

Planning Report

In respect of

Proposed Tile 2 Residential Development

**at Clonburrish Development Areas
CUC-S3 and CSW-S3,
Clonburrish, Co. Dublin**

Prepared for

Cairn Homes Properties Ltd.

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1.0 INTRODUCTION

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

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

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

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

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

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

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

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

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

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

Figure 1.1 – Site Context



Source: Google Maps

Figure 1.2 – Indicative Site Location



Source: Google Maps

Figure 1.3 – Proposed Site Layout



Source: ALTU Architects

2.0 SITE LOCATION

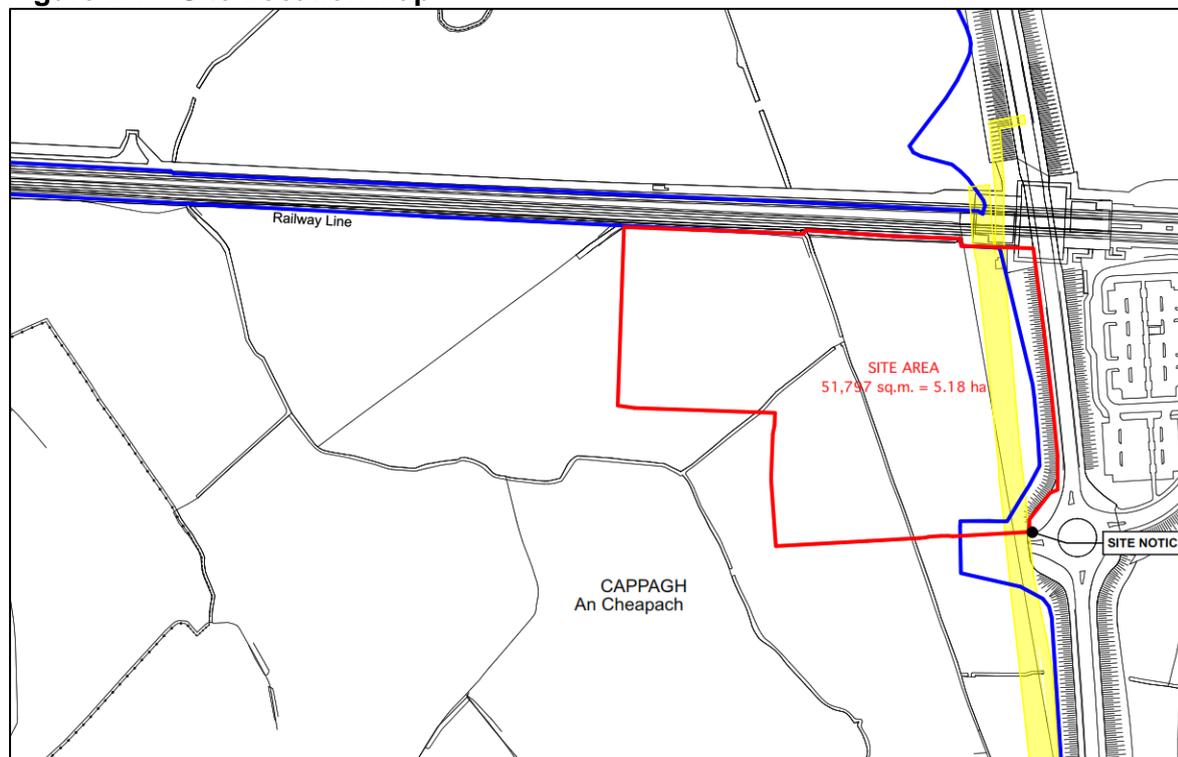
2.1 Site Location

The subject lands comprise an undeveloped, greenfield site of c.5.18 hectares and is situated to the north of the Grand Canal and to the west of the Fonthill Road (R113). The site is located within the Clonburris SDZ Planning Scheme which is approximately 300m from Clondalkin Train Station, 500m from Bawnogue Neighbourhood Centre and c.1km from Clondalkin Centre.

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

The site is located within development areas CUC-S3 and CSW-S3 as defined within the Clonburris SDZ Planning Scheme. Access to the site will be provided by the road infrastructure as approved under SDZ20A/002.

Figure 2.1 – Site Location Map



Source: Altu Architects

The lands are currently characterised by an agricultural landscape and greenfield site. The townland of Lucan is located to the North West and Clondalkin to the South East. The subject site is surrounded by three smaller communities, namely Deansrath, Ronanstown and Cappaghmore.

The subject site is bounded the Clondalkin/Fonthill Railway Station and railway line to the north, R113 Fonthill Road to the east, a recently permitted Clonburris Southern Link Street (CSLS) under SDZ20A/0021 to the south and a proposed residential development (Planning Ref. SDZ 21A/0022) which consists of the construction of 569 dwellings, a creche, innovation hub and open space in the Clonburris South West Development Area of the Clonburris SDZ Planning Scheme 2019 currently under consideration.

The permitted Clonburris South Link Street which links R113 to R136 will provide access to the subject site, which unlocks a significant land bank for a higher-density development at this phase of the Planning Scheme.

The proposed development is a key building block in realising SDCC's Strategic Development Zone vision for a new vibrant community at Clonburris, West Dublin. It is the intent of the Applicant that the development of Clonburris Urban Centre CUC-S3 and SCW-S3 will be an exemplar mixed use community, creating an attractive neighbourhood of a sustainable residential density, maximising its adjacency to the Clondalkin/Fonthill Railway Station and local bus routes.

The Urban Centre will provide supporting service and mixed use facilities for the surrounding Community, together with Employment Opportunities. Adhering to the hierarchy of the Urban Centre Strategy in the SDZ, local retail, service retail and catering uses will serve residents of the emerging neighbourhoods.

Figure 2.2 – Site Location



Source: Altu Architects

3.0 PLANNING HISTORY

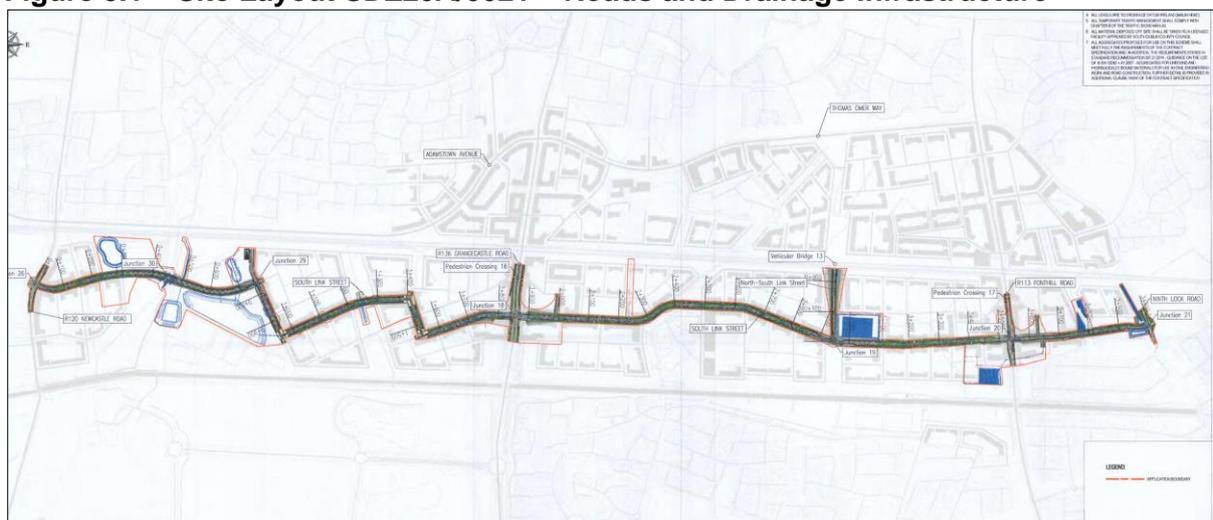
The following provides details of the relevant recent planning permissions relating to the subject site and its surroundings.

3.1 SDZ20A/0021 – Roads and Drainage Infrastructure works

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

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

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

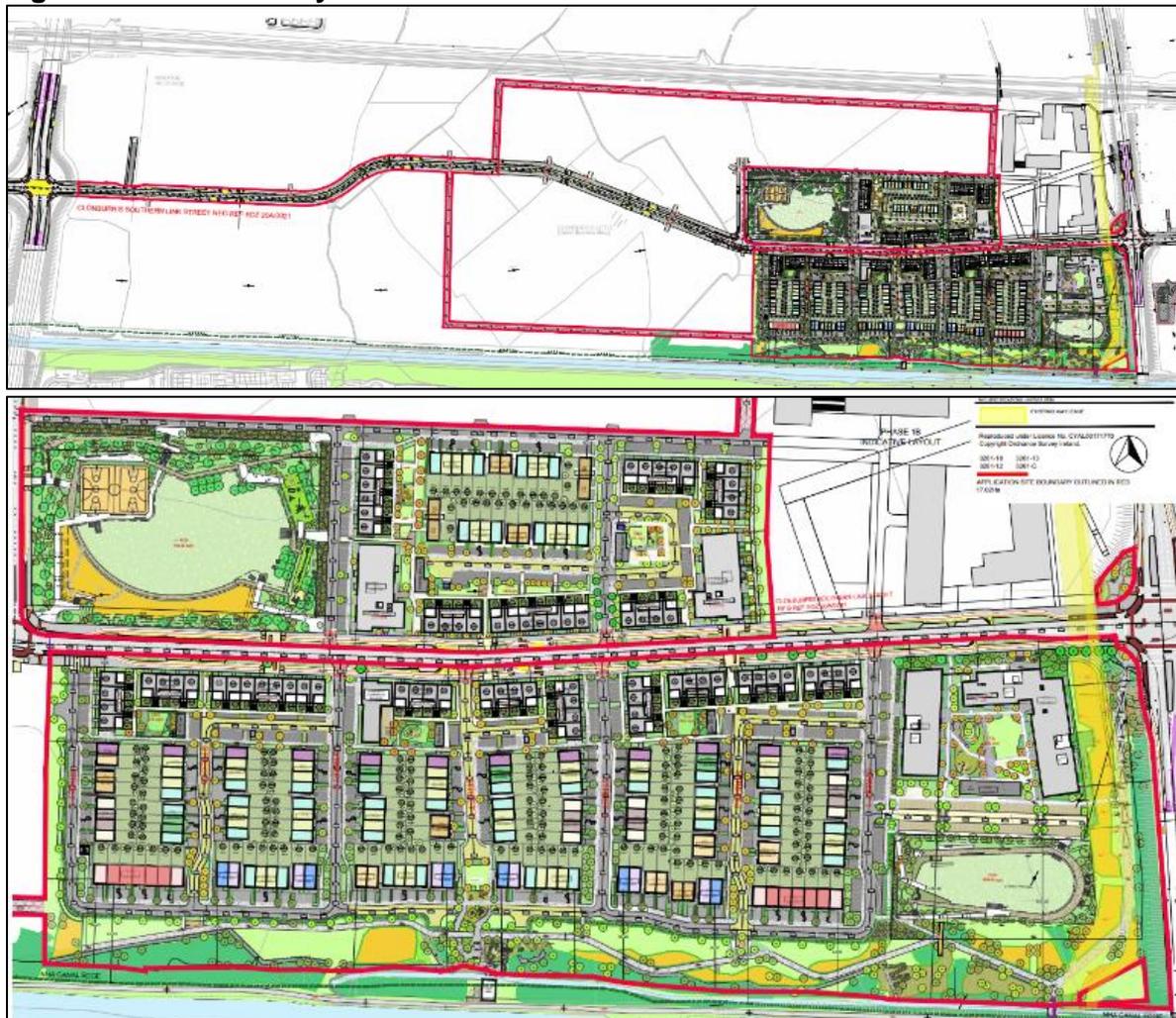


3.2 SDZ21/0021 Phase 1A (Tile 1)

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

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

Figure 3.2 – Overall Layout Phase

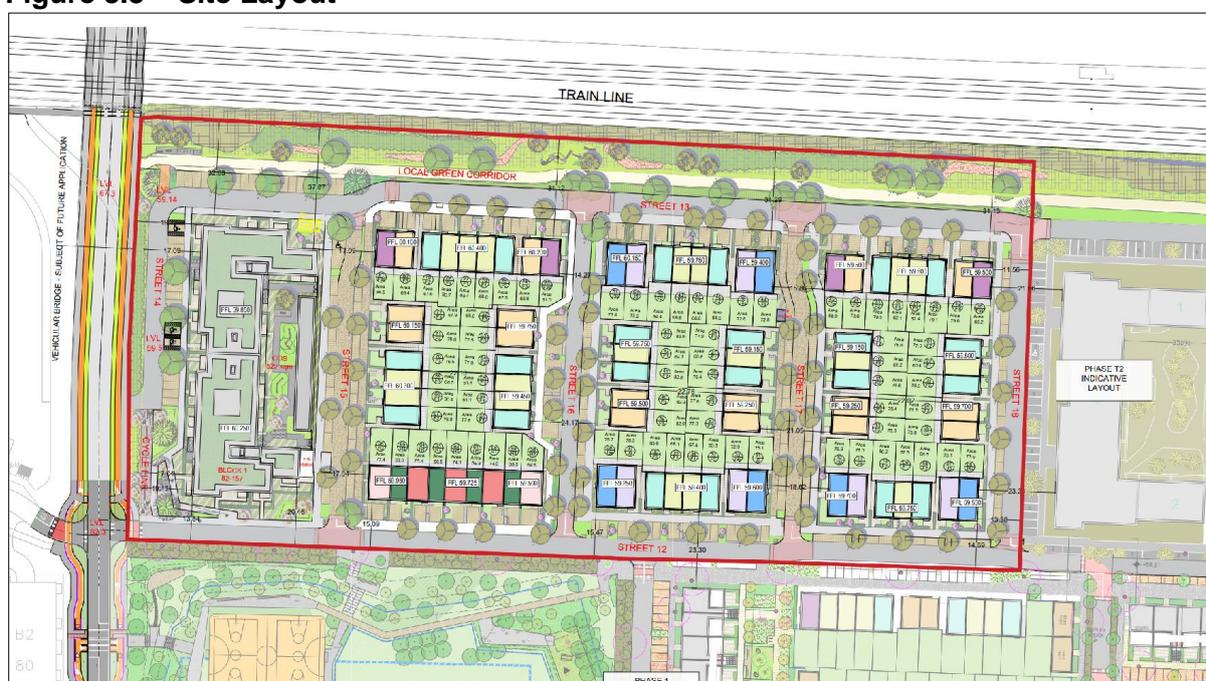


3.3 SDZ22A/0017 (Tile 3) – Located to the west of Proposed Development

On the 2nd of December 2022, Cairn Homes Properties Ltd., applied for planning permission for development comprising the:

Construction of 157 dwellings within the Clonburris South-West Development Area of the Clonburris Strategic Development Zone (SDZ) Planning Scheme 2019 consisting of, 81 houses comprising of 4 two bedroom houses, 65 three bedroom houses and 12 four bedroom houses (all two storey with associated private open space and car parking; 76 apartment units consisting of 26 one bedroom and 50 two bedroom units within Block 1 (4 storeys); Vehicular access will be provided from the permitted street under SDZ21A/0022 and the permitted Clonburris Southern Link Street (SDZ20A/0021) and R113 (Fonthill Road) to the east; All ancillary site development works including footpaths, landscaping boundary treatments, public and private open space areas, car parking (170 spaces) and bicycle parking (170 spaces), single storey ESB sub-stations, bin and bicycle stores and all ancillary site development/construction works.

Figure 3.3 – Site Layout



A decision is due on the application on the 6th of February 2022.

3.4 SDZ22A/0010 (Lands to the east)

On the 4th of July 2022, Kelland Homes Ltd. applied for a proposed development within the SDZ on a 6.3Ha site within the townland of Cappagh, Dublin 22. The proposed development is located to the west of the Ninth Lock Road, south of the Dublin-Cork railway line, north of Cappaghmore housing estate and Whitton Avenue, and east of an existing carpark / park & ride facility at the Clondalkin Fonthill train station and the R113 (Fonthill Road).

The proposed development consists of the construction of 294 no. dwellings, creche and retail / commercial unit, which are comprised of 118 no. 2, 3 and 4-bedroom, 2 storey semi-detached and terraced houses, 104 no. 2 and 3-bedroom duplex units accommodated in 10 no. 3-storey buildings, 72 no. 1 and 2-bedroom apartments in 2 no. 4 and 6 storey buildings, 1 no. 2-storey creche and 1 no. 2-storey retail / commercial unit. The proposed development also provides for all associated site development works above and below ground, public & communal open

spaces, hard & soft landscaping and boundary treatments, surface car parking (401 no. spaces), bicycle parking (797 no. spaces), bin & bicycle storage, public lighting, plant (M&E), utility services & 4 no. ESB sub-stations.

The application is currently under consideration by South Dublin County Council. On the 29th of August 2022 the Planning Authority requested additional information and it is noted that a decision is due to be issued on the 4th of January 2023.

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

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

Figure 3.4 – Site Layout



3.6 Part 8 Development (Kishoge Southwest) (SDCC Reg. Ref. SD228/0003)

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

Figure 3.5 – Site Layout – Part 8

3.7 SDZ22A/0011

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

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

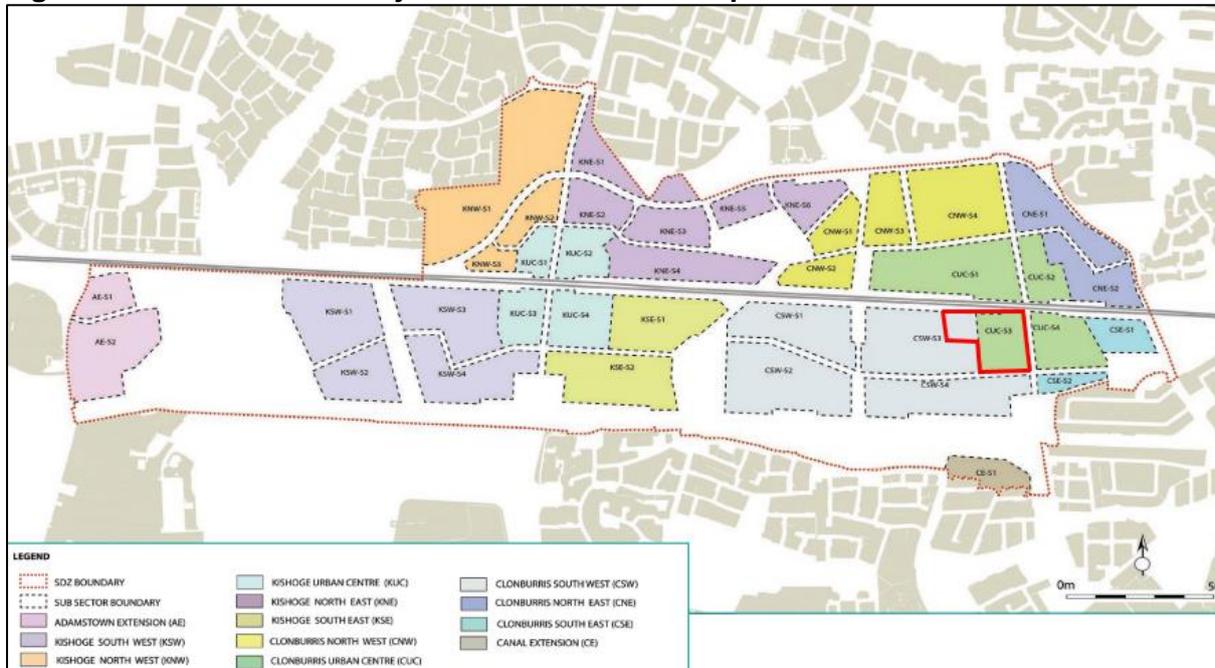
3.8 SDZ21A/0006 – Wastewater pumping station

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

4.0 DEVELOPMENT DESCRIPTION

The proposed development is located within the Clonburris Urban Centre and Clonburris South-West Development Areas and relates to the sectors identified as CUC-S3 and CSW-3 as outlined in red on Figure 4.1.

Figure 4.1 – Location of subject lands within Development Areas



Source: Clonburris Planning Scheme 2019

The overall proposed development consists of the construction of a mixed-use development comprised of 594 no. apartments, office and retail floorspace, a creche and urban square across the subject lands. The following provides a summary of all aspects of the development:

4.1 Demolition

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

4.2 Summary

Table 4.1 – Summary of Key Site/Development Statistics

Site Area	5.18 ha.
No. of Apartments	594
Density	114 units per hectare
Creche	609 sq. m
Commercial Office Floorspace	4,516 sq. m
4 no. retail/retail service units	887.5 sq. m
Public Open Space	1.42 Hectares Urban Space – 0.52 hectares Eastern Linear Park – 0.72 hectares Main Street Axis 0.18 hectares
Communal Open Space	5,047 (3,674 sq. m required Apartment Guidelines 2020)
Internal Communal Resident Facilities (Multipurpose room, gym, meeting room, concierge)	685.6 sq. m
Building Heights	4-7 storeys
Dual Aspect	43%
Car Parking	396
Motorcycle spaces	16
Bicycle Parking	1,232
Total Gross Floor Area (excluding plant, bin, bike stores)	60,097 sq. m

Source: ALTU Schedule of Areas

The overall mix across the development area is as follows:

Table 4.2 – Overall Dwelling Mix

	1-bedroom	2-bedroom	2-bedroom (3 person)	3-bedroom	Overall
Apartments	255	273	34	32	594
%	43%	46%	6%	5%	100%

Source: Altu Architects Schedule of Areas

A wide variety of apartment typologies are included in the proposal, including 1-bed, 2-bed and 3-bed apartments.

A total of 594 residential units, circa 6,012 sq.m of commercial development, consisting of a creche, office floorspace and retail units have been proposed to meet the requirements of the Planning Scheme.

Table 4.3 – Overall Dwelling Mix – Development Areas CUC-S3 & CWS-S3

	1 bedroom	2 bedroom (3 person)	2 bedroom	3 bedroom	Overall
Apartments (Development Area CUC-S3)	223	34	183	28	468
Apartments (Development Area CSW-S3)	32	4	86	4	126
	255	38	269	32	594

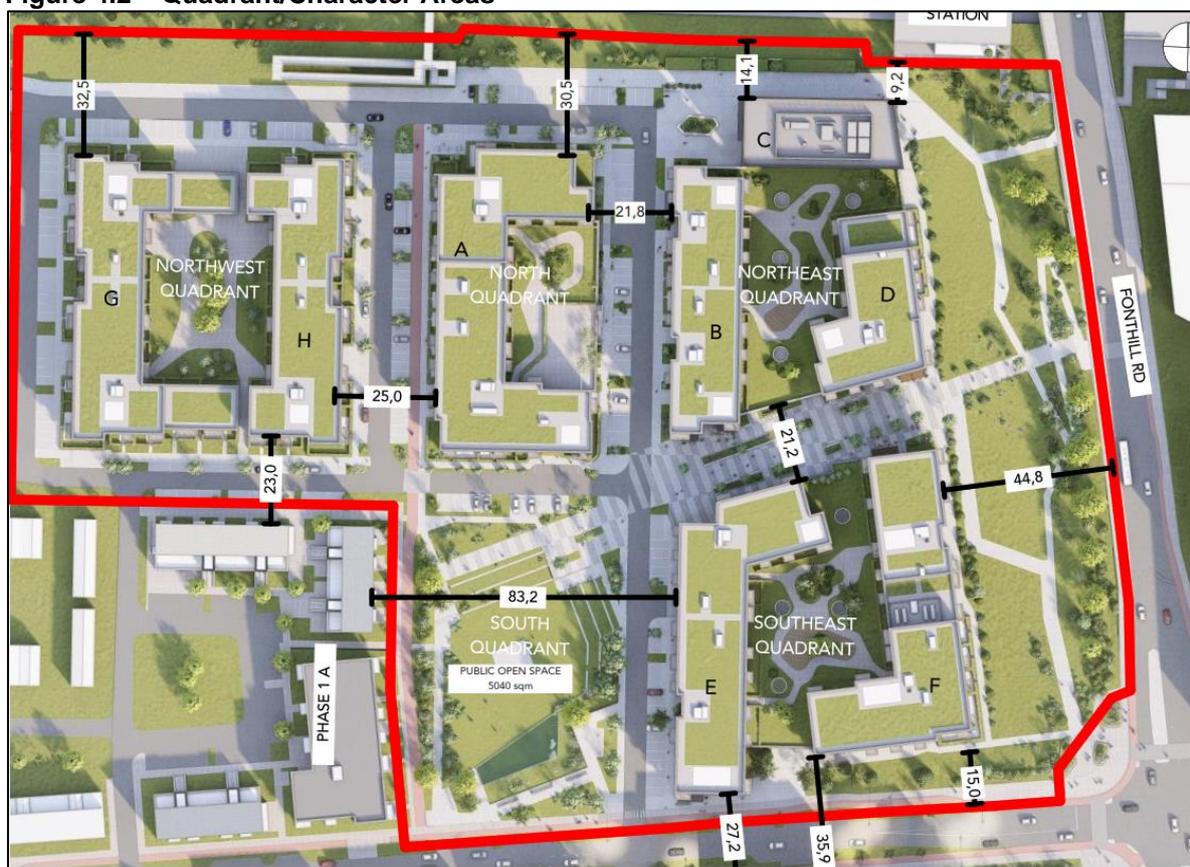
Source: ALTU Architects Schedule of Areas

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

The proposed development includes an urban square of c. 0.52 hectares along with a substantial linear space along the eastern boundary of c. 0.72 hectares connected to each other by an urban street.

Within CUC-S3, it is proposed to provide 468 no. apartment units in 5 no. blocks located to the eastern portion of the Clonburris SDZ at the development lands labelled CUC-S3 as part of the Clonburris Urban Centre Development Area, as defined by the Clonburris Planning Scheme 2019, and forms the eastern half of the subject site. A further 126 no. apartments are provided within CSW-S3 (in Blocks G and H).

Figure 4.2 – Quadrant/Character Areas



Source: Altu Architects

Car parking is provided in line with the requirements of the South Dublin County Development Plan (2022-2028) as well as the recommendations of Sustainable Urban Housing: Design Standards for New Apartments (December 2020). The proposed development provides for a total of 396 no. car parking spaces. Of these, 330 no. spaces are designated for the apartment units while 44 no. spaces are provided for the office element of the scheme, 17 no. spaces for the retail units and 5 no. spaces for the creche provision. This equates to an overall car parking ratio of 0.56 car parking spaces per dwelling.

Figure 4.3 – Apartments fronting onto open space in south-west corner of development



Source: 3D Design Bureau

4.2.1 Character Area 1 - North Quadrant (CUC-S3)

The urban block, comprising a single C shape structure (Block A), enclosing a communal open space at podium level on 3 sides, is located adjacent to development sector CSW-S3 to the west and railway line to the north.

Table 4.4 – North Quadrant (Block A)

	1 bedroom	2 bedroom (3 person)	2 bedroom	3 bedroom	Overall
Block A	36	7	41	12	96

4.2.2 Character Area 2 - Northeast Quadrant (CUC-S3)

This urban block, consisting of 3 distinct structures, again enclosing a communal open space at podium level on all sides. A residential building (Block B) fronting on to Block A, thus enclosing the communal open space in Character Area 1.

Within this character, commercial building (Block C) of 6 no. storeys is appropriately located to the north, adjacent to Clondalkin/Fonthill Road Railway Station to act as a landmark or nodal building.

A commercial building has been designed at this location as a landmark building adjacent to the transport hub.

The office floor plate has been designed to the maximum efficiency which also allows for flexibility with subdivision on a floor-to-floor basis.

The main entrance fronts a plaza on the western elevation that includes a vehicle drop of area. A secondary pedestrian entrance is located on the eastern side to facilitate access to the train station.

Building design as opposed to building height is the key determinant in producing an acceptable Landmark Building. Therefore, it should be designed in a manner that is distinctive from surrounding buildings both in terms of architectural treatment and use of materials. The office use is situated in the landmark building adjacent to the railway station in Block C. Architectural diversity and a vibrant mix of finishes, colour and detailing is used to identify the building within the urban centre (CUC-S3).

Figure 4.4 – Block C – Landmark Building



Source: Altu Architects

The window to wall ratio has been carefully considered, especially for the commercial office building. A cement board cladding material has been selected to differentiate the building from the other residential blocks.

Another corner residential building (Block D) in this urban block provides an edge to the Fonthill Road. It also provides a landscaped pedestrian and cyclist connection over the wayleave from Grand Canal and a pedestrian link from the urban square.

Table 4.5 – North East Quadrant (Block B and D)

	1 bedroom	2 bedroom (3 person)	2 bedroom	3 bedroom	Overall
Block B	44	9	19	5	77
Block D	39		32		71
	83	9	51	5	148

Figure 4.5 – Internal Street surrounded by Blocks B, D and E

Source: Altu Architects

4.2.3 Character Area 3 - South Quadrant (CUC-S3)

Clonburris Square is well prescribed and conceived in the Planning Scheme. A quality landscape public space with a biodiversity pond is at a prominent location, at the heart of all development sectors in Clonburris, connecting to sectors CSW-S3 and CSW-S4, through CUC-S3 to the transport hub.

4.2.4 Character Area 4 - Southeast Quadrant (CUC-S3)

This urban block, comprising 2 L-Shape structures enclosing a communal open space at podium level, is located at the junction of Fonthill Road and the permitted East West Clonburris Southern Link Street (CSLS), linking to R136.

Table 4.6 – South Quadrant (Blocks E and F)

	1 bedroom	2 bedroom (3 person)	2 bedroom	3 bedroom	Overall
Block E	47	9	39	5	100
Block F	57	9	52	6	124
	104	18	91	11	224

The prominent location of this urban block at the south-eastern side of the main entrance to the scheme together with its proximity to Apartment Block 1 in CSW-C4, has prompted a collaborative design response to reflect the 'gateway' nature and appropriate settings at this location.

Figure 4.6 – Block E



Source: Altu Architects

Block E an east-west facing apartment block, addresses the urban square with height and scale, and one end, signify the pedestrian link to the transport hub and another marking the vehicular entrance to the development.

The majority of retail uses are located at street level on Block E providing a busy and active frontage onto Clonburriss Square.

Block F, mirroring its form from CSW-S4, provides a strong urban edge to the east and south. The existence of the gas wayleave and existing change of levels from the permitted junction at Fonthill Road, prompted a design response to increase in building quality and height to address its gateway nature but not competing with the landmark element to the north of the sector adjacent to the station.

A significant break between both blocks E and F on the southern side allows for maximum daylight and sunlight penetration to the communal open space in the middle of the urban block.

4.2.5 Character Area 5 - Northwest Quadrant (CSW-S3)

It is proposed to provide 126 no. apartment units in two no. blocks which are located to the north-eastern portions of the Clonburris South-West Development Area and form part of the CSW-S3 development lands, as defined by the Clonburris Planning Scheme 2019, to the western half of the subject site.

Figure 4.7 – Proposed apartments



Source: 3D Design Bureau

Figure 4.8 – Block G - H



Source: Altu Architects

This urban block comprising 2 mirrored c-shape residential blocks, enclosing a communal open space at street level. This quadrant is a part of CSW-S3 which adjoins CUC-S3 to the east, railway line to the north and CSW-S4 to the south.

Table 4.7 – South Quadrant (Blocks G and H)

	1 bedroom	2 bedroom (3 person)	2 bedroom	3 bedroom	Overall
Block G	16	4	41	4	65
Block H	16	0	45	0	61
	32	4	86	4	126

4.2.5.1 Communal Open Space

Communal open space is provided within the Development Area consisting of 1,398 sq. m, comprising 1,698 sq.m for the apartments, and 840 sq. m for the duplex units.

Car parking is provided in line with the requirements of the South Dublin County Development Plan (2022-2028) as well as the recommendations of Sustainable Urban Housing: Design Standards for New Apartments (December 2020). The proposed development provides for a total of 396 no. car parking spaces. Of these, 330 no. spaces are designated for the apartment units while 44 no. spaces are provided for the office element of the scheme, 17 no. spaces for the retail units and 5 no. spaces for the creche provision. This equates to an overall car parking ratio of 0.56 car parking spaces per dwelling.

4.2.6 Commercial Offices and Retail Floorspace

The subject application proposes a mixed-use development for the subject lands to include office and retail floorspace across the CUC-S3 land portion of the subject site, in line with the objectives of the Clonburris Planning Scheme 2019.

Commercial office floorspace extending to c. 4,516 sqm is proposed within Block C of 6 no. storeys with parapet above to 7 storey equivalent on elevations to the north of the site, to create a landmark feature building at this prominent location adjacent to the Fonthill Road in the overall Clonburris development scheme.

The office development at Block C will provide a high quality, purposed employment hub for both the vibrancy and vitality of the wider Clonburris development and prospective employers and tenants of the offices. Future tenants will benefit from 44 no. carparking spaces, 72 no. on-surface secure bike parking situated to the north of the block and the surrounding, landscaped public open green space.

With respect the retail elements of the proposed scheme, 1 no. retail unit of c.147.49 sqm is proposed at the ground floor of Block B. The unit is proposed to be positioned to the southern elevation of the predominantly residential block so as to provide active, conditioned frontage onto the proposed pedestrianised landscaped street running south-west to north-east between Blocks B/D and E/F further south. The location and position of the proposed retail unit is ideal at the prominent corner junction to the north-east of the proposed landscaped and green urban square and will benefit from its close proximity with future residential communities and the employment hub in Block C to the north as proposed under the subject application.

Additionally, 3 no. retail units are also proposed along the ground floor of Block E, 1 no. to the north elevation, 1 no. to the southern portion of the block and 1 no. in the centre of the block. The units extend to c.141.58 sqm, c.492.21 sqm and c.106.15 sqm respectively. All 3 no. units front onto the main access road running north-south at the centre of the subject lands and the proposed large urban square. The proposed retail aspect at this location shall not only adequately service the surrounding future residential and employment communities at

Clonburris but also provide active, quality frontage onto the landmark landscaped green urban square and create a sense of urban enclosure and safety through their active uses, prominence within the urban fabric and provision of passive surveillance.

The retail units shall also benefit from the provision of 17 no. carparking spaces and 24 no. secure bicycle parking spaces for prospective consumers.

4.2.7 Creche Facility

The proposed development also includes the provision of a creche facility of c. 609 sqm. The childcare facility is to be located at the ground floor and first floor of Block A so as to front onto the public square from the north and thus provide further active uses and enclosure surrounding the square. The creche will also be provided with access to designated open space, 5 no. carparking spaces and 2 no. drop-off bays.

The facility is considered significant and adequate to cater for the potential future demand generated by the development at Clonburris.

4.3 Refuse Storage

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

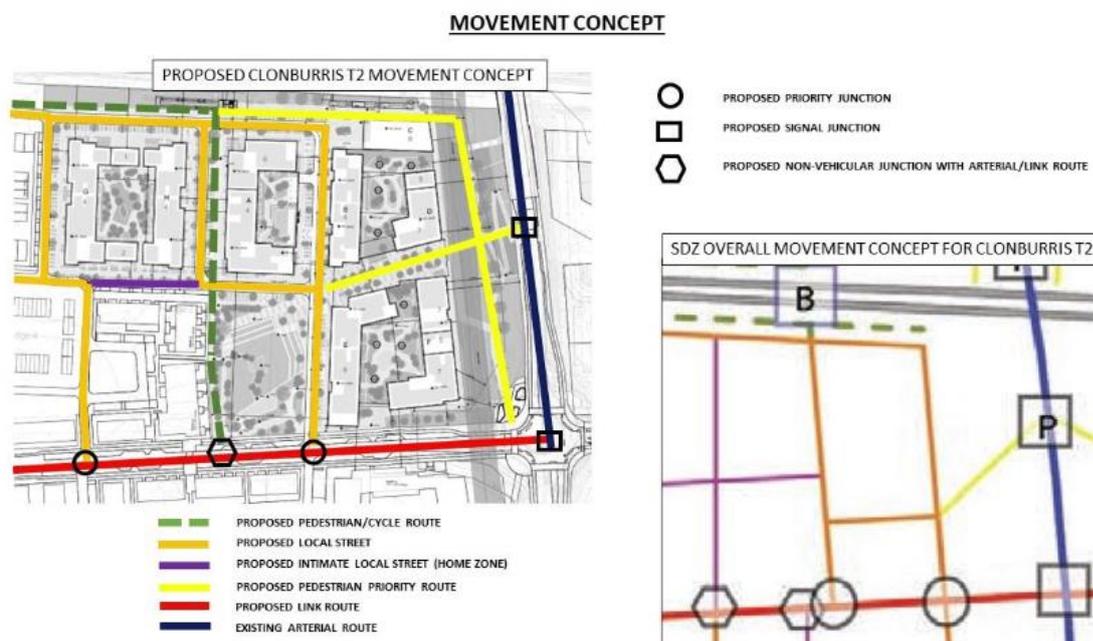
Full details relating to refuse storage is provided in the Operational Waste Management Plan prepared by Byrne Environmental Consulting Ltd. and submitted with this application under separate cover.

4.4 Internal Road Layout & DMURS

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

The proposed road hierarchy and typologies are generally consistent with those set out in section 2.2.4 of Clonburris SDZ. Generally, the proposed Local streets will be 6.0m wide with a 2m wide footpath on either side of the road. The homezone south of Blocks G and H is 4.8m wide, with minimum 2m footpaths on either side of the road. The development's internal layout has been designed flat top table ramps at strategic locations to calm traffic at junctions. Design speed limits of 30km/hr are applied throughout the development as per Design Manual for Urban Roads and Streets (DMURS).

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

Figure 4.9 – Street Hierarchy and DMURS

Source: DBFL

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

- Local Streets – typically 6m wide carriageway with 2m to 3m footpaths and intermittent 2.4m wide private parallel and perpendicular parking bays.
- Homezones - typically 5m wide carriageway with 2m to 3m footpaths and intermittent 2.4m wide private parallel parking bays.
- Maximum road corner radii of 4.5m are provided within the local streets, with the exception of certain turning heads which have corner radii 6m to accommodate refuse vehicles.

4.5 Access and Parking

The Clonburris Southern Link Street (CSLS) permitted under SDZ20A/0021 is located to the south of the proposed T3 development. North of the CSLS, the subject site is within sub sectors of CUC-S3 and CSW-S3 of the Clonburris South-West Development Area. The CSLS which links the R113 to the R136 will provide access to the subject site directly with a junction at the south of the subject site. The Fonthill Road is located to the east of the proposed development.

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

4.5.1 Vehicle Access

The main vehicular accesses to/from the subject development will be provided via the Clonburris Southern Link Street, as shown below. In addition to this access there will be two vehicular access to proposed developments on the western border of the site. All of the vehicle accesses are in the form of priority junctions.

Figure 4.10 – Vehicle Access Locations



4.5.2 Pedestrian and Cyclist Access

The vehicular accesses will also be accessible to both pedestrian and cyclists. There are three additional pedestrian access points on the eastern boundary of the site as shown below. These non-vehicular access points provide filtered permeability, ensuring shorter walking and cycling distances and increasing the attractiveness of these sustainable modes.

Figure 4.11 – Pedestrian and Cyclist Access Locations



4.5.3 Car Parking

Reference has been made to the Transport Assessment & Transport Strategy section of the *Clonburris Strategic Development Zone (SDZ) Draft Planning Scheme*, as published in September 2017.

The subject development site is located within SDCC Zone 2 Parking and therefore the quantum of car parking provision should be minimised. The car parking standards as set out in the South Dublin County Council Development Plan 2022 – 2028 are illustrated below.

Table 4.8 – SDCC County Development Plan 2022 – 2028 Maximum Parking Rates

Land Use		Zone 2
Apartment / Duplex	1-Bed	0.75 Space
	2-Bed	1 Space
	3-Bed	1.25 Space
Retail	Retail Convenience	1 Space per 25sqm
Enterprise and Employment	Offices Manufacturing	1 Space per 75sqm GFA
Education	Creche	0.5 Space per Classroom

In addition, as per the SDCC Parking Standards, 20% of the apartment/duplex car parking provision will be allocated as electric vehicle charging stations while the remainder of the parking spaces should be constructed to be capable of accommodating future charging points, as required. Although Chapter 12 of the Development Plan does not explicitly raise the requirement for the provision of accessible car parking at private developments, it is suggested that in reference to national guidance, at least 5% of car parking spaces are designated for accessible parking.

Table 4.9 – SDCC County Development Plan 2022 – 2028 Maximum Parking Rates

Land Use		Zone 2
Apartment / Duplex	1-Bed	0.75 Space
	2-Bed	1 Space
	3-Bed	1.25 Space
Retail	Retail Convenience	1 Space per 25sqm
Enterprise and Employment	Offices Manufacturing	1 Space per 75sqm GFA
Education	Creche	0.5 Space per Classroom
Total Maximum Spaces		645

It is proposed that the 594 no. apartments will be provided with 330 no. car parking spaces, (0.56/ unit), 166 no. car parking spaces will be provided undercroft and 101 no. car parking spaces will be provided on the surface. Additionally, 20 no. mobility impaired car parking spaces, 39 no. electric vehicle car parking spaces and 4 no. car sharing car parking spaces will be provided undercroft for the apartments. Additionally, 44 no. car parking spaces are provided for the offices, (32 no. on the surface, 12 no. undercroft including 8 no. electric vehicle car parking spaces), 17 no. car parking spaces are provided for the retail units on the surface and 5 no. car parking spaces are provided for the creche, (2 no. on the surface and 3 no. undercroft). The proposed development will provide 396 no. car parking spaces in total.

Table 4.10 – Car Parking Provision

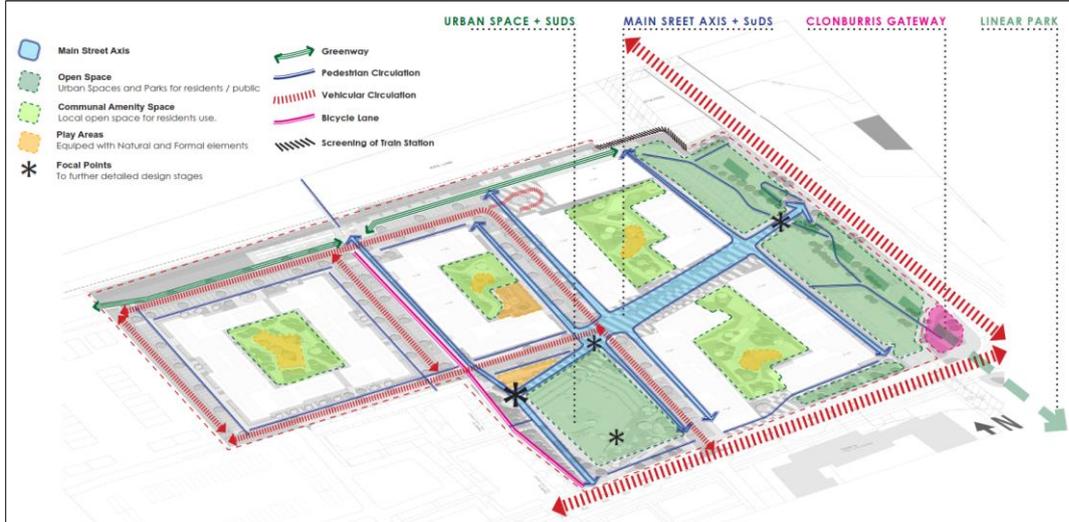
	Surface	Undercroft	Universal Access	Electrical Vehicle	Car Sharing	Total
Office	32	4		8		44
Apartment	101	166	20	39	4	330
Retail	17					17
Creche	2	3				5
Total	152	173	20	47	4	396

Source: Altu Architects

4.6 Landscaping

The Landscape Design Statement prepared by Murray Associates sets out the Landscaping Strategy for the subject lands.

Figure 4.12 – Landscape Strategy



Source: Murray Associates

There are three main public open spaces identified within the T2 Lands. The Urban Space (0.52ha), a portion of the linear park (0.72ha) to the east, both connected by the Main Street Axis, totalling 1.42ha.

The design intent is to create a high quality and appropriate landscape for future residents, which will meet their recreational needs and provide an attractive visual setting and associated social amenity spaces. The principles of inclusivity for all age groups, universal accessibility and sustainable development are applied to ensure an inclusive and environmentally responsible design solution.

A restrained palette of materials will also be used to integrate the proposed architectural forms and materials within the landscape.

Figure 4.13 – Landscape Masterplan



Source: Murray Associates

4.6.1 Main Street Axis

As set out in the Murray Associates Landscape Planning Report, the main street provides the necessary integration to the whole development, thus becoming its highlight.

Through the use of an organizing, unifying paving scheme, itself derived from the multiple facade orientations present, and the adoption of a traffic calmed solution where the main road intersects it, the street acquires its own character that contributes greatly to the sense of place, creating a strong axis with multiple focal points.

The proposed lighting scheme enhances the main street feeling and plenty of accessible seating is available with the use of raised planter walls, being further complemented in the park area by the amphitheatre seating.

Figure 4.14 – Main Street Axis



Source Murray Associates

4.6.2 Urban Space

The Urban Space provides a range of robust amenities integrated within the urban centre and becoming its focal point for the SDZ.

A Play Area is positioned to the north-west of the open space. Taking advantage of the level difference, there's amphitheatre-type seating where the design is adapted so that the required volume for the attenuation pond achieved. The space itself acts as a detention basin to cater for the 1:100-year stormwater runoff.

Visible SuDS send a sustainable message to the communities. Permeable pavement is proposed throughout. The grassed area can be reached by ramps to allow for universal access and there's also accessible seating.

Permeable paving is proposed for all pedestrian areas. Green roofs, SuDS tree pits, bioretention swales and planter areas, rain gardens and run off drainage all work together to make full use of the proposed SuDS area - the resulting combined flows are directed to it, where they get collected, going through further attenuation, filtration and infiltration.

Figure 4.15 – Urban Space



Source Murray Associates

4.6.3 Communal Open Space

With reference to Appendix 1 of the Apartment Guidelines 2020, communal open space the proposed development would require a communal open space provision of 3,674 sq. m. The communal open space provided of c. 5,047 sq. m is substantially above the requirements.

Table 4.11 – Communal Open Space Requirement

Communal Open Space	Requirement	No. of Units	Requirement	Provided
Overall Development				
1 bed	5 sq.m.	255	1,275	
2 bed (3 person)	6 sq.m.	38	228	
2 bed	7 sq.m.	269	1,883	
3 bed	9 sq.m.	32	288	
		594	3,674 sq. m	5,047 sq. m
North Quadrant (Block A)				
1 bed	5 sq.m.	36	180	
2 bed (3 person)	6 sq.m.	7	42	
2 bed	7 sq.m.	41	287	
3 bed	9 sq.m.	12	108	
		96	617 sq. m	622 sq. m

Communal Open Space	Requirement	No. of Units	Requirement	Provided
North East Quadrant (Blocks B and D)				
1 bed	5 sq.m.	83	415	
2 bed (3 person)	6 sq.m.	9	54	
2 bed	7 sq.m.	51	357	
3 bed	9 sq.m.	5	45	
		148	871 sq. m	1,415 sq. m
South East Quadrant (Blocks E and F)				
1 bed	5 sq.m.	104	520	
2 bed (3 person)	6 sq.m.	18	108	
2 bed	7 sq.m.	91	637	
3 bed	9 sq.m.	11	99	
		224	1,364 sq. m	1,646 sq. m
South West Quadrant (Blocks G and H)				
1 bed	5 sq.m.	32	160	
2 bed (3 person)	6 sq.m.	4	24	
2 bed	7 sq.m.	86	602	
3 bed	9 sq.m.	4	36	
		126	822 sq. m	1,324 sq. m

Figure 4.16 – Communal Open Space Areas Blocks GH, and A



Secure communal amenity spaces are proposed to the courtyards of the apartment blocks. Access is provided from each adjacent block, with podium edge glass balustrades that provide visual permeability to the public realm.

Within these spaces there are areas for toddlers and some exercise equipment included within the play spaces.

Planting is divided on two levels: a lower one, next to the building, and a higher one, contained within raised planter walls to allow for more robust choices and small trees.

Central hard landscaped areas with age-friendly seating give residents an area to gather and relax while providing passive observation of the play areas.

Figure 4.17 – Communal Open Space Areas Blocks B, D, and E, F.



4.6.4 Planting Strategy

Planting proposals form a vital part of the strategy for the site, in accordance with County Development Plan objectives and national policy on biodiversity. Green Infrastructure is a term that is used to describe the interconnected networks of land and water that sustain environmental quality and enhance the quality of our lives. The European Union's Biodiversity Strategy recognises the application of Green Infrastructure policies as a way to maintain bio-diversity and ecosystems in the wider landscape. Green Infrastructure networks operate on many scales, from the national to local, and the protection and enhancement of these networks has the ability to positively affect communities into the future, especially in terms of climate change, sustainable development and spatial planning.

In the wider landscape, there are areas of landscape, woodland and habitat. The proposals for the site will create linkages and steppingstones for some species, notably bats, birds and insects, including pollinators and the planting proposals are intended to benefit these species.

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

There are two main open spaces permitted as part of SDZ21A/0022 which is located within the Clonburris South-West Development Area and comprise the Local Park (1.56ha) located to the west of the T2 application site and a portion of the wider Grand Canal Park (2.85ha), totalling 4.41 Hectares, located further to the south.

4.6.5.1 Permitted Local Park CSW-S3

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

Figure 4.18 – Local Park CSW-S3



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

4.6.5.2 Permitted – Grand Canal Park

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

Figure 4.19 – Grand Canal Park

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

Figure 4.20 – Grand Canal Park

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

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

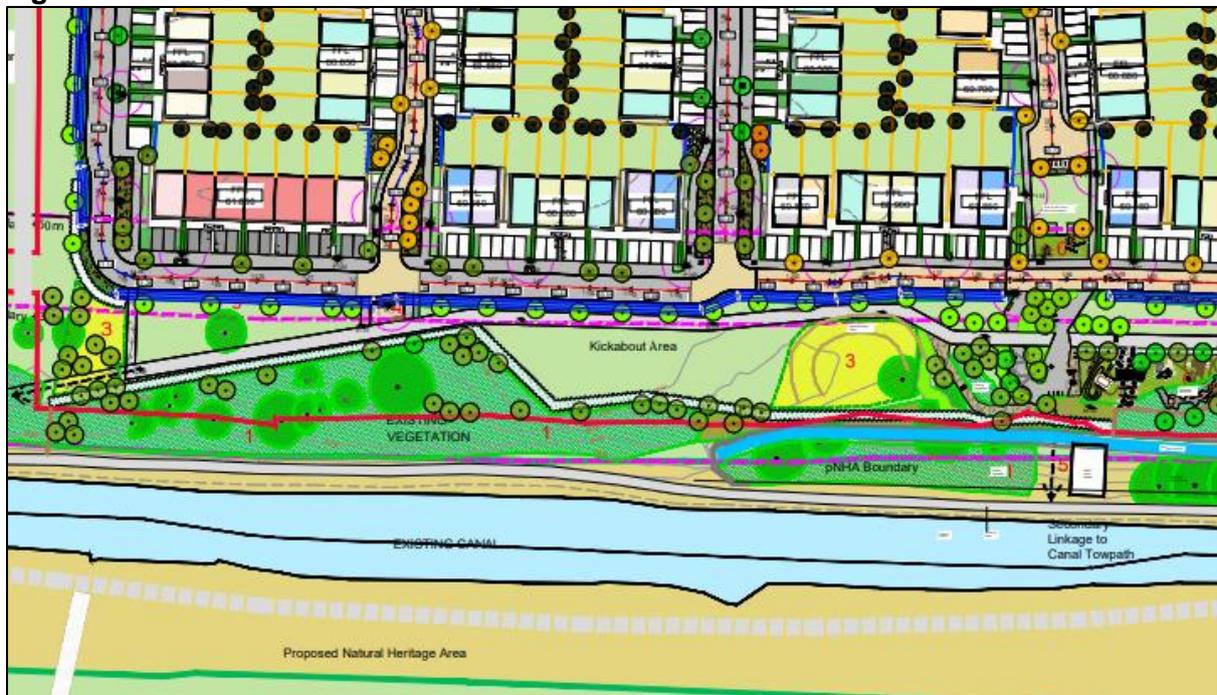
There is a large neighbourhood play area to the north within the Local Park and a large neighbourhood play area to the south, within the Canal Park. Within the Local Park there is a multi-use games area, a natural & formal play space, and large open kickabout area. Younger children are also catered for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

Figure 4.21 – Compliance Submission (SDCC Reg. Ref. SDZ21A/0022) for Grand Canal Park Eastern Portion



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

Figure 4.22 – Permitted Grand Canal Park Western Portion



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

Figure 4.23 – Omer House Play Area

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

4.7 Services

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

4.7.1 Surface Water Drainage and Attenuation

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

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

4.7.2 Foul Sewer

The existing site is predominantly greenfield and therefore has no foul loading at present. The planning application SDZ20A/0021 includes the trunk foul sewers which the subject site will connect into at the southern boundary with the CSLS.

4.7.3 Water Supply

The proposed site will benefit from trunk watermain infrastructure proposed as part of the Clonburris Infrastructure Development for which was granted permission under planning reference SDZ20A/0021. The planning application includes a 400mm diameter watermain running along the Proposed CSLS at the north of the subject site as shown in Figure 5-1 in the Infrastructure Design Report.

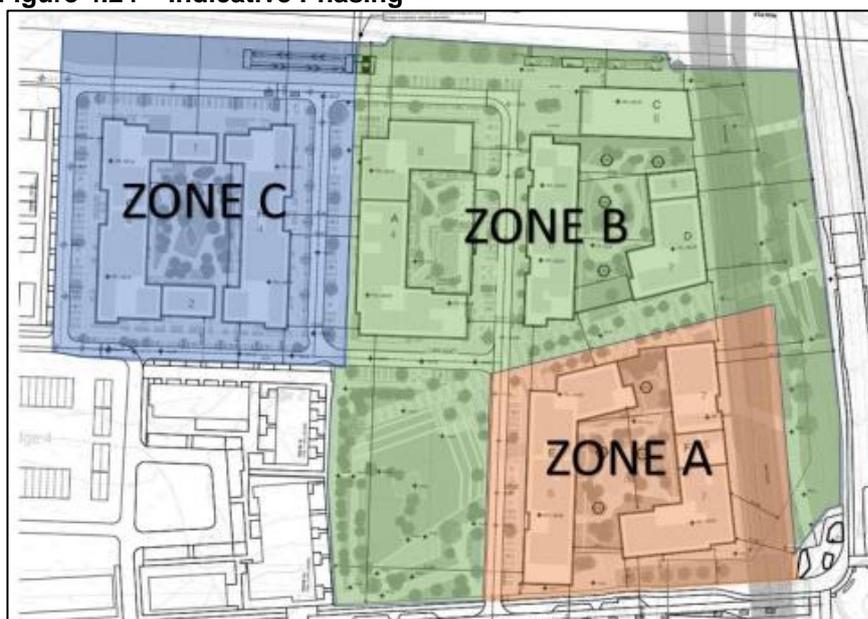
The subject section of the site will connect into the CLSL trunk watermain infrastructure at the southern end of the site. The 180mm watermain loops around the apartment buildings and connects to each at the plant rooms with a 100mm connection.

The proposed watermain design and layout is in accordance with the Irish Water Code of Practice for Water Infrastructure and The Irish Water, Water Infrastructure Standard Details. The Irish Water Confirmation of Feasibility is attached in Appendix E of the Infrastructure Design Report.

4.8 Construction Phasing – 7 Year Permission

The project is currently at planning stage and subject to approval. It is estimated that the works would be tendered in the third quarter of 2023 with commencement expected in the fourth quarter of 2023. The development would have an estimated site program of 36-48 months, depending on phasing. The preliminary phasing plan is indicated.

Figure 4.24 – Indicative Phasing



However, the project may be constructed over in a number of phases for commercial reasons. The exact number of phases and the make-up of each will be subject to market conditions and commercial considerations at the time.

Having regard to the above, it is considered appropriate to apply for a 7-year permission.

5.0 PRE-PLANNING CONSULTATION

The application has been the subject of 2 no. formal pre-application consultation meetings with representatives of the Planning Department of South Dublin County Council prior to lodgement on the 19th of January 2022 and 19th August 2022.

6.0 STRATEGIC PLANNING CONTEXT

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

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

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

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

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

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

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

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

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

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

While the Planning Scheme references the Apartment Guidelines 2015, it also notes that the design of apartments shall also accord with any superseding guidelines in relation to mix, apartment types, etc. Having regard to this, Section 8 of this report also details compliance with the Apartment Guidelines 2020.

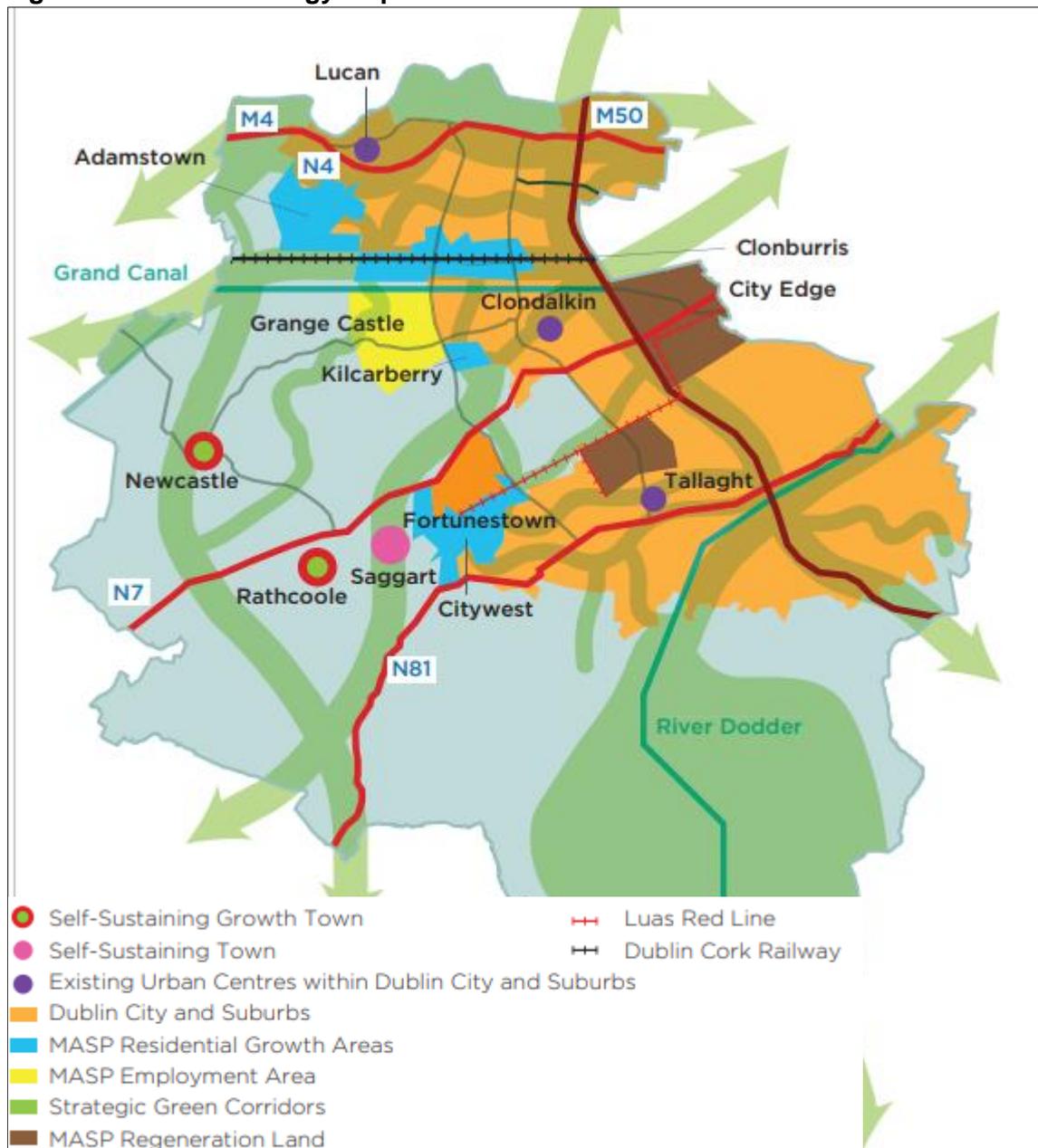
7.0 SOUTH DUBLIN COUNTY DEVELOPMENT PLAN, 2022-2028

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

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

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

Figure 7.1 – Core Strategy Map



The following is noted in relation to Clonburris:

“CORE STRATEGY (CS7) Objective 4: To promote and facilitate development at the Strategic Development Zones at Adamstown and Clonburris, in accordance with their planning scheme and associated phasing requirements, whilst adapting to and facilitating emerging transport service level pattern needs.”

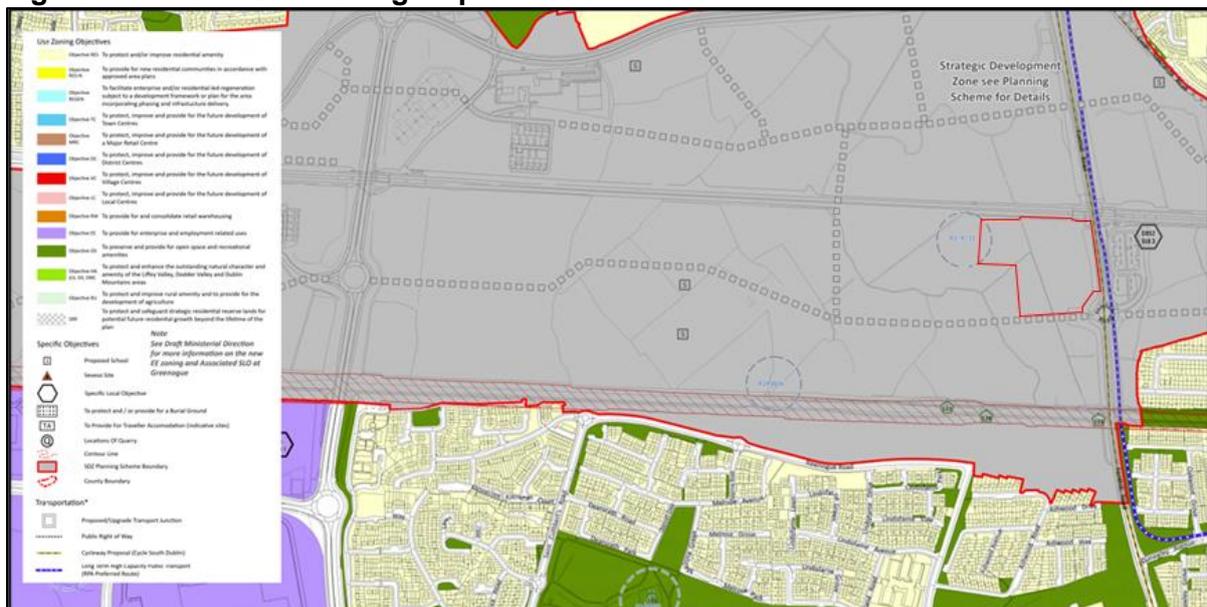
Section 2.7.1 of the Core Strategy notes that lands at Clonburris *“have an approved SDZ Planning Scheme (2019) and represent a major expansion of the footprint of Clondalkin along the Dublin-Cork rail corridor. The Council will continue to actively promote the delivery of sufficient public transport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

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

7.1.1 Land Use Zoning

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

Figure 7.2 - Land Use Zoning Map 4 Extract



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

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.

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

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

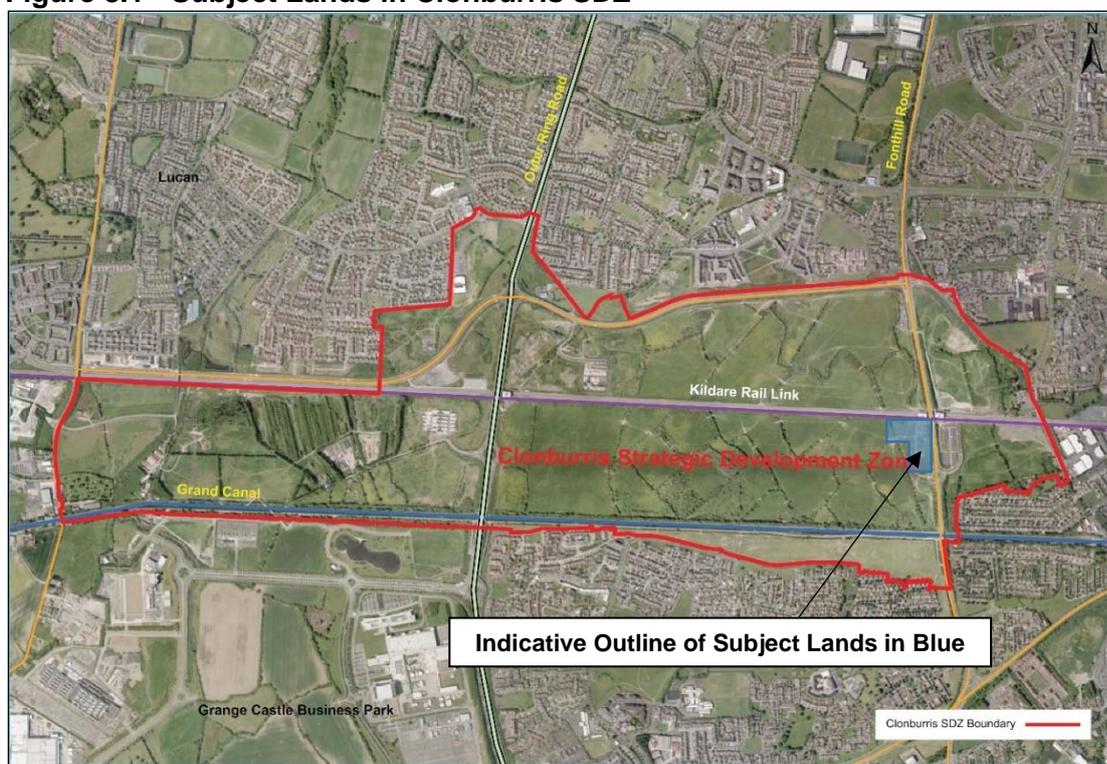
8.0 COMPLIANCE WITH THE CLONBURRIS PLANNING SCHEME 2019

8.1 Introduction

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

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

Figure 8.1 - Subject Lands in Clonburris SDZ

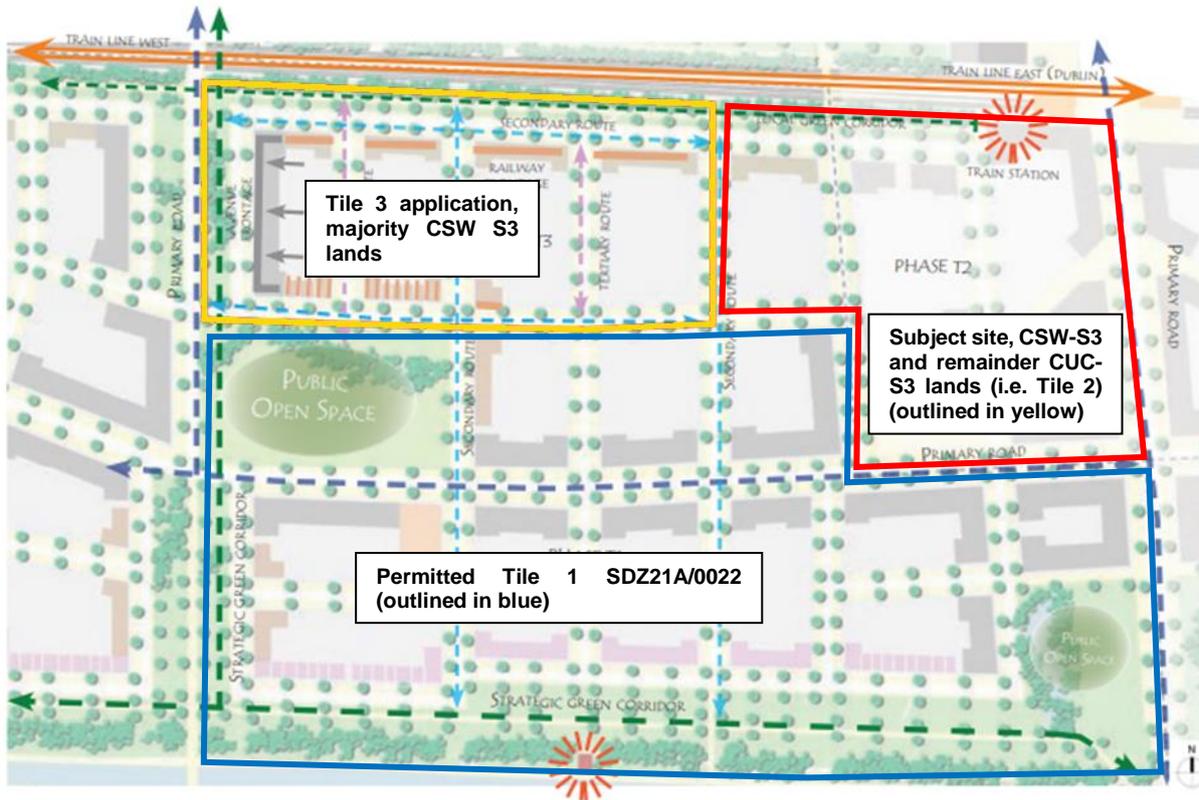


The development of the entire planning scheme is expected to deliver a target of 8,437 new residential units, a minimum of 7,300 sq.m gross community floor space, approximately 21,520 sq.m gross retail floorspace and between 30,000 and 40,000 sq.m employment floorspace. It is envisaged that the SDZ would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

1

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

Figure 8.2 - Tile 3 Context



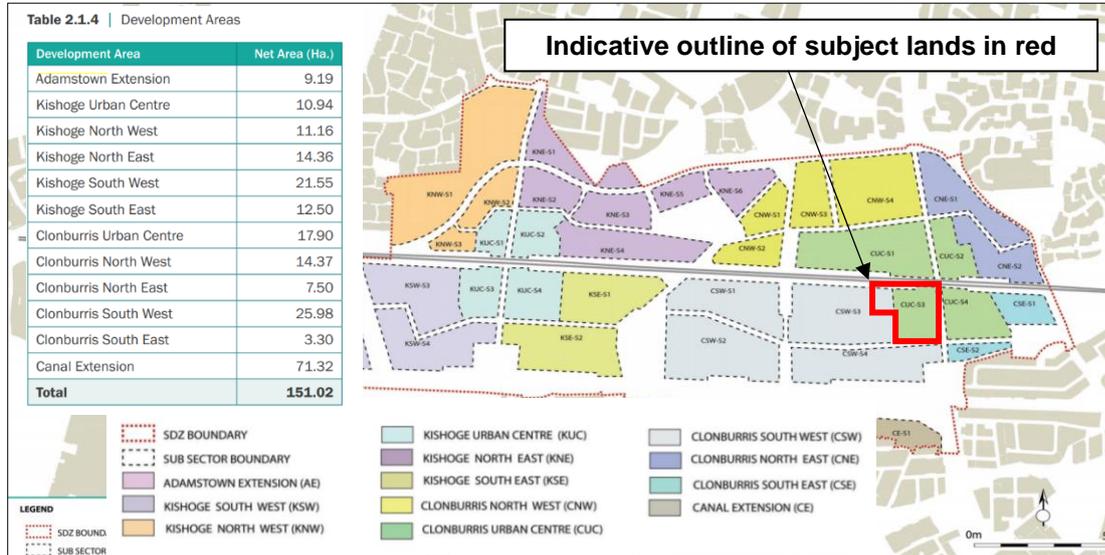
LEGEND

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

8.2 Development Areas

The subject lands are situated within the Character and Development Areas: 1. Clonburris Urban Centre and 3. Clonburris South-West, as outlined in red below:

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



8.3 Urban Grain, Building Lines and Street/Road Locations

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

Figure 8.4 - Fine Urban Grain Locations in Planning Scheme

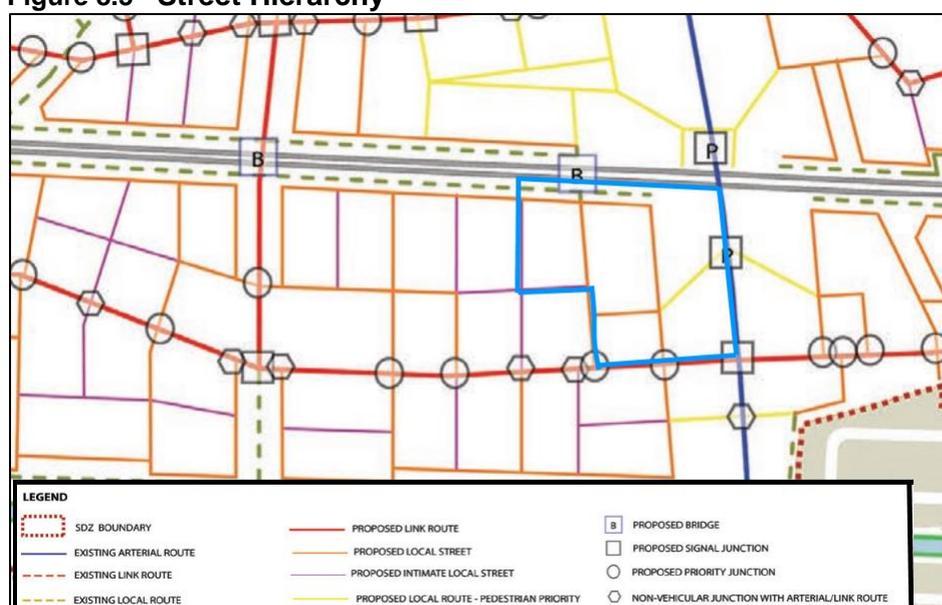


The SDZ document sets out several guiding principles to further detail the urban structure for the SDZ lands to ensure an integrated and holistic approach. The following, as outlined in the SDZ Planning Scheme, have been considered for the Design Team for the proposed development:

- Block forms shall be perimeter blocks and encourage permeability;
- Building frontage to all sides;
- Continuity of building frontage;
- Adequate separation distances;
- Appropriate building setbacks in line with ground floor uses;
- Adequate arrangements for car parking;
- Consideration and provision of 'fine urban grain' within block/cell structure.

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

Figure 8.5 - Street Hierarchy



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

Full details relating to how the proposed development complies with the Clonburr SDZ Planning Scheme are provided in this Planning Report and in the Architectural Design Statement, as prepared by Altu Architects, that is submitted with this application under separate cover.

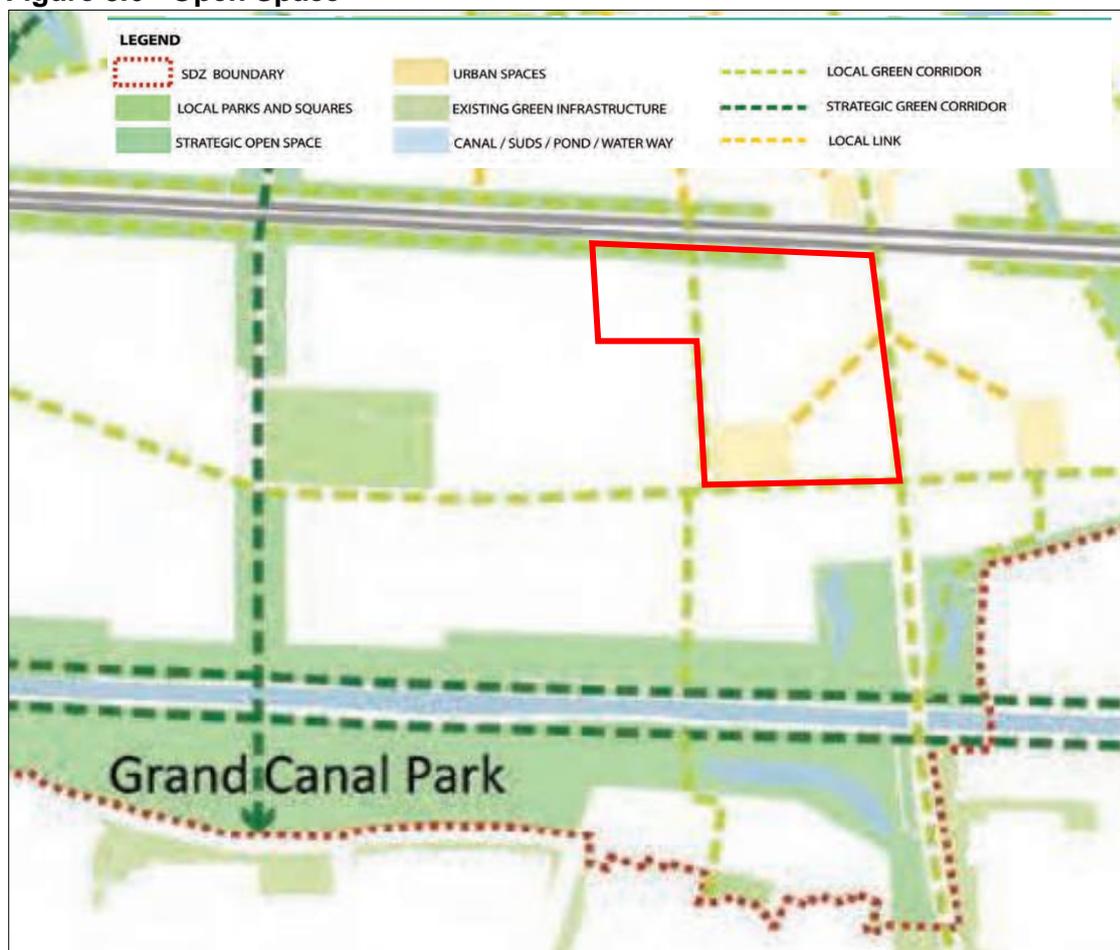
8.4 Landscaping, Public Open Space, Green Spaces

The key principles in relation to open space are:

- *Provide a hierarchy of high quality and multi-functional open spaces including, strategic spaces, local parks, urban spaces and strategic routes;*
- *To allow the movement network to connect to and through open spaces by providing safe, well-overlooked and accessible routes;*

- To provide appropriate space for health and well-being, required to meet the recreational needs of the new population of Clonburris through the provision of adequate walking and cycling facilities and a diversity of green spaces for active and passive recreation; and,
- Provide recreation facilities and open spaces that are capable of accommodating a range of community sport and recreation needs and use by the community at varying times including after school hours.

Figure 8.6 - Open Space



Source: Figure 2.10.1 – Planning Scheme

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

The proposed development includes an urban square of c. 0.52 hectares along with a substantial linear space along the eastern boundary of c. 0.72 hectares connected to each other by an urban street.

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

There are two main open spaces permitted as part of SDZ21A/0022 which is located within the Clonburris South-West Development Area and comprise the Local Park (1.56ha) located to the west of the T2 subject application site and a portion of the wider Grand Canal Park (2.85ha), totalling 4.41 Hectares, located further to the south.

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

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

The proposed T2 application creates a distinctive and intimate scaled residential area within the SDZ planning area. The scheme achieves density, infrastructure and parking and retains the north boundary as an ecological buffer zone, yet still provides the space for amenity, trees and greenery – a social and private residential area.

Figure 8.7 - Key Landscaped Areas



Source: Murray & Associates Landscape Design Statement

8.4.1.1 Strategic Routes

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

- Network of pedestrian and cycle linkages and communal amenity spaces
- A shared cycle and pedestrian path along the railway to the northern boundary of the site
- Linkages to and through the development via Homezones and large footpaths in Local Streets

- A new ecological corridor along the bridge to the west of the development with an integrated cycle lane – Cappagh Greenlink

The following from the Landscape and Design Statement, as prepared by Murray & Associates, outlines the strategic connections.

The proposed development includes an urban square of c. 0.52 hectares along with a substantial linear space along the eastern boundary of c. 0.72 hectares connected to each other by an urban street.

8.5 Development Area 1 - Clonburris Urban Centre

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

- *To develop a high-quality mixed-use District Centre to serve the community of Clonburris and surrounding communities.*

With reference to the above, the proposed development comprises the first element of the overall Clonburris Urban Centre which seeks to provide a variety of mixed uses. The current Tile 2 development includes retail floorspace, a creche and commercial floorspace in an attractive layout.

- *To provide for significant commercial (non-retail) provision in areas of high accessibility to public transport.*

This first element at CUCS3 includes a significant quantum of commercial (non-retail) floorspace of c. 4,516 sq.m located adjacent to the Fonthill train station, which is highly accessible to public transport.

- *To provide for a District Centre level retail to support a range of needs within the district catchment.*

The proposed development includes 4 no. retail units comprising 1 no. retail unit at ground floor of Block B (c.147.5 sq. m) and 3 no. retail units at ground floor of Block E as follows (c.106.2 sq.m, c.141.6 sq.m and c.492.2 sq.m respectively) as well as a creche (c. 609 sq. m) at ground floor and first floor of Block A

- *To develop a significant multi-purpose civic building for the entire SDZ area and surrounding communities.*

The civic building is identified for future separate Tile to the north of the railway line and will be delivered as part of a future separate application.

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

The proposed development includes a landmark building located adjacent to the train station along with an urban square and pedestrian link through the scheme in the form of a civic spine all of which will provide a high degree of legibility.

- *To achieve high levels of permeability, particularly for pedestrians and cyclists.*

The proposed development includes a pedestrian civic spine as well as a series of linked pedestrian paths and cycle paths which will connect to the permitted east west link to the south.

- *To provide for transport interchange at the railway station, in particular, connecting rail, bus and cyclists.*

The transport interchange is identified for future separate Tile to the north of the railway line and will be delivered as part of a future separate application.

- *To provide a new civic space for Clonburris, which will serve as multifunctional business and social space focal space.*

The proposed development includes a significant urban square of c. 0.5 hectares which includes retail floorspace along the eastern side which will enjoy an attractive orientation.

- *To achieve good levels of continuity and enclosure along the arterial streets, Link Streets/avenues and the urban spaces.*

The proposed buildings will provide excellent enclosure along the arterial street to the south and internally within the subject site.

In addition, the proposed development

8.6 Development Area 3 - Clonburris Southwest

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

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

The proposed development is the third application within the Clonburris South West Development Area. The permitted and proposed residential developments will provide a high-quality sustainable residential neighbourhood in this area of Clonburris, through the provision of a high- quality design in conjunction with extensive areas of open space.

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

The permitted Phase 1A development (SDZ21A/0022) includes a local node which includes a creche, innovation hub as well as community floorspace.

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

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

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

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

- To provide a new link route/avenue in the heart of the neighbourhood as part of the main connection between Kishoge and Clonburris urban centres;

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

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

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

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

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

8.7 Density and Quantum of Dwellings

8.7.1 Density

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

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

According to the Planning Scheme, in the interest of flexibility, each of the density margins are based on a density target, which is then subject to a permissible margin of 10 dwellings per hectare (+5 dph, - 5dph). The lower end of each of the density margins represents the minimum densities achievable and the upper end of each of the density margins represents the maximum densities achievable in each Sub-Sector.

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

Figure 8.8 – Planning Scheme Density Margins per Sub Sector

Development Area	Sub Sector	Net Density Margin per Ha.	
		MIN.	MAX.
Clonburris Urban Centre (CUC)	S1	65	150
	S2	73	150
	S3	65	150
	S4	67	150
Clonburris South West (CSW)	S1	45	55
	S2	45	55
	S3	51	61
	S4	59	69

Source: Table 2.1.8 – Planning Scheme

Sub-sector CUC-S3, to which the subject T2 application relates, has a density range of 65-150 units per hectare net, while development area CSW-S3, which forms part of the western subject site, has a density range of 51-61 units per hectare net (which is also set out in Table 3.3.3 of the Planning Scheme).

For the CSW-S3 lands (which span Tile 1, Tile 2 and Tile 3), the overall no. of units is 445 no. units (permitted and proposed) on a net site area of c.8.27 hectares, which results in a density of 53.8 units per hectare which is within the density range of between 51 and 61 outlined above.

With reference to CUC-S3, the proposed net density of the lands is 133.33 units per hectare, which is within the density range of between 65 and 150 for CUC-S3.

8.7.2 Quantum of Dwellings

Table 2.1.5 sets out a minimum, maximum and target range for the total number of dwellings within the subject Development Areas of between 1,194 and 2,686 dwellings with a target of 1,938 no. dwellings for the Clonburris Urban Centre. A range of between 1,311 and 1,569 no. dwellings with a target of 1,411 no. dwellings is provided for the Clonburris South-West development area.

The proposed development of 468 no. dwellings on the CUC-S3 lands will contribute to the 1,938 no. dwellings targeted for the overall Clonburris Urban Centre development area. The remaining 126 no. dwellings on the CSW-S3 lands will help to contribute to the target of 1,441 no. units as identified in Clonburris SDZ scheme for the Clonburris South-West character area.

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

Development Area	Total Dwelling Units (number)		
	Min	Target	Max
Clonburris Urban Centre	1,194	1,938	2,686
Clonburris South West	1,311	1,441	1,569

Source: Table 2.1.5 – Planning Scheme

	Total Dwellings (Low Margin)	Total Dwellings (Target)	Total Dwellings (High Margin)	Cairn Proposal to date	Total
CSWS1 (Tile 4)	285	317	348	Future Application Q1 2023	TBC
CSWS2 (Tile 5)	218	242	266	Future Application Q1 2023	TBC
CSWS3 (Tile 1, 3 and current Tile 2 element)	422	461	504	162 (Tile 1 Permitted SDZ21A/0022) 157 (Tile 3 Proposed SDZ22A/0017) 126 Proposed Tile 2	445
CSWS4 (Tile 1)	386	421	451	401 (Tile 1 Permitted)	401
	1,311	1,441	1,569	720	

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

Within CSW S3 the range of dwellings required in the Planning Scheme is between 422 and 504. To date, there are 162 no. permitted (SDZ21A/0022) and 157 proposed (as part Tile 3 SDZ22A/0017, lodged on the 2nd of December), and 126 no. apartments within the CSW S3 as part of this Tile 2 application giving a current running total of 445 no. dwellings, which is within the range indicated in the Planning Scheme.

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

Figure 8.10 – Planning Scheme Table Extract

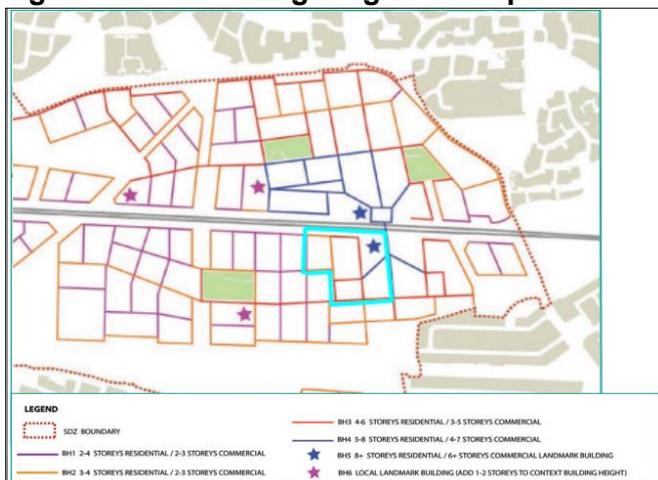
Development Areas	Sub-Sector	Gross Areas (ha.)	Net Area (ha.)	Average Net Density - Low Margin (-5 DPH)	Average Net Density - High Margin (+5 DPH)	Total Dwellings (Low Margin)	Total dwellings (Target)	Total Dwellings (High Margin)	Retail GFA (sqm)	Employment GFA (sqm)	Community / Civic Building GFA (sqm)	Local Parks and Squares (sqm)	School Sites (Existing or Proposed)
									Retail (Maximum)	Non-retail (Minimum)	Minimum	Minimum	
Clonburris Urban Centre	CUC-S1		8.21	65	150	534	883	1,232	12,920	4,515	2,500	6,000	
	CUC-S2		2.56	73	150	187	285	284	800	4,500		800	
	CUC-S3		3.31	65	150	215	356	497	1,600	4,500		4,800	
	CUC-S4		3.82	67	150	258	414	573	1,200	8,000		3,800	
	Sub-total		17.9	17.90			1,194	1,938	2,686	16,520	18,515	2,500	15,200
Clonburris South West	CSW-S1		6.33	45	55	285	317	348					
	CSW-S2		4.84	45	55	218	242	266					
	CSW-S3		8.27	51	61	422	461	504				14,300	
	CSW-S4		6.54	59	69	386	421	451	650	200	600		
	Sub-total		29.56	25.98			1,311	1,441	1,569	650	200	600	14,300

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

8.8 Building Heights

Figure 3.3.2 - Building Height Concept of the Clonburris Strategic Development Zone Planning Scheme (see figure) sets out the height concept for the SDZ. This is to be read in conjunction with the requirements of Section 2.8.6 and the relevant character area of the SDZ, in this case the areas known as CUC-S3 within the Development Area 1: Clonburris Urban Centre and CSW-S3 within Development Area 3: Clonburris South-West.

Figure 8.11 – Building Height Concept



Extract of Figure 3.3.2 of the Planning Scheme

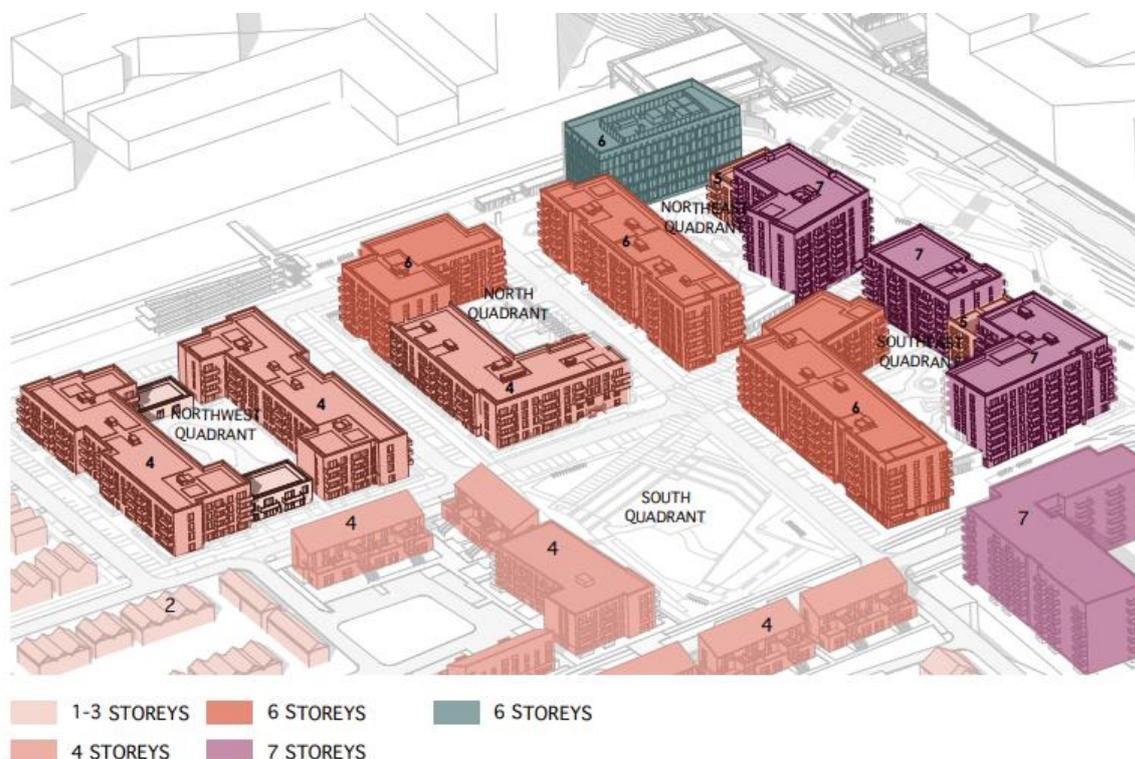
The concept diagram indicates a predominant height range of 4-6 storeys (red) in height for residential-purpose buildings throughout the southern and central aspects of the subject site. A limited range of 3 – 4 storeys (orange) is applied to the western portions of the site on the CSW-S3 lands. To the eastern half of the subject lands, a height range of 5 – 8 storeys is applicable, with the most north-eastern corner of the subject site designated to accommodate a landmark building of 8 storeys for housing and 6 storeys for commercially-purposed buildings. The proposed development complies with the Planning Scheme in respect of heights.

The proposal includes a commercial building of 6 storeys with parapets above which results in greater articulation and will read as a 7-storey building, further enhancing the landmark nature and status of the building.

Importantly, we note that the diagram is labelled 'concept' and therefore, is not considered mandatory. We also note that a building height range is included. Notwithstanding, the following demonstrates that the proposal complies with the overall key objectives for the character area and the design guidance as set out in Section 2.8.6 of the planning scheme.

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

Figure 8.12 – Proposed Building Heights



Source: Altu Architectural Design Statement

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

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

The range of heights applicable to CUC-S3 is set out below (Table 3.3.1):

Building height	Sub Sector	Building Height
	CUC-S1	2-8 storey
	CUC-S2	3-8 storey
	CUC-S3	2-8 storey
	CUC-S4	2-8 storey
* See also Figure 3.3.2 Building Height Concept		

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

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

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

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

8.9 Development Standards for Residential Units

8.9.1 Dwelling Mix

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

The proposed development provides a wide range of apartment units so as to contribute toward the pool of apartment choice of the overall dwelling mix of the Clonburris development and to provide quality, affordable accommodation and choice to future residents. Full details relating to the design and size of each individual unit is provided in the Housing Quality Assessment and Architectural Design Statement prepared by Altu Architects and submitted with this application.

8.9.2 Unit Size and Private Amenity Space

8.9.2.1 Apartments

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

Figure 8.13 – Minimum Standards for Apartments

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

Source: Table 2.2.10 – Planning Scheme

Compliance with the minimum standards above and the Apartment Guidelines is set out in the Altu Architects Housing Quality Assessment that is submitted with this application.

8.10 Movement and Transport

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

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

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

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

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

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

8.10.1 Pedestrian and Cycle Movement

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

Figure 8.14 – Pedestrian and Cycle Movement



Source: Altu Architects

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

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

8.10.2 Car and Bicycle Parking

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

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

Figure 8.15 – Accessibility Levels



Source Figure 2.2.8 of Planning Scheme

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

Figure 8.16 – Maximum Parking Rates

Table 12.26: Maximum Parking Rates (Residential Development)

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

It is proposed to provide 396 no. car parking spaces on site that will include for 330 no. spaces for the apartment units, while 44 no. spaces are provided for the office element of the scheme, 17 no. spaces for the retail units and 5 no. spaces for the creche provision. Full details relating to the provision of car parking spaces is included in the Traffic and Transport Assessment Report that is submitted with this application under separate cover.

The development also includes provision for 1,232 no. secure bicycle parking spaces.

8.11 Phasing

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

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

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

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

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

Table 8.1 – Phasing Table

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

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

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

Table 4.3 | Phasing Table

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

9.0 APARTMENT GUIDELINES 2020

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

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

9.1 Specific Planning Policy Requirement 1 (Mix)

Specific Planning Policy Requirement 1 (SPPR1) states that ‘Apartment developments may include up to 50% one-bedroom or studio type units (with no more than 20-25% of the total proposed development as studios) and there shall be no minimum requirement for apartments with three or more bedrooms. Statutory development plans may specify a mix for apartment and other housing developments, but only further to an evidence-based Housing Need and Demand Assessment (HNDA), that has been agreed on an area, county, city or metropolitan area basis and incorporated into the relevant development plan(s)’.

Apartment developments may include up to 50% one-bedroom or studio type units (with no more than 20-25% of the total proposed development as studios).

Table 9.1 – Overall Apartments Mix

	1 bedroom	2 bedroom	2 bedroom (3 person)	3 bedroom	Overall
Apartments	255	273	34	32	594
Overall Mix %	43%	46%	6%	5%	100%

The proposed development complies with SPPR 1 as it includes 594 no. apartments, comprising 43% no. 1 bedroom units, 46% no. 2-bedroom units, 6% no. 2-bedroom, 3 person units and 5% no. 3-bedroom units.

We also note that no Housing Need and Demand Assessment has been undertaken by the Planning Authority for this area of the County, and it is therefore submitted that the proposed unit mix is consistent with the relevant planning policy requirement for Unit Mix.

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

This is not relevant to the subject site.

9.3 Specific Planning Policy Requirement 3 (Minimum Areas)

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

- Studio apartment Minimum 37 sq.m;
- 1 bedroom apartment Minimum 45 sq.m;
- 2-bedroom apartment Minimum 73 sq.m;
- 3-bedroom apartment Minimum 90 sq.m;

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

In addition, the Guidelines state that ‘the majority of all apartments in any proposed scheme of 10 or more apartments shall exceed the minimum floor area standard for any combination of the relevant 1-, 2- or 3-bedroom unit types, by a minimum of 10% (any studio apartments must be included in the total but are not calculable as units that exceed the minimum by at least 10%).’

The proposed development complies with the above.

9.4 Specific Planning Policy Requirement 4 (Aspect)

SPPR4 of the Guidelines relates to the provision of dual aspect units. The proposed development includes 43% dual aspect units (257 no.) which is in compliance with the Apartment Guidelines (as being located in an SDZ and close to high quality public transport) which state:

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

There are no north facing single aspect units within the scheme.

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

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

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

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

The apartment to stair/lift core ratio varies per block. The maximum no. of apartments per core is 12. The proposal therefore complies with this SPPR6.

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

9.7 Communal Open Space

With reference to Appendix 1 of the Apartment Guidelines 2020, communal open space the proposed development would require a communal open space provision of 3,674 sq. m. The communal open space provided of c. 5,047 sq. m is substantially above the requirements.

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

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

10.0 PART V

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

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

11.0 APPROPRIATE ASSESSMENT

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

“Following an examination, analysis and evaluation of the relevant data and information set out within this Screening Report, it can be concluded beyond reasonable scientific doubt, in view of best scientific knowledge, on the basis of objective information and in light of the conservation objectives of the relevant European sites, that the Proposed Development, individually or in combination with other plans and projects, will not have any significant effect on any European Designated Sites.

Given that no potential pathway for significant effects on European Sites has been identified, there is no requirement for Appropriate Assessment or the preparation of a Natura Impact Statement (NIS).”

12.0 CONCLUSIONS

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

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

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

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

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