment:

It is considered that this item has been satisfactorily addressed.

Item 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.

Applicant's Response:

An updated HQA and revised schedule have been submitted. The total no. of dwellings proposed are 283 no. (reduced from 294 no.).

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Assessment:

The HQA shows that a few apartment floor areas and/or their balconies/terraces would not meet the minimum floorspace requirements of the 2020 Apartment Guidelines. **This should be addressed.**

The items requested for clarification will result in amendments. A full revised schedule with proposed units, floor areas and open space provision shall be provided as part of **clarification of additional information.**

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 **Clarification of Additional Information.**

Recommendation

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

1. Layout & Design

It is not considered that AI Item No. 1 has been adequately addressed in relation to the following:

(a) Further information on the opportunities for plaza enclosure on the western and eastern edge of the plaza is required as there are technical concerns with the proposed solutions.

Further green infrastructure and SUDS should be incorporated in the public urban plaza.

(b) Under Table 2.13.1 of the Planning Scheme the non-residential floorspace parameters for the CUC-S4 sub-sector are maximum retail floorspace of 1, 200sq.m and minimum non-retail (employment) floorspace of 5, 000sq.m. The proposed development provides for retail/commercial floorspace. The applicant has noted that 'It is envisaged that a quantum of 5, 300sq.m of non-residential space (community and employment) can also be provided across the shared landholding'. Given the scale of this floorspace the applicant should be requested to provide further detail to how this might be facilitated. This might involve a block specifically allocated to employment use.

(c) Item 1B(a) is referring to subject site lands within the applicant's control/ownership. The Planning Scheme shows that the eastern end of the Link Street would have a significant area of open space on both sides of the street. The key objectives of CSE Development Area include to 'To provide locally accessible open spaces of local and strategic importance' and 'To ensure high levels of legibility and ease of orientation'. This Development Area provides the entrance to the SDZ lands from the east. The applicant should provide further open space and landscaping in the south-eastern part of the site, where the Link Street meets Ninth Lock Road. This should include increasing the size of open space to the north of the Link Street at this entrance and providing a high quality design.

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2. Parameters

It is not considered that AI Item No. 2 has been adequately addressed in relation to proposed net residential density for sub-sector CSE-S1. The net developable area for CSE-S1 is stated by the applicant as 2.40ha. The Planning Scheme provides a net developable area of 2.17ha for CSE-S1. The Planning Scheme states that 'for calculation purposes, Net Development Area comprises Gross Development Area excluding strategic parklands, canal corridors, schools and existing residential development'. It is acknowledged that the developable area for CSE-S1 identified in the Planning Scheme would in part overlap with the north south hedgerow and open space to be retained/provided. However, the developable area under the subject application has extended elsewhere (mostly south) to result in a net developable area of 2.40ha. The average net density target low and high margins for CSE-S1 is 51-61dph. This is based on -5dph and +5dph from the target density. The Planning Authority would have concerns with the proposed development not providing for a net density within this margin given that this proposal would deliver the full net developable area for CSE-S1. The applicant should be requested to provide a higher net density than proposed for this sub-sector. It may be appropriate to consider increasing the density in the north-west of this sub-sector, to the east of the north south hedgerow and open space.

3. Communal Open Space

In relation to AI Item No. 3 insufficient detail and consideration have been given to the layout and design of the communal open spaces. The communal open space for Block A in particular is not considered to have an overly usable shape and is closed in to the north by a water tank, bin store and bicycle store; access to these is not clear. This open space is indicated as narrow strips of open space along the eastern and northern sides of Block A, directly adjoining and overlooked by the creche unit.

The applicant should also be requested to address the accessibility of the communal open spaces for residents. There is a stairwell in Block A with direct access to the communal open space located to the north, although hedgerow planting is currently proposed across this access. Accessibility for mobility impaired should also be provided directly from the building to the communal open space (stairwell does not include lift). It does not appear that the communal open space for Block B is directly accessible from the building itself. There does not appear to be any provision of communal open space for the units in proposed Block K (apartments proposed).

4. Movement & Transport

It is not considered that AI Item No. 4 has been adequately addressed in relation to the following:

(a) Pedestrian and Cyclist Movement

Pedestrian and cyclist connections, where appropriate, should be provided to the existing path to the north and east. As raised by the Roads Department, the 'Proposed Strategic Pedestrian Cycle Route' to the Grand Canal to the south should be facilitated as much as possible within the lands within the applicant's ownership/control.

(b) Street Widths & Car Parking

The Planning Authority and Roads Department still have significant concerns in relation

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to the designation and design of the street network and types. The proposed development includes Intimate Local Streets/Homezones where they are not included in the Planning Scheme. The only Intimate Local Street/Homezone within the subject site, as indicated in Figure 2.2.7 in the Planning Scheme, is located in the centre north of sub-sector CSE-S1. Any other Intimate Local Streets/Homezones outside of this should be redesigned as Local Streets, as designated under the Planning Scheme. Given the location of the east-west local street along the north of CSE-S1 this should be designed with a fully shared surface for the integrated movement of vehicles, pedestrians and cyclists.

The designated Intimate Local Street/Homezone in the east of the site should be significantly redesigned to comply with the Planning Scheme. Perpendicular car parking on both sides of the Intimate Local Street/Homezone, whether on-curtilage or off-curtilage, is not in compliance with the Planning Scheme. The Intimate Local Street/Homezone should extend the full extent of this street and the on-street perpendicular car parking at the northern end of this street should be omitted. The footpath should be 2.5-4.0m along this street.

The applicant is requested to submit revised plans indicating revised details. Dimensioned cross sections of all street types with comparison to the Planning Scheme should also be provided.

The National Transport Authority have also provided an observation on the additional information submitted in response to this item. NTA request that car parking is reduced to 1 no space per unit. The applicant is requested to take into consideration this submission. The applicant should submit a breakdown of parking spaces set against the number of dwellings in the development.

5. Green and Blue Infrastructure & Ecology

It is not considered that AI Item No. 5 has been adequately addressed in relation to the following:

(a) The Planning Authority would have concerns with the retention of the current boundary treatment along the northern and eastern boundaries as part of the proposed development.

These spaces are considered vital to the successful deliver of this section of the SDZ. It is therefore considered that the application must engage with the adjoining landowners to the provide the Planning Authority certainty as to the delivery of these areas. As a minimum the replacement with a more visually acceptable boundary treatment should be facilitated through this application.

(b) The Planning Authority and Public Realm Section would have concerns with the loss of habitat onsite and green infrastructure proposed. It is not considered that the proposed development fully complies with the agreed Parks and Landscape Strategy for the SDZ.

6. Built Form & Design

It is not considered that AI Item No. 6 has been adequately addressed in relation to the following:

(a) External Finishes and Appearance

Proposed Block B would have clear glazed balcony guarding. This should be amended to metal railing in the interest of visual amenity. The two storey element of Block A has

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been fully omitted (the request was to reduce in extent). While the revised design helps provides a stronger frontage onto the plaza, a two storey element provides an element of human scale to an important pedestrian area. An element of this should therefore be incorporated back into the design. Further variation in material (brick colour and design) and form should be provided for Blocks A and B. Of particular concern are the eastern and western elevations of Block A.

Apartment Block K appears to be partly finished in render, which should be omitted. The variation in materials and massing of this building helps break it up and creates visual interest. Adequate privacy strips should be provided along the western front of the proposed ground floor duplexes. The windows to the living rooms for these units appear to front directly onto a public footpath.

Further variation in material (brick colour and design) should be provided for the duplex units along the permitted Link Street. These currently appear to be similar in colour and design.

Additional site sections/contiguous elevational drawings should be submitted. In particular, a site section along the Link Street facing south should be provided. Site sections along other proposed streets should also be submitted.

(b) Block Size

The Planning Scheme states that '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.' The proposed blocks are largely irregularly shaped. The Planning Scheme states that '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 longest block dimension would be the row of houses in the northern part of the scheme, facing east towards the central area of open space. Although irregularly shaped, the block extends up to 130m. The applicant should consider increased pedestrian permeability in relation to this block.

(c) Facade Treatment

Proposed Site Plan Drawing No. 2004-PL-002 does not specify the distances between entrances. The applicant is requested to submit a revised plan demonstrating that distances between entrances do not exceed those set out in Table 2.8.1 of the Planning Scheme.

(d) Sunlight and Daylight

The submitted Daylight and Sunlight Assessment Report should be revised to include an assessment of the residential units in proposed Block K and any associated communal open space with this building.

(e) Capacity of Renewable Energy (Development Contributions)

Information in relation to the capacity of renewable energy is sought in relation to the calculation of development contributions. An updated calculation of capacity of a revised development should be submitted as part of clarification of additional information.

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7. Landscape & Open Space

The Public Realm Section have raised concerns in relation to landscaping, open space and green infrastructure (AI Item Nos. 5 & 8). The applicant is requested to address/submit the following in this regard:

(a) Green Infrastructure

Redesigned proposals that demonstrate:

(b) A Strategic Green Corridor facilitated along the northern boundary of the site adjacent to the Dublin-Cork Railway.

(c) A Local Green Corridor approximately N-S along the eastern boundary incorporating nature based SuDS: planting proposals require strengthening as there is no difference between it and the tree planting proposed on the other local streets and homezones.

(d) A Local Green Corridor approximately N-S and E-W along the westernmost local street south of Clonburris Link Street incorporating nature based SuDS: planting proposals require strengthening as there is no difference between it and the tree planting proposed on the other local streets and homezones.

(e) A Local Green Corridor approximately N-S through the centre of the development increasing the retention of trees and hedgerows;

(f) Provision of street trees on both sides along local streets and homezones.

(b) Trees and Hedgerows

A tree and hedgerow management plan that:

i) retains where possible the trees and hedgerows required by the Planning Scheme

ii) 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 hedgerow provided in this development shall be at least equal to that being removed. Trees and vegetation within what will be privately owned or inaccessible spaces (rear gardens) cannot be relied upon as compensatory planting that will be appropriately retained and managed. The applicant should also be cognisant of retaining or planting hedgerows/vegetation so that it is incorporated into open space and areas that will be appropriately managed and accessible.

(c) Landscaping

The Public Realm Section have raised concerns in relation to the landscaping design around the permitted pond. 'The proposed engineered detention basin is unacceptable in a Public Open Space area. It has not been designed in accordance with the Council's SuDS Guidance and is lacking in amenity and biodiversity value. Further natural SuDS should be used to create/enhance the Local Green and Strategic Green Infrastructure Links required by the Planning Scheme. The proposal for a gravel path in an area that is designed to flood is also not acceptable.' Further above ground SuDS measures should be considered where appropriate and incorporated into the landscape design.

(d) Street Trees

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

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where appropriate and achievable. (Planning Scheme P64)'. A high quality of Street Tree planting is required throughout the development to strengthen Green Infrastructure links. Landscape proposals are required that demonstrate:

- i. All Streets: Street Trees to be provided as per the Clonburris SDZ Planning Scheme.
- ii. Street Trees to be provided fully in Public Areas to be an integral part of the street rather than in front gardens. The applicant is referred to the Clonburris SDZ Planning Scheme 2019, Clonburris SDZ Parks and Landscape Strategy and DMURS (2019) for guidance on street tree provision and appropriate design layouts for local streets and homezones.
- iii. All Street Trees planted within the Public Realm shall have suitable tree pits that incorporates SuDS features including sufficient growing medium.
- iv. Street Trees to be planted at:
 - Minimum 18-20m girth along local streets
 - Minimum 16-18cm girth on intimate local roads, i.e. homezones

(e) 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, Biodiversity Management Plan and SDCC County Development Plan (2022-2028).

(f) Play Provision

A far greater level of play provision is required than what is proposed. The concept of using natural play is acceptable however we require further detail on this. 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.

(g) Biodiversity Management Plan

The submitted Biodiversity Management Plan does not address the removal of hedgerows shown as retained in the SDZ or the creation of the required Green Corridors. Submit a revised site-specific Biodiversity Management Plan that includes details of any site clearance works and/or the establishment of access routes and site compounds. The applicant is requested to contact SDCC Heritage Officer prior to the submission of the BMP.

(i) The BMP shall be devised by a qualified and experienced ecological expert/ecological team who can demonstrate previous experience of devising and implementing such a plan.

(ii) The BMP shall clearly demonstrate how it proposes to adhere to and implement the ecological objectives and recommendations of the Clonburris SDZ Scheme, the Clonburris SDZ Biodiversity Management Plan, and the Parks and Open Space Strategy. Particular focus is to be placed on demonstrating the retention and enhancement of:

- An appropriate level of existing biodiversity,
- The robust and sustainable nature of any proposed replanting,
- The strengthening of exiting GI links, and

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- The creation of new and appropriate green infrastructure.

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

8. Schedule & Acoustic Assessment

(a) The submitted Housing Quality Statement shows that not all apartment floor areas and/or their balconies/terraces would meet the minimum floorspace requirements of the Apartment Guidelines 2020. This should be addressed.

(b) 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.

(c) An amended acoustic assessment may be required as a result of amendments to the design and layout of the development in response to clarification of additional information.

Comhairle Chontae Atha Cliath Theas

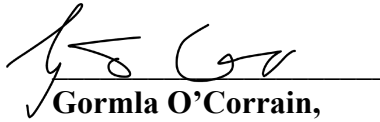
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REG. REF. SDZ22A/0010


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


Gormla O'Corrain,
Senior Planner

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

Dated: 04 Jan 2023


Mick Mulhern, Director of Land Use,
Planning & Transportation