

Comhairle Chontae Atha Cliath Theas

PR/0181/23

Record of Executive Business and Chief Executive's Order

Reg. Reference: SDZ22A/0018 **Application Date:** 15-Dec-2022
Submission Type: New Application **Registration Date:** 15-Dec-2022

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

Proposed Development: Construction of a mixed-use development comprising 594 apartments, office floorspace, 4 retail units, a creche and urban square in the Clonburris Development Areas CUCS3 & CSWS3 of the Clonburris SDZ Planning Scheme 2019 as follows, 594 apartments (255 one bedroom apartments, 307 two bedroom apartments and 32 three bedroom apartments (all apartments to have terrace or balcony; ancillary communal amenity spaces for residents) as follows; Block A (4 and 6 storeys with undercroft) comprises 96 apartments consisting of 36 one bedroom apartments, 48 two bedroom apartments and 12 three bedroom apartments (with creche c. 609sq. m at ground and first floor as well as play area; Block B (6 storeys with undercroft) comprises 77 apartments consisting of 44 one bedroom apartments, 28 two room apartments and 5 three bedroom apartments; Block D (5 and 7 storeys with undercroft) comprises 71 apartments consisting of 39 one bedroom apartments and 32 two bedroom apartments; Block E (6 storeys with undercroft) comprises 100 apartments consisting of 47 one bedroom apartments, 48 two bedroom apartments and 5 three bedroom apartments; Block F (5 and 7 storeys with undercroft) comprises 124 apartments consisting of 57 one bedroom apartments, 61 two bedroom apartments and 6 three bedroom apartments; Block G (1, 2 and 4 storeys with undercroft) comprises 65 apartments consisting of 16 one bedroom apartments, 45 two bedroom apartments and 4 three bedroom apartments; Block H (4 storeys with undercroft) comprises 61 apartments consisting of 16 one bedroom apartments and 45 two bedroom apartments; Mixed use development comprising, commercial office development in Block C of 6 storeys with parapet above to 7 storey equivalent on

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elevations (c. 4, 516sq.m), 1 retail unit at ground floor of Block B (c.147.5sq. m) and 3 retail units at ground floor of Block E as follows (c.106.2sq.m, c.141.6sq.m and c.492.2sq.m respectively) as well as a creche (c. 609sq. m) at ground floor and first floor of Block A; Vehicular access will be from the permitted Clonburris Southern Link Street (SDZ20A/0021) and R 113 to the east; Public Open Space/landscaping of c. 0.52 hectares (urban square) and linear open space (0.72 hectares) as well as a series of communal open spaces to serve apartments over undercroft level (and internal communal open space c. 685 sq.m; The development will also provide for all associated works and infrastructure to facilitate the development to include all ancillary site development works including footpaths, landscaping boundary treatments, public, private open space areas, car parking (396 no. spaces in a mixture of undercroft spaces Block A, Block B&D and Block E&F) and bicycle parking (1, 232 spaces at undercroft and surface levels), single storey ESB substations/bike/bin stores, green roofs, solar panels at roof level of apartments, plant areas within blocks and all ancillary site development/construction works; Permission is also sought for connection to water supply, and provision of foul drainage infrastructure.

This application is being made in accordance with the Clonburris Strategic Development Zone Planning Scheme 2019 and relates to a proposed development within the Clonburris Strategic Development Planning Scheme Area ' as defined by Statutory Instrument No. 604 of 2015; An Environmental Impact Assessment Report accompanies this planning application.

Location: Within the townland of Cappagh, Clonburris, Dublin 22

Applicant Name: Cairn Homes Properties Ltd.

Application Type: SDZ Application - Clonburris

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(SW)

Description of Site and Surroundings:

Site Area: stated as 5.18ha

Site Description:

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/0021.

Proposal:

Construction of a mixed-use development comprising

- 594 apartments,
- office floorspace,
- 4 retail units,
- a creche and
- urban square

in the Clonburris Development Areas CUCS3 & CSWS3 of the Clonburris SDZ Planning Scheme 2019 as follows:

- 594 apartments (255 one bedroom apartments, 307 two bedroom apartments and 32 three bedroom apartments (all apartments to have terrace or balcony; ancillary communal amenity spaces for residents) as follows;
 - o Block A (4 and 6 storeys with undercroft) comprises 96 apartments consisting of 36 one bedroom apartments, 48 two bedroom apartments and 12 three bedroom apartments (with creche c. 609sq. m at ground and first floor as well as play area;
 - o Block B (6 storeys with undercroft) comprises 77 apartments consisting of 44 one bedroom apartments, 28 two room apartments and 5 three bedroom apartments;
 - o Block D (5 and 7 storeys with undercroft) comprises 71 apartments consisting of 39 one bedroom apartments and 32 two bedroom apartments;
 - o Block E (6 storeys with undercroft) comprises 100 apartments consisting of 47 one bedroom apartments, 48 two bedroom apartments and 5 three bedroom apartments;

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- Block F (5 and 7 storeys with undercroft) comprises 124 apartments consisting of 57 one bedroom apartments, 61 two bedroom apartments and 6 three bedroom apartments;
- Block G (1, 2 and 4 storeys with undercroft) comprises 65 apartments consisting of 16 one bedroom apartments, 45 two bedroom apartments and 4 three bedroom apartments;
- Block H (4 storeys with undercroft) comprises 61 apartments consisting of 16 one bedroom apartments and 45 two bedroom apartments;
- Mixed use development comprising,
 - commercial office development in Block C of 6 storeys with parapet above to 7 storey equivalent on elevations (c. 4,516sq.m),
 - 1 retail unit at ground floor of Block B (c.147.5sq. m) and
 - 3 retail units at ground floor of Block E as follows (c.106.2sq.m, c.141.6sq.m and c.492.2sq.m respectively) as well as
 - a creche (c. 609sq. m) at ground floor and first floor of Block A;
- Vehicular access will be from the permitted Clonburriss Southern Link Street (SDZ20A/0021) and R 113 to the east;
- Public Open Space/landscaping of c. 0.52 hectares (urban square) and linear open space (0.72 hectares) as well as a series of communal open spaces to serve apartments over undercroft level (and internal communal open space c. 685 sq.m);
- The development will also provide for all associated works and infrastructure to facilitate the development to include all ancillary site development works including footpaths, landscaping boundary treatments, public, private open space areas, car parking (396 no. spaces in a mixture of undercroft spaces Block A, Block B&D and Block E&F) and bicycle parking (1,232 spaces at undercroft and surface levels), single storey ESB substations/bike/bin stores, green roofs, solar panels at roof level of apartments, plant areas within blocks and all ancillary site development/construction works;
- Permission is also sought for connection to water supply, and provision of foul drainage infrastructure.

This application is being made in accordance with the Clonburriss Strategic Development Zone Planning Scheme 2019 and relates to a proposed development within the Clonburriss Strategic Development Planning Scheme Area ' as defined by Statutory Instrument No. 604 of 2015; An Environmental Impact Assessment Report accompanies this planning application.

SEA Screening

Overlaps with Record of Monuments and Places 017-036

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Zoning:

This site is situated within Clonburris SDZ Planning Scheme lands and is subject to zoning objective 'SDZ' 'To provide for Strategic Development in accordance with approved planning schemes' under the South Dublin County Council Development Plan 2022-2028.

CDP Maps:

- Notification Zone - R149511. Related SMR - 1 SMR(s): - DU017-036
- Bird Hazards
- Approach Surface (Casement)
- Take off Climb Surfaces (Casement)
- Inner Horizontal Surface (Casement)
- Outer Horizontal Surface (Dublin)

Consultations:

Roads – additional information requested.

Water Services – additional information requested.

Irish Water – No objections, subject to conditions.

Heritage – no report received at time or writing.

Parks – Additional information requested.

Forward Planning – comments received.

Housing – no objections, subject to conditions.

EHO – No objections, subject to conditions.

TII – no report received at time or writing.

NTA – no report received at time or writing.

IAA – No objections, subject to conditions.

DoD – no report received at time or writing

Childcare committee – Additional information requested.

Department of Housing, Local Government & Heritage – Additional information requested.

Submissions/Observations /Representations

None.

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Recent Relevant Planning History

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

Application Site

SDZ21A/0022 The construction of 569 dwellings, a creche, innovation hub and open space in the Clonburris South West Development Area of the Clonburris SDZ Planning Scheme 2019 as follows: 173 houses comprising 8 two bedroom houses, 153 three bedroom houses and 12 four bedroom houses (147 dwellings in CSW-S4 consisting of 8 two bedroom houses, 127 three bedroom houses & 12 four bedroom houses & 26 three bedroom dwellings in CSW-S3}, all 2 storey comprising semi-detached, terraced, end terrace units (with parking and private open space); (B) 148 duplex apartments/apartments {88 in CSW-S4 & 60 in CSW-S3} comprising 74 two bedroom units and 74 three bedroom units, in 16 three storey buildings. In CSW-S4 Duplex Blocks A,B,C,D,E,F,G,J,K, comprise 8 units (4 two bed & 4 three bed units), Duplex Block H comprises 16 units (8 two bed & 8 three bed units), In CSW-S3 Blocks L, N & O comprise 8 units (4 two bed & 4 three bed units), Block M comprises 14 units (7 two bed & 7 three bed units), Block P comprises 10 units (5 two bed & 5 three bed units), Block Q comprises 12 units {6 two bed & 6 three bed units}, all to have terraces/pitched roof; (C) 396 apartments as follows: within CSW-S4, Block 1 consists of 172 apartments (76 one bedroom, 91 two bedroom and 5 three bedroom apartments), in a 2-building arrangement both 6 storeys in height. Within CSW-S3, Block 2 {4 storeys} comprises 16 one bedroom apartments and 22 two bedroom apartments, Block 3 (4 storeys) comprises 16 one bedroom apartments and 22 two bedroom apartments (all apartments to have terrace or balcony); (D) Provision of an innovation hub (626sq.m) and creche (c. 547sq.m) in a part 3/4 storey 'local node' building in CSWS4; (E) Vehicular access will be from the permitted Clonburris Southern Link Street (SDZ20A/0021) and R113 to the east {along with provision of internal haul routes {for construction} to connect to the R136 to the west); (F) Public Open Space/landscaping of c. 4.1 hectares (to include Local Park and MUGA in CSW-S3, Grand Canal Park, along the southern and eastern boundaries of the site to connect to existing Grand Canal towpath) as well as a series of communal open spaces to serve apartments and duplex units (c. 0.39 ha); (G) all ancillary development works including footpaths, landscaping boundary treatments, public, private open space areas, car parking (656 spaces) and bicycle parking (672 spaces), single storey ESB substations/bike/bin stores, 'Gateway' entrance signage (2), solar panels at roof level of apartments, and all ancillary site development/construction works; (H) Permission is also sought for revisions to attenuation permitted under SDZ20A/0021 as well as connection to water supply, and provision of foul drainage infrastructure; this application is being made in accordance with the Clonburris Strategic Development Zone Planning Scheme 2019 and relates to a proposed development within the Clonburris Strategic Development Planning Scheme Area, as defined by Statutory Instrument No. 604 of 2015; an Environmental Impact Assessment Report accompanies this planning application; the application applies for 7-year planning permission for development at this site of c. 17 .02 hectares (on two parcels of land to include entrance area) within the townlands

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of Cappagh, Clonburris Little & Kishoge, Co. Dublin all on wider lands bounded generally by undeveloped lands and the Dublin-Cork railway line to the north, undeveloped lands and the Grand Canal to the south, the R113 (Fonthill Road) to the east and the R136 to the west.

Decision: Permission Granted, subject to conditions

Note: only a small element of the site intersects the application boundary.

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

Decision: Permission Granted, subject to conditions.

Note: only a small element of the site intersects the application boundary.

Adjacent sites:

SDZ22A/0017 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 all on wider lands bounded generally by the Dublin-Cork railway line to the north, undeveloped lands and Grand Canal to the south and undeveloped lands and the Fonthill Road (R113) to the east, in accordance with the Clonburris Strategic Development Planning Scheme Area, as defined by Statutory Instrument No. 604 of 2015.

Decision: Request additional information 7 Feb 2023.

Wider SDZ:

SDZ22A/0013 Install a new LPG Safety Installation in a caged enclosure 1.8m x 1.2m x 1.2m (LxWxH) servicing the existing LPG storage installation with all ancillary services and associated site works situated within the Clonburris SDZ (Strategic Development Zone) area.

Decision: Permission Granted, subject to conditions.

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SDZ22A/0011 The proposed primary school will extend to c3,355sq.m will be 2 storeys in height and will comprise 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. The proposed development also provides for hard and soft play areas, including 2 no. outdoor ball courts, bicycle parking, staff car parking, vehicle drop off and set down areas. Photovoltaic Panels (PV) are proposed on roofs in addition to EV Charging Points and a packaged Biomass heating plant. The proposed development also provides for all landscaping and boundary treatments and all associated site development works. Access to the site will be via a new junction and access road off Thomas Omer Way. The new access road will run south off Thomas Omer Way and then west into the site. The proposed access road is in accordance with the Clonburris Strategic Development Zone (SDZ) Planning Scheme and incorporates public lighting, footpaths, and cycle tracks. A further pedestrian / cycle only connection to Thomas Omer Way is also proposed along the western green corridor, west of the proposed school building.

Decision: Request Additional Information

SDZ22A/0010 Kelland Homes Ltd. intends to apply for permission for development on a site area of 6.3Ha, on lands within the townland of Cappagh, Dublin 22. The proposed development is located west of the Ninth Lock Road, south of the Dublin-Cork railway line, north of Cappaghmore housing estate and Whitton Avenue, and east of an existing carpark / park & ride facility at the Clondalkin Fonthill train station and the R113 (Fonthill Road). The proposed development is located within the Clonburris Strategic Development Zone (SDZ), within the development areas of (i) Clonburris South East (i.e., CSE-S1 & CSE-S2) and (ii) part of Clonburris Urban Centre (i.e. CUC-54), as identified in the Clonburris SDZ Planning Scheme 2019. The proposed development consists of the construction of 294 no. dwellings, creche and retail / commercial unit, which are comprised of: 118 no. 2, 3 & 4 bed, 2 storey semi-detached and terraced houses, 104 no. 2 & 3 bed duplex units accommodated in 10 no. 3 storey buildings, 72 no. 1 & 2 bedroom apartments in 2 no. 4 & 6 storey buildings, 1 no. 2 storey creche (c.520.2m²), 1 no. 2 storey retail /commercial unit (c.152.1m²). Access to the development will be via the permitted road network (under Ref. SDZ20A/0021) which provides access from the Ninth Lock Road to the east and the R113 (Fonthill Road) to the west. The proposed development will connect into the permitted Infrastructural works as approved under the Clonburris Strategic Development Zone Planning Scheme (2019) and permitted under Ref. SDZ20A/0021, with the proposed development connecting into the permitted surface water drainage attenuation systems i.e., 1 no. pond, 3 no. modular underground storage systems and 1 no. detention basin combined with modular underground systems. The proposed wastewater infrastructure will connect into a permitted foul pumping station and pipe network within proposed road corridors to facilitate drainage connections to future wastewater drainage infrastructure within the adjoining SOZ lands (Including future Irish Water pumping station permitted under SDZ21A/0006). The proposed development also provides for all associated site development works above and below ground, public & communal open spaces, hard & soft landscaping and boundary treatments, surface car parking (401 no. spaces), bicycle parking (797 no.

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spaces), bin & bicycle storage, public lighting, plant (M&E), utility services & 4 no. ESB sub-stations. This application is being made in accordance with the Clonburris Strategic Development Zone Planning Scheme 2019 and relates to a proposed development within the Clonburris Strategic Development Planning Scheme Area, as defined by Statutory Instrument No. 604 of 2015.

Decision: Request Clarification of Additional Information

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

SDZ22A/0004 Internal separation of the house and associated granny flat to provide for 2 permanent houses and extension of rear garden. Part of the development site is located within the Clonburris Strategic Development Zone.

Decision: Permission Granted, subject to conditions.

SDZ14A/0002 Removal of shed structure and construction of 2 detached part 2 and part 3 storey dwellings and 8 semi-detached part 2 and part 3 storey dwellings; 20 car parking spaces; new vehicular entrance to Ninth Lock Road and associated works including new footpaths and landscaping of site. The site is located within the Clonburris Strategic Development Zone

Decision: Permission Granted, subject to conditions.

SDCC Part 8 Applications

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

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

Recent Relevant Enforcement History

None recorded.

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Pre-Planning Consultation

Pre planning carried out for the proposed development.

PPSDZ02/22 Construction of 281 dwellings comprising 79 2 store houses; 202 apartments in 2 blocks (4 storeys) carparking (290), cycle spaces (304) public and private open spaces, communal open space (2,137 sq. m) roads, cycle and pedestrian linkages, attenuation and all site development works on a site of 4.72 hectares

Relevant National Policy

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

Project Ireland 2040 National Planning Framework,

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

Additional National Policy Documents of Relevance

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

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

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

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

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

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

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

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

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

Relevant Policy in South Dublin County Development Plan 2022-2028

2 Core Strategy and Settlement Strategy

2.6.1 Land Capacity Study

Table 8: Total Land Capacity within Strategic Development Areas Policy CS1: Strategic Development Areas

Table 9: Capacity of undeveloped lands within South Dublin

Table 10: Indicative Capacity of Additional Zoned Lands in the South Dublin County Development Plan 2022-2028

Land Capacity Sites

Figure 9: Housing Capacity Sites

2.6.5 Core Strategy – 2022-2028 Development Plan Table 11: Core Strategy Table 2022-2028

2.6.6 Housing Strategy

2.7 Settlement Strategy

Table 14: RSES Settlement Hierarchy relating to South Dublin County Council

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

Policy CS6: Settlement Strategy - Strategic Planning Principles

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

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

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

5 Quality Design and Healthy Placemaking Policy QDP13: Plans / Frameworks – General Continue to work closely with all infrastructure providers to ensure the timely delivery of social, community, economic and sustainable transportation infrastructure in tandem with new residential development and in accordance with the provisions of the County

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Development Plan or any Local Area Plan, SDZ Planning Scheme, other strategic land designations or framework / masterplan in place in the area.

5.4.2 Strategic Development Zones

Policy QDP15: Strategic Development Zones (SDZS)

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

QDP15 Objective 1:

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

7 Sustainable Movement

Table 7.5 Six Year Road Programme - Clonburris / Kishogue Street Network - Various streets within the Clonburris SDZ lands. - Formation of a strategic street network providing access throughout the Clonburris SDZ lands.

8 Community Infrastructure and Open Space

Policy COS2: Social / Community Infrastructure

9 Economic Development and Employment

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

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

Table 9.2: Settlement Hierarchy and Retail Hierarchy Clonburris District Centre Level 3

Policy EDE12 – District Centres

EDE12 Objective 3: To support and facilitate the development of new District Centres of an appropriate urban scale at Adamstown and Clonburris in accordance with approved Planning Schemes having regard to the need to provide a sustainable retail mix that facilitates walking, cycling and use of public transport and reduces car journeys outside the SDZ for many retail needs.

Energy

Policy E5: Low Carbon District Heating Networks

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Clonburris SDZ Scheme, 2019

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

The Planning Scheme 2019 shall be used by the planning authority to assess planning applications in the SDZ. Planning Applications within the SDZ boundary shall be consistent with the Planning Scheme. The Planning Scheme form part for the Development Plan and any contrary provisions of the Development Plan are superseded by the Planning Scheme.

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

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

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

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

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

Assessment

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

The Clonburris Strategic Development Zone (SDZ) Planning Scheme 2019 is the principal Planning document for the SDZ. The Planning Scheme is the approved framework for the guidance of

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development in Clonburris, against which all planning applications must be assessed. Section 170 of the Planning and Development Act states that proposed development must be consistent with the Planning Scheme.

The assessment is set out under the following main headings:

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

1. Zoning and Council Policy

The site is situated in an area which is zoned 'SDZ' *'To provide for Strategic Development in accordance with the approved Planning Schemes'* under the South Dublin County Council Development Plan 2022-2028. The principle of the construction of residential units on this portion of the SDZ lands is consistent with the Clonburris SDZ Planning Scheme.

The proposal represents the second planning application within CSW-S3.

2. Phasing

The Planning Scheme includes a Phasing Programme in Section 4.

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

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

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There are a number of applications and part 8 permissions that have been granted or are currently ongoing. These is as follows:

Ref.	Development Area	Catchment	No. of units	Status
SDZ21A/0022	Clonburris South West	Clonburris	563 (as permitted)	Granted permission
SDCC Part 8 application	Kishogue South West	Kishogue	263	Approved 2022
SDCC Part 8 application	Canal Extension	Clonburris	118	Approved 2022
SDZ22A/0010	Clonburris Urban Centre and South East	Clonburris	294	Under consideration
SDZ22A/0017 Subject application	Clonburris South West	Clonburris	157	Under consideration
SDZ22A/0018	Clonburris Urban Centre and South West	Clonburris	594	Under consideration
Total	Approved total	Under consideration total	Overall total	
Clonburris	679	1,047	1,726	
Kishogue	263	0	263	
	942	1,047	1,989	

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The total number of units consented, should the subject application be granted/approved, would equate to over 1,000 units, but less than 2000. The phasing programme is based on the premise that the number of residential units that may be constructed and occupied in each phase is dependent on the delivery of associated infrastructure to serve the expanding population. In the event that the requirements are not delivered for a particular phase, a restriction on the construction and occupation of residential units in the next phase will apply.

In accordance with Section 4.6 of the Scheme, *“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.”*

Phase	Residential Units constructed and occupied	Minimum delivery in Phase	Applicant's Response
	Prior to commencement of development	Surface Water Management Plan Parks and Landscape Strategy (incorporating a Biodiversity Management Plan Water and Wastewater plans	These plans and strategies have been agreed and will be considered as part of the assessment of this planning proposal.
1A	0 – 1,000	- <u>Retail Core development</u> 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

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		Development shall accord with the Local Level Infrastructure Requirements in relation to <u>agreeing timeline for the opening of Kishogue Train Station & completion of the realignment of Lock Road (R120).</u>	not Applicable to CUC and CSW Development Areas
		Provision of <u>Water and Wastewater infrastructure on a pro rata basis</u> in accordance with detailed plans agreed with Irish Water and SDCC.	Noted
		The <u>planning of works for the provision of community floor space and the availability of childcare spaces.</u>	creche and employment floorspace is provided as part of the subject application

The applicant has summarised the phasing requirements applicable up to Phase 1A 0-1,000 units. There are a total of 1,989 units either granted permission or included in planning applications currently under consideration. If all of these units were granted, constructed and occupied, they would take up the vast majority of the phasing allowance up to 2,000 units when the Phase 1B (1,001-2,000 units) requirements must be achieved. The applicant is requested to provide details on Phase 1B as **additional information**.

3. Clonburris SDZ Character and Development Areas

Character Areas

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

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

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schools and high-quality open spaces. The development will benefit from park and canal frontage to the south and west.'

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

Development Areas

The subject site is located in Development Area 1 Clonburris Urban Centre and Development Area 3 Clonburris South West. Specifically, Subsector 3 of the Urban Centre and Subsector 3 South West.

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

- *To develop a high quality mixed use District Centre to serve the community of Clonburris and surrounding communities.*
- *To provide for significant commercial (non-retail) provision in areas of high accessibility to public transport.*
- *To provide for a District Centre level retail to support a range of needs within the district catchment.*
- *To develop a significant multi-purpose civic building for the entire SDZ area and surrounding communities.*
- *To ensure high levels of legibility and ease of orientation.*
- *To achieve high levels of permeability, particularly for pedestrians and cyclists.*
- *To provide for transport interchange at the railway station, in particular, connecting rail, bus and cyclists.*
- *To provide a new civic space for Clonburris, which will serve as multi-functional business and social space focal space.*
- *To achieve good levels of continuity and enclosure along the arterial streets, Link Streets/avenues and the urban spaces.*

Clonburris South West's key objectives include:

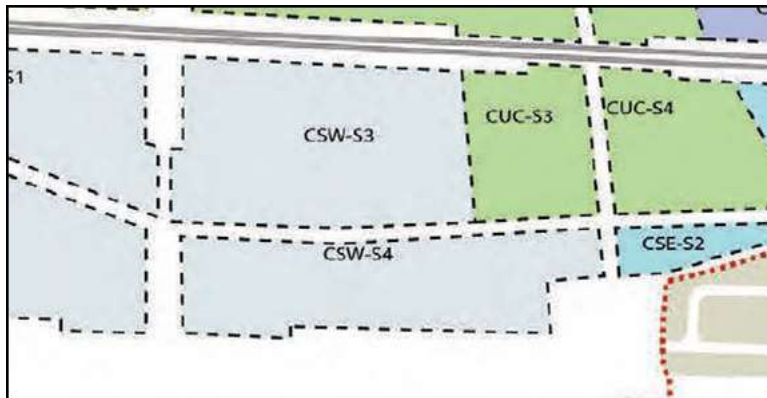
- *To develop a high quality residential neighbourhood at Clonburris;*
- *To develop a new local node, Cappagh, comprising small-scale, local retail, service and community facilities, fronting the new Boundary Park;*
- *To develop new co-located primary and post-primary schools with direct access and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

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



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

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Plan indicating the current application (dark blue), in context of SDZ20A/0021 (purple), SDZ21A/0022 (light blue), SDZ22A/0018 (green)

	Net Area (ha)	Average Net Density – Low Margin (-5 DPH)	Average Net Density – High Margin (+5 DPH)	Total Dwellings (Low Margin)	Total dwellings (Target)	Total Dwellings (High Margin)	Retail GFA (sqm) (Max)	Employment GFA (sqm) (Min)	Community / Civic Building GFA (sqm) (Min)	Local Parks and Squares (sqm) (Min)	Schools (existing / proposed)
CSW-S3	8.27	51	61	422	461	504				14,300	2
CUC-S3	3.31	65	150	215	356	497	1,600	4,500	-	4,800	0

Extract from Table 2.13.1 Summary of Planning Scheme Tables

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Development Areas Parameters

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

	Urban Centre		South West		Proposal
Net Developable Area	CUC-S3 3.31ha CUC Total 17.90ha		CSW – S3 8.27ha CSW total		This is not set out. Additional information is requested.
No of units (Target)	CUC-S3 356 CUC Total		CSW- S3 461 CSW Total		468 in CUC-S3 and 126 in CSW-S3
Net Density*	Subsector CUC-S3	Density 65-150	Subsector CSW-S3	Density 51-61	CUC-S3 133.33 CSW-S3 53.8
Affordable/Social dwellings	To be negotiated in accordance with relevant legislation and SDCC Housing Policy		To be negotiated in accordance with relevant legislation and SDCC Housing Policy		Applicant states 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. Condition requested in the event of grant.
Non-retail commercial development	CUC-S3 4,500sq.m CUC Total 18,515 sqm min		N/A		CUC - 4,516 sq.m office unit CSW - none
Retail development	CUC-S4 1,600sqm CUC Total 16,520sqm max		N/A		CUC - 887.5 sq.m retail unit CSW – none.
Community	N/A		N/A		None
Building height	Subsector CUC-S3 Height 2-8 storey		Subsector CSW-S3 Height 2-6 storey		CUC – compliant CSW – Block G is part 1 storey, otherwise compliant.
Public open space	CUC-S3 4,800sq.m CUC Total 15,200sqm		CSW-S3 14,300 CSW Total 14,300		CUC – 1.42ha provided in current application CSW – provided under previous application

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

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Key parameters are discussed as follows:

Area character type

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

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

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

For Clonburris South West it is:

Mixed development area with medium density residential development and will contain local community facilities, including a primary and post primary school and small scale retail and commercial uses.

The proposed development provides for the major public plaza within the CUC area, as well as a range of commercial, retail and other uses. It is noted that this area of CSW requires housing only. The height / density of the proposal provides for a transition between the higher density CUC area and the lower density elements of CSW-S3 and CSW-S4 which are approved or under consideration.

Net development area –

No detail provided. The applicant is requested to detail how the total net development area for CSW-S3 is met through applications SDZ21A/0022, SDZ22A/0017 and SDZ22A/0018. The applicant is also requested to detail how the total net development area for CUC-S3 is met.

Additional information is requested.

Target units – 1,441 (CSW) 461 (S3 only) 1,938 (CUC) 356 (S3 only)

CUC-S3: It is proposed to provide 468 within CUC-S3. This is within the acceptable range of 215-497.

CSW-S3: It is proposed to provide 126 units within CSW-S3. 162 units in CSW-S3 were approved under SDZ21A/0022 and 157 are proposed in SDZ22A/0017. 445 units would be provided in total. Which is within the acceptable range of 422-504 dwellings.

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Net Density

The Planning Statement sets out the following in relation to density “*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*”.

The proposed densities are considered acceptable.

Affordable / social dwellings

The applicant agrees to accept a condition on a grant of planning permission, if the Planning Authority is minded to approve the proposed development, which requires the applicant to enter into a Part V agreement with South Dublin County Council as per their requirements prior to the commencement of development. The applicant also states “*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*”. Housing Strategy has stated “*The applicant has submitted a Part V proposal to the Housing Department which provides for 15 x 1 bed, 40 x 2 bed, 4 x 3 bed, 59 units in total.*”

The Part V percentage liability is dependent on the date the applicant purchased the subject site and the applicant is required to provide proof of same to the Housing Department.

Further proposals are subject to review and consideration by the Housing Department, subject to planning approval. South Dublin County Council can only agree Part V in respect of the permitted development subject to costing approval from the Department of Housing, Local Government & Heritage.

Please note that the Council would require a fully completed Part V submission prior to commenting on costs”.

A condition is recommended in the event of grant.

Non-retail / commercial – 4,5000sq.m min required for CUC-S3; no requirement for CSW-S3 4,516sq.m is provided in CUC-S3, which is in line with the required quantum.

None provided for CSW-SW.

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Retail – 1,600sq.m Max required for CUC-S3; no requirement for CSW-S3
887.5sq.m provided for in CUC-S3

None provided for CSW-SW.

Proposal is in line with the scheme requirements.

Community – no requirement for CUC-S3 or CSW-S3
Creche measuring 609sq.m provided.

Building Height

The CUC-S3 subsector has a height range of 2-8 storeys and the proposal is consistent with these parameters

The CSW-S3 subsector has a height range of 2-6 storeys and the proposal is generally consistent with these parameters. An element is single storey, however, this is for bins and plant only.

Figure 3.3.2 of the Scheme provides further detail in the form of a building height concept and the urban design approach to building height will be assessed later in this report.

Public Open Space – CUC-S3 – 4,800; CSW-S3 - 14,300sq.m

The applicant is providing for 1.42ha of open space in CUC-S3:

- Urban space – 0.52ha
- Eastern linear park – 0.72ha
- Main street axis – 0.18ha

It is noted that Table 2.13.1 designates the 14,300sq.m local park area to the CSW – S3 sub sector. This has been provided in SDZ21A/0022.

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Key Objectives for Clonburris Urban Centre Development Area

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

Proposal provides for a mix of uses

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

This is provided for, in line with the scheme

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

Retail and other services provided

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

N/A for current subsector

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

Urban design is discussed later in the report.

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

Good levels of permeability throughout the proposal.

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

n/a

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

Urban space is provided.

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

Urban design is discussed later in the report.

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Key Objectives for Clonburris South West Development Area

The following key objectives for Clonburris South West are.

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

Proposal adds variety to proposed residential mix at CSW-S3

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

N/A for current subsector

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

N/A for current subsector

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

Open space provided as part of previous application.

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

Urban design is discussed later in the report

- *To provide a new north south avenue link connecting Clonburris North East, Clonburris South East and Deansrath/ Bawnogue;*

n/a

- *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;*

n/a

- *To prioritise pedestrian and cyclist movement and to provide for bus services along the avenue;*

Good pedestrian and cycle links provided.

- *To provide for a range of housing along the new avenue and local streets including home zones;*

Range of housing provided across all planning applications for subsector

- *To provide a distinctive, diverse and quality frontage to the Canal corridor;*

N/A for current subsector

- *Sensitively designed pedestrian access points to the Grand Canal;*

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N/A for current subsector

- *To retain and refurbish the Cappagh Overflow bridge;*

N/A for current subsector

- *To seek the refurbishment and re-use of Omer's Lock House;*

N/A for current subsector

- *Where possible, in preserving the architectural integrity of the Omer Lock House that a heritage centre be located on or close to the site of the Lock House to act as a centre for the promotion of the heritage, architectural and archaeological history of the Lucan and Clondalkin areas, whilst recognising that other more viable uses for the structure may present themselves and will be considered should that be the case;*

N/A for current subsector

Urban Design related objectives will be assessed later in the report.

4. Consistency with the Planning Scheme

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

Land Use and Density

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

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

Types of Development

A significant portion of the site is located within a primarily residential area, in accordance with Figure 2.1.2 of the Scheme. The eastern element of the CUC-S3 subsector is identified as mixed use, retail, commercial and residential.

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The relevant land use matrix is as follows:

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

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

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

Table 2.1.2 | Uses Permissible & Open for Consideration in Mixed Use Areas

Permitted in Principle	Advertisements and Advertising Structures, Bed & Breakfast, Betting Officec, Car parka, Childcare Facilities, Community Centre, Conference Centre, Cultural use, Doctor/Dentist, Education, Embassy, Enterprise Centre, Funeral Home, Guest House, Health Centre, Home Based Economic Activities, Hotel/Hostel, Housing for Older People, Industry-Light, Live-Work Units, Nursing Home, Office-Based Industry, Offices less than 100 sq.m, Offices 100 sq.m - 1,000 sq.m, Offices over 1,000 sq.m, Off-Licencec, Open Space, Place of Worship, Primary Health Care Centre, Public House, Public Services, Recreational Facility, Recycling Facility, Residential, Residential Institution, Restaurant/Café, Retirement Home, Shop-Local, Shop-Neighbourhood, Shop - Major Sales Outletb, Social Club, Sports Club/Facility, Veterinary Surgery.
Open for Consideration	Allotments, Garden Centre, Motor Sales Outlet, Nightclub, Petrol Station, Science and Technology Based Enterprise, Service Garage, Traveller Accommodation, Wholesale Outlet, Stadium.

- a. *Park and Ride only*
- b. *Clonburris Core Retail Area only*
- c. *Subject to SDZ Section 2.4 (Urban Centres) requirements on restriction of uses*

The proposed uses and their locations are consistent with the scheme.

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Extent of Development

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

Residential Development Standards

Dwelling Mix

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

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

Summary of Dwelling Mix:

Number of:	1 Bed	2Bed3p	2 Bed4p	3 Bed	TOTAL
<i>Apartments</i>	255	34	273	32	594
<i>% Of mix</i>	43	6	46	5	100

The above figures reflect those in table 4.2 of the Planning Statement, however, table 4.3 of the Planning Statement Provides slightly different quantities (38no 2bed 3p and 269no 2bed 4p). The applicant is requested to provide clarity over the dwelling mix. It should be noted that either mix is considered acceptable. It is noted that the description of development does not provide a breakdown of the 2bed apartments.

It is considered that the mix of units proposed will contribute to a good overall mix and achievement of the key objective for the CSW Development Area when taken with permitted planning permissions and applications under consideration. The apartment mix is also considered appropriate for the CUC Development Area.

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Apartment Standards

All apartments shall accord with or exceed the open space and floor area standards set out in Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities (2015) including the minimum floor areas set out in Table 2.1.10 of this Planning Scheme. Noted that the Apartment Guidelines (2020) supersede the Scheme reference to 2015 (Section 2.1.6).

The following requirements are set out in the Apartment Guidelines:

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

The 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%'*.

It is noted that the applicant states in their planning statement that the proposal meets this requirement. The applicant is requested to set out this detail on the HQA and clearly detail the number of apartments that are 10% over the minimum floor area.

With regards communal open space, the apartment guidelines set out the following requirement:

1bed	5sq.m
2bed 3p	6sq.m
2bed 4p	7sq.m
3bed	9sq.m

The proposed development provides:

- 1bed: 255 x 5 = 1,275
 - 2bed 3p: 34 x 6 = 204
 - 2bed 4p: 273 x 7 = 1,911
 - 3bed 32 x 9 = 288
- TOTAL: 3,678sq.m

This figure alters slightly when the higher 2bed 4p mix is accounted for.

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The planning report states that 5,074sq.m is provided, which is significantly above the required amount.

Dual Aspect

Whilst not set out in the Scheme, SPPR4 of the Apartment Guidelines (2020), the minimum number of dual aspect apartments that may be provided in any single scheme in suburban or intermediate locations shall be 50% and 33% in more central accessible urban locations. The overall summary of accommodation sets out that 43% of apartments are dual aspect. The proposed apartments are adjacent to or within the CUC development area and the proposed provision of dual aspect is therefore acceptable. The applicant states in their Planning Statement that there are no north facing single aspect apartments.

Movement and Transport

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

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

Public Transport Accessibility

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

Pedestrian and Cycle Movement & Street Network and Vehicular Movement

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

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

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The applicant is requested to demonstrate that the strategic pedestrian / cycle route to the north of the site, along the railway, links to the cycle track proposed on the adjacent sites. **Additional information** is requested.

Street Hierarchy and Movement

Figure 1- Overall Street layout proposed

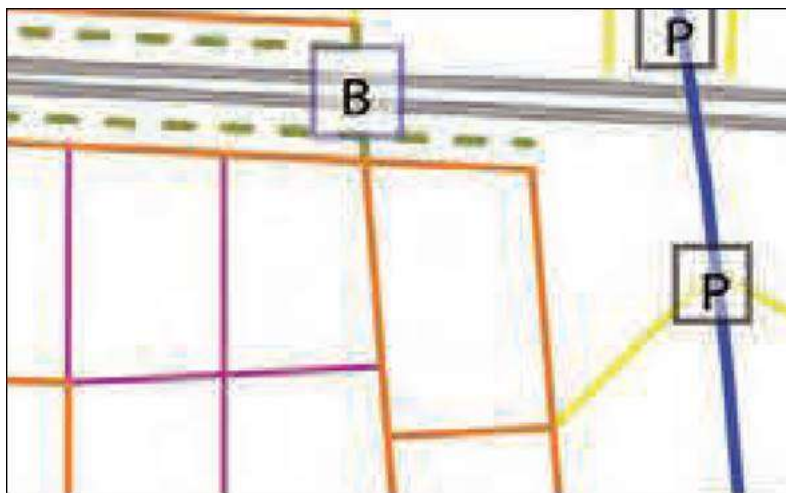


Figure 2 – Movement Concept in Planning Scheme

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The Roads Section has made the following comments:

“The proposed road hierarchy and typologies are generally consistent with those set out in Section 2.2.4 of the Clonburris SDZ. There are however **some deviations** in the following locations;

1. *“Homezones South and West of Block G:
This section of homezone should continue to the South Western corner of Block G before continuing along the West of Block G. The SDZ designates this street as a Homezone but the proposal is to make this a Local Street (Fig. 3). No justification has been given for this deviation.*
2. *North/South Pedestrian/Cyclist Route:
This pedestrian/cyclist route is not included in the SDZ plan. It is however a welcome addition which provides a pedestrian/cyclist connection onto the Southern Link Street via a filter junction. The SDZ designates a Local Street to the West of the Public Square. This has been replaced in the application by a pedestrian/cyclist route. This is considered a necessary deviation as it is required to match the junction locations the Southern Link Street (SDZ20A/0021)”.*

Additional information is requested in relation to the homezones adjacent to Block G.

Street Design

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

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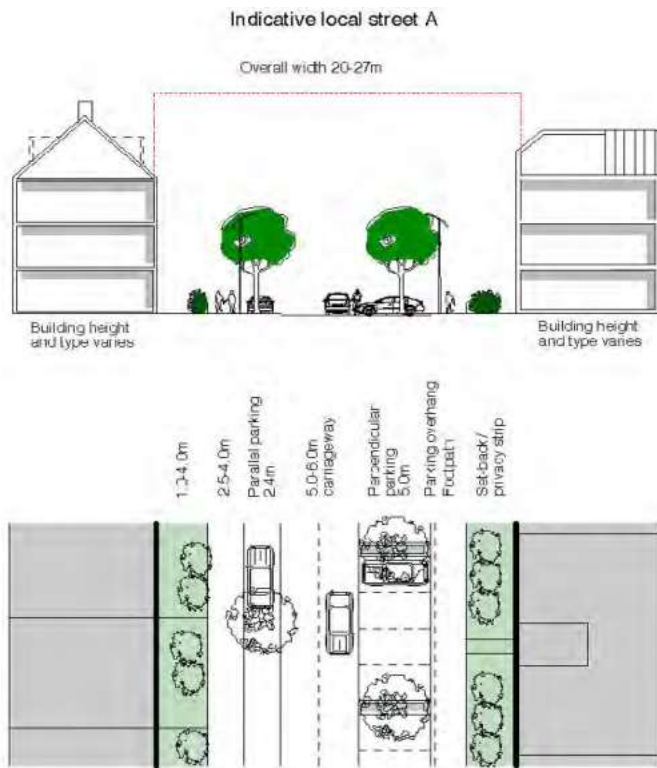
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It is noted that there is a wayleave to the east and the building frontage at this location has to be stepped back from the road. Blocks C and A also provide a strong perimeter frontage. It is noted that the scheme envisages a perimeter block to the south, where blocks E and F are located. It is noted that there is a break in this frontage at present and also that Block F is set off the southern link road. There do not appear to be any physical constraints to providing a strong frontage at this location. The applicant is requested to address this via **additional information**. It is noted that there is a break in the railway frontage and an element of single storey, however, it is considered that overall, Blocks G and H meet the requirements for railway frontage.

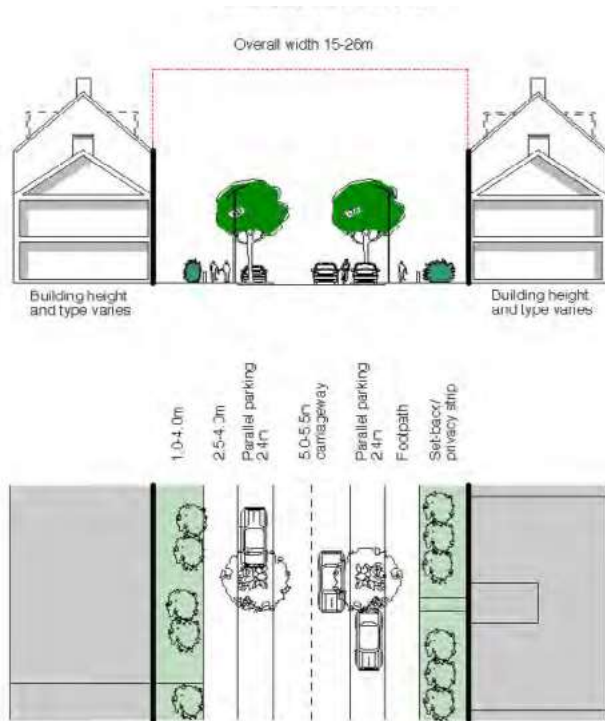
The subject application largely maintains the Local Street alignments indicated in the Planning Scheme to provide a Railway frontage to the north and Avenue frontage to the west.



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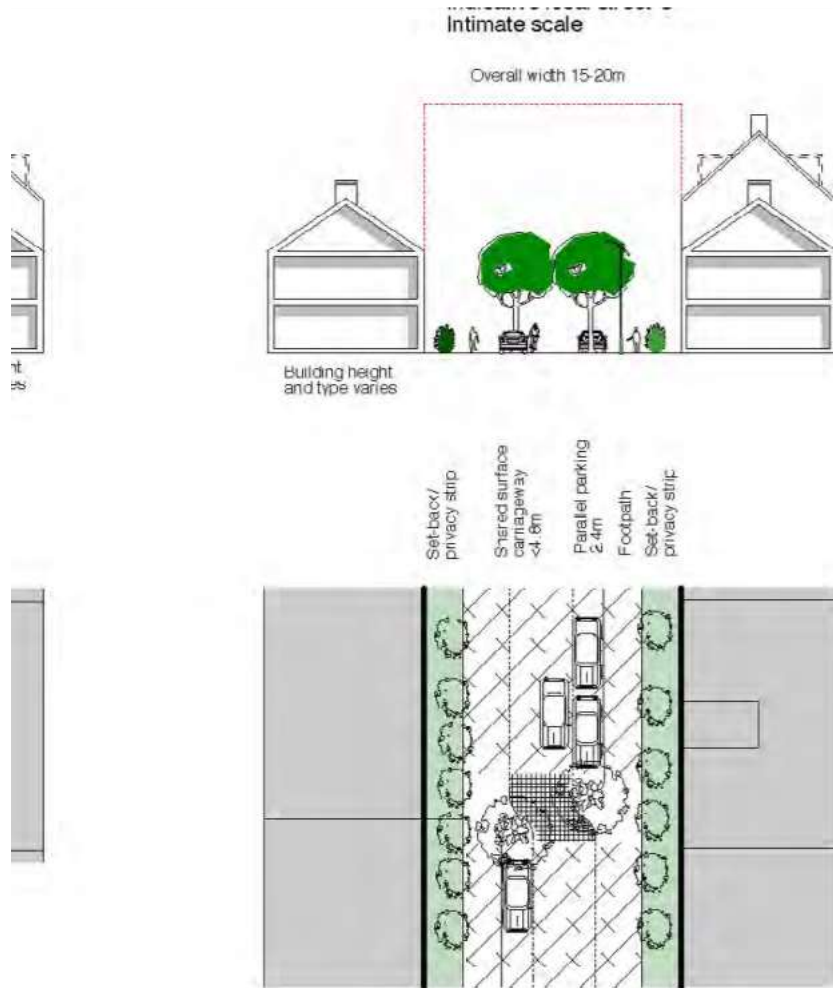


Figure 2.2.6 Example Local Streets including Homezones (Intimate Scale)

The applicant is requested to provide a clear layout plan indicating:

- The road typology
- Width between building frontages (including areas with planning permission or under consideration applications)
- Carriageway width
- Footpath width
- Privacy strip width (if present)
- Location of street trees.

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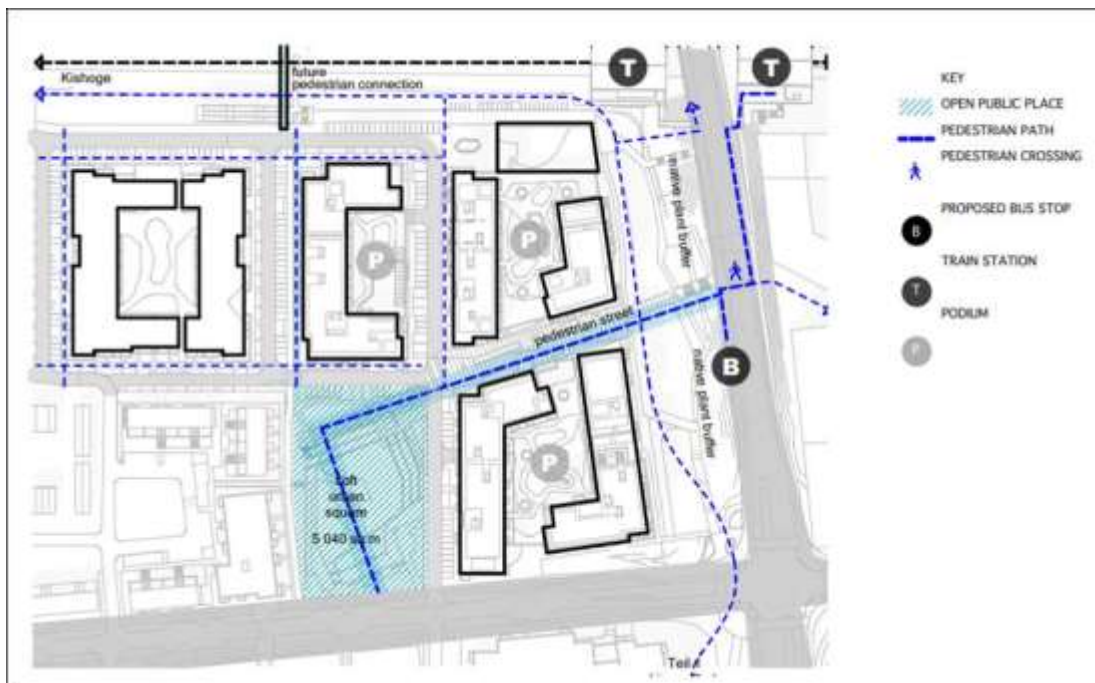
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Additional information is requested.

Pedestrian Permeability:

The Roads Report states:

“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.”



Pedestrian permeability

Pedestrian permeability throughout the development is good. A new pedestrian access to the Fonthill Road is proposed to connect with the proposed bus stop and to the existing train station. Changes in level are part M compliant”.

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Car Parking

Quantum

The Roads Department report states:

“Car-parking is provided at surface and at ground level in under-croft parking separately below Block A, Block B&D and Block E&F. There are dedicated surface parking spaces for various uses - Office, Retail and Creche.

Total number of spaces provided (including 5% Accessible) is 396.

	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

Fig. 6: Proposed Car Parking

This equates to an overall car parking ratio of 0.56 car parking spaces per dwelling.

The proposed development in in the SDZ Accessibility Levels 1 & 3 which equate to SDCC Zone 2 Parking Rates in the CDP.

Unit Type	No. of Units	Area (M ²)	Resident Standard	Max. Resident Requirement
Apt. 1-Bed	255	-	0.75	191
Apt. 2-Bed	307	-	1	307
Apt. 3-Bed	32	-	1.25	40
Office	-	4516	1/75m ²	61
Retail	4	887	1/35m ²	26
Creche	-	609	0.5/class	6
Total				631

Fig. 7: Required Car Parking

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SDCC Roads Dept. considers this to be an acceptable parking rate due to the proximity of the site to the Kishogue and Clondalkin-Fonthill Railway Stations.

This is considered acceptable.

Type of Parking

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

It is noted that the development provides apartments only and therefore the curtilage requirement is not relevant.

Bicycle Parking

The Roads Report states:

"It is proposed to provide 1232 no. Bicycle Parking spaces

Bicycle parking is provided throughout the development at street level for visitors and residents. There is secured bicycle storage provided within undercroft parking below each of the residential buildings. There is additional standalone bicycle store for Block C- office building.

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Unit Type	No. of Units	Area (M ²)	Resident Standard	Resident Requirement	Visitor Standard	Visitor Requirement	Total Requirement
Apt. 1-Bed	255	-	1	255	0.5	128	383
Apt. 2-Bed	307	-	2	614	0.5	154	768
Apt. 3-Bed	32	-	3	96	0.5	16	112
Office	-	4516	1/200m ²	23	1/200m ²	23	46
Retail	4	887	1/5 staff	5 (approx.)	1/50m ²	18	23
Creche	-	609	2	24	0.5	6	30
Total				1017		345	1362

Fig. 8: Off-curtilage Bicycle Parking Requirement

The minimum Bicycle Parking rate set out in Table 12.23 of the SDCC Development Plan 2022-2028 requires this development to have a total of **1362 no Bicycle Parking spaces**. The applicant should provide the additional spaces at suitable locations throughout the development.”

Green and Blue Infrastructure

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

Local Green Corridor and Strategic Green Corridor

Strategic Green Corridors and Local Green Corridors within the site.

This is discussed further under ‘Parks and Landscaping’ below.

Retail

It is noted that, whilst subsector CUC-S3 provides retail, it is not the core retail area (this is located in CUC-S1).

The proposal provides:

Retail unit 1: Ground Floor, Block B, corner of pedestrianised street, facing urban square – 149.31sq.m

Retail unit 2: Ground floor, Block E, fronting urban square – 141.58sq.m

Retail unit 3: Ground floor, Block E, fronting urban square – 106.15sq.m

Retail unit 4: Ground floor, Block E, fronting urban square and southern link street – 492.21sq.m

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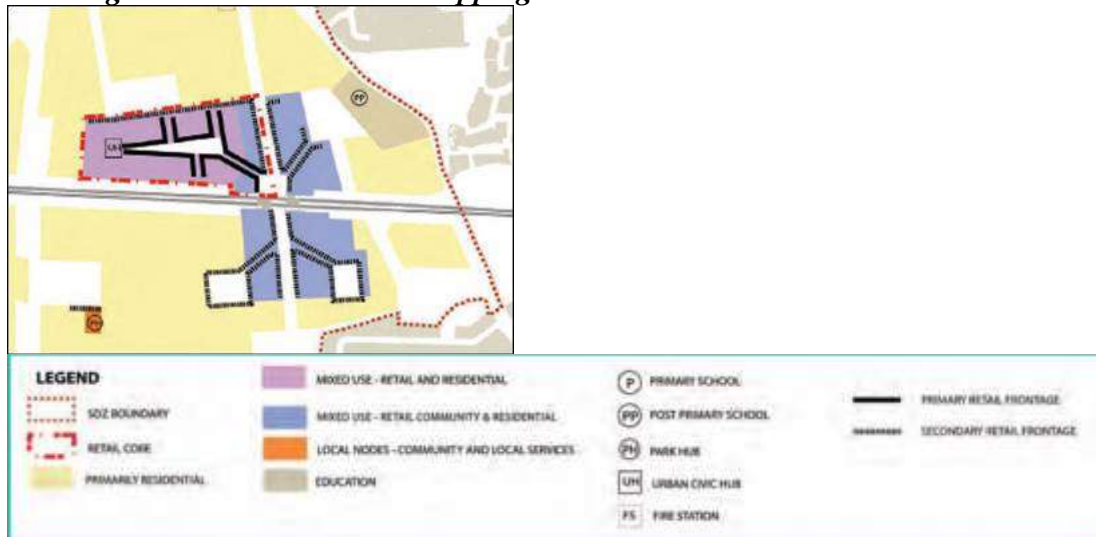
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Key Principles

- *To support new retail provision to meet the needs of the population and to direct significant new retail floor space into the designated Retail Core of Clonburris Urban Centre;*
n/a
- *To promote the provision of an appropriate mix, range and type of uses in the Retail Core of Clonburris Urban Centre, including retail, community, recreational, medical and childcare uses, at a scale that caters predominantly for the population of the lands;*
n/a
- *To support and facilitate the development of a Clonburris Urban Centre of an appropriate urban scale, providing a sustainable retail mix, that facilitates walking, cycling and use of public transport; and*
Proposal provides development within Clonburris Urban Centre. The scale proposed is commensurate to the role of the subsector. Walking, cycling and public transport are facilitated.
- *In the Clonburris and Kishoge centres, the provision of uses that would preclude the provision of a more appropriate range of retail or services may be restricted at ground floor level within the shopping streets, in addition to any uses that would seriously affect the amenities of the area and impinge on achieving the Planning Scheme.*

The diagram below set out the shopping streets



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*It is noted that, whilst some retail is provided at ground floor, a significant portion of the shopping streets (secondary retail frontage in this instance) are not retail use. Whilst the provision of other uses, such as the creche is welcomed, it is apparent that a significant portion of shopping frontage is dedicated to residential amenities and areas for plant or cycle storage. The applicant is requested to provide more active / flexible space along the secondary frontages. **Additional information** is requested.*

In accordance with Section 2.5.7, Applications for Retail Development should accord with the following:

- *Retail development should be in accordance with the role and function of the retail centre and accord with the scale and type of retailing identified for that location.
The application is consistent with the requirements of the scheme in terms of scale, type, role and function*
- *Retail development should be in accordance with the fundamental objective to support the vitality and viability of the retail centre. Proposals to amalgamate retail units will be carefully considered.
N/A*
- *Major retail proposals (exceeding 1,000 sq.metres) are required to provide a detailed Retail Impact Assessment (RIA) and Design Statement in accordance with Section 2.8 Built Form and Design.
N/A*
- *Planning applications for retail development shall provide a general breakdown of retail floorspace to be provided and should have regard to the accompanying Retail Study and the indicative breakdown of floorspace into convenience, comparison and retail services.
No detail is provided on this. Additional information is requested.*

Economic Development

Key Principles

- *To support the local economy and promote Clonburris and Kishoge as a location for employment and enterprise floorspace;*
- *To support and facilitate the provision of additional strategic infrastructure to enhance the attractiveness of the SDZ lands as a location for economic development;*
- *To promote enterprise and employment related development at locations in the Planning Scheme that are proximate to and integrated with transportation and other urban land uses, to promote compact urban development and sustainable transport;*
- *To ensure that employment floorspace and enterprise units are designed to the highest architectural and landscaping standards and that natural site features, such as watercourses, trees and hedgerows are retained and enhanced as an integral part of the scheme;*

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- *To support and facilitate the provision of an enterprise centre and incubation hubs in accordance with actions identified by the Local Enterprise Office, through the Local Economic and Community Plan or by other enterprise support initiatives;*
- *To provide for a range of employment accommodation types, including units suitable for small business; and*
- *To support the development of tourism infrastructure, attractions, activities and facilities at appropriate locations subject to sensitive design and environmental safeguards.*

In accordance with Section 2.6.3 “As a minimum, 10% of the employment floorspace provided in the Urban Centres shall be in the form of small-medium sized units/ incubation units of between 100 – 300sq.m. It is noted that the commercial building generally provides large open plan office space in excess of this. The applicant is requested to indicate that 10% of the proposed floorspace meets the above requirement. **Additional information** is requested.

Commercial uses such as hotels, hostels, bed and breakfast, funeral homes, public houses, nursing homes, garden centres, conference centres and healthcare facilities etc are generally permitted in principle in the Urban Centres and will form part of meeting the minimum employment floorspace in the Planning Scheme. The applicant is requested to consider if a wider range of uses could be provided in this instance. **Additional information** is requested.

Community Facilities

The minimum requirements for childcare spaces across the lands shall be in accordance with Table 2.7.2. this requires 200 childcare places for Clonburris Urban Centre.

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. The applicant is requested to set out the approximate number of childcare spaces created and how the remaining spaces could be delivered within the remainder of the CUC Development Area. **Additional information** is requested.

The SDCC Childcare committee has also raised a number of issues, which should be addressed via **additional information**.

Built Form and Design

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

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Design Statements

The applicant has submitted a design statement, prepared by ALTU Architects.

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

Demonstrates compliance with this SDZ Planning Scheme including its various requirements that relate to (inter alia) green infrastructure, blue infrastructure, movement, transport, land use, density (see Section 2.1.5 –Residential Density), built form and design;	The design statement assesses Planning Scheme Parameters, details the principles of the SDZ, notes a number of design parameters, such as building height and fine grain and assesses the specific objectives of each development area. The design statement is sufficient in this regard
Includes a masterplan that demonstrates proposed and future integration with the development of surrounding sites and Development Areas including vehicular, pedestrian, cycle and public transport connections;	Some detail on masterplanning provided. It is noted that the surrounding lands either have planning permission or an application that is under consideration. The applicant is requested to provide additional information indicating how the proposed street network, frontage distances and heights fit with the permitted context or that which is in development.
Demonstrates compliance with the 12 design criteria contained within the Urban Design Manual A Best Practice Guide (2009) in the case of residential development;	This has been set out in the design statement and is discussed further below.
Demonstrates a range of dwelling sizes to support a variety of household sizes and dwelling types;	The design statement sets out details on the variety of the mix of units. The Planning Authority notes the mix.
Demonstrates compliance with the 10 design criteria contained within the Retail Design Manual (2012) in the case of retail development;	The applicant is requested to provide this via additional information .
Includes street cross sections and plans that	Further cross sections of streets are

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demonstrate compliance with DMURS (2013) in terms of ‘Movement, Place and Speed’, ‘Streetscape’, ‘Pedestrian and Cyclist Environment’ and ‘Carriageway Conditions’ etc.;	required. Additional information is requested.
Includes a Quality Audit addressing street design as outlined under DMURS (2013);	No quality audit provided. Roads has not raised any concerns in this regard.
Includes cross sections that demonstrates appropriate design responses to existing and proposed site levels including those that relate to streets, spaces, building frontages, services and SUDS;	The applicant provides contextual elevations which address this.
Is accompanied by a detailed Landscape Plan that is consistent with the Parks and Landscape Strategy for the SDZ lands (see Section 2.10 – Landscape and Open Space) and specifies and illustrates the proposed treatment of streets and spaces including parking, street furniture, lighting (street and dedicated pedestrian/cycle routes), planting, surface treatment and children’s play facilities;	Landscape plan provided. There are some concerns regarding landscaping, and these are discussed under Parks and Landscaping below.
Includes details in relation to the identification and incorporation of any features and structures of architectural merit and/or any sites and features of archaeological interest. Where practicable, the design of a development should be informed by its relationship with archaeological or architectural features located either within or outside the SDZ Lands such as the Clondalkin Round Tower.	There are no areas of architectural merit close to the site. The Department of Housing, Local Government and Heritage has requested further information and the applicant is requested to set out how this has been met following the submission of the relevant additional information .

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Urban Design Manual – A Best Practice Guide 2009

Urban Design Criteria	Assessment
<i>1. Context: How does the development respond to its surroundings?</i>	Adjacent proposals are taken into consideration.
<i>2. Connections: How well is the new neighbourhood / site connected?</i>	Good pedestrian / cycle connections. Adjacent to railway station
<i>3. Inclusivity: How easily can people use and access the development?</i>	High quality road, rail, cycle and bus network provided across over SDZ area. Compliant with Part M. Cycle parking provided and open spaces.
<i>4. Variety: How does the development promote a good mix of activities?</i>	Mix of uses and open space provided.
<i>5. Efficiency: How does the development make appropriate use of resources, including land?</i>	Residential development with public realm space and car and bicycle parking. Density in accordance with scheme
<i>6. Distinctiveness: How do the proposals create a sense of place?</i>	Applicant has addressed requirements for frontage and urban grain.
<i>7. Layout: How does the proposal create people-friendly streets and spaces?</i>	Homezones and side streets with traffic calming measures proposed. Some modification necessary to ensure compliance with the scheme. Additional information. There are concerns with the level of 'active' uses provided along secondary shopping frontage areas and also along the southern link street frontage. Additional information is requested.
<i>8. Public realm: How safe, secure, and enjoyable are the public areas?</i>	Passive surveillance of public open space areas. Planning Authority are not satisfied with the design of the area to the west of the apartment block.
<i>9. Adaptability: How will the buildings cope with change?</i>	Internal layouts can be easily adapted in the future. Sections generally indicate increased height at ground floor.
<i>10. Privacy / amenity: How do the buildings provide a decent standard of amenity?</i>	No undue overlooking. All apartments have private amenity space.
<i>11. Parking: How will the parking be secure and attractive?</i>	Car parking provided, some on street and some undercroft.

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Urban Design Criteria	Assessment
12. Detailed design: How well thought through is the building and landscape design?	Whilst some alterations are sought, the principle of the layout is considered acceptable.

External Finishes and Appearance

Brick will be the primary material for residential buildings. There will be a selection of colours. Retail buildings and creche will have large windows.

It is noted that a variety of materials, brick and render, are used for the apartment Blocks. For the commercial building, concrete is proposed. There are some concerns regarding the elevational treatments, and these are discussed below.

Block Form

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

- Building massing to the perimeter of the block;

This is generally achieved where possible, with the exception of Block F, which is set back from the southern link street.

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

This is achieved.

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

This is achieved.

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

There are concerns regarding the street between Blocks A and B, where there are few ground floor units and a significant level of plant / cycle storage etc. There are also concerns regarding the level of active uses along the pedestrianised street. The applicant is requested to consider more active uses along these frontages. Additional information is requested.

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

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There is a variety of building heights.

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

N/A

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

Applicant is requested to provide further detail to indicate compliance with scheme. Additional information is requested.

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

Parking arrangement is acceptable.

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

N/A

Block Size

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

Topography

All Development shall respond sensitively to level differences, particularly in those areas of the SDZ Lands where levels change significantly on either side of existing strategic roads. Development should therefore be laid out and designed in a manner that circumvents the need for retaining walls and blank frontages.

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

The applicant has submitted a range of contiguous elevations that demonstrates the approach to topography. It is apparent from the information submitted, that the height of the buildings have sufficient variety.

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Urban Grain and Façade Treatment

There are no areas of fine urban grain in accordance with Figure 2.8.5 of the Planning Scheme.

In terms of façade treatment, the Scheme states:

“In areas where coarser urban grain is proposed such as the urban centres (with the exception of urban spaces), designers will be required to clearly express the ground floor, main façade, a strong parapet, and roof form. Individual blocks should express distinctive building design. Plots should be vertically articulated into bays with good shopfront design and division with the use of different materials and colours. Building entrances should be designed as a key element of the facade, which may also be expressed vertically in the main façade.

Balconies should also be incorporated in residential development in coarser grain areas to improve the expression of the facade and the interface with the street. The treatment of ground floor corners must also be carefully considered in such areas in terms of design and interface. Corners also provide an opportunity for architectural design features such as projecting features and zero setbacks at upper floors”.

All blocks have a parapet, and no setbacks are proposed. Residential buildings have balconies that project from the building, rather than being set into them. It is noted that a variety of uses are provided at corners, particularly at the urban square, such as the creche and retail. This is welcomed.

Block A has some differentiation of material at the ground floor, as well as vertical articulation, with both brick and render at upper floors. Blocks B and D and Blocks E and F also indicate some variety in the elevations. Block C is the landmark commercial building and is of a differing design and materials to the other buildings. Blocks G and H are not within the CUC area.

The Planning Authority would welcome further consideration of the ground floors of Blocks B, D, E and F, particularly in terms of shopfront design where areas of retail are proposed. **Additional information** is requested.

Building Setback

Development across the SDZ lands should present strong building frontages close to street edges. Setbacks from the street edge should therefore be minimised and on-street parking should be incorporated in line with the requirements of DMURS (2013), the street typologies illustrated under this Planning Scheme (Section 2.2 – Transport & Movement) and the requirements set out under Section 2.8.10 in relation to the design of parking and loading.

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Where dwellings front the street edge, privacy strips/short gardens that range from 1 to 3 metres in depth should be considered particularly along Local Streets and Link Streets. As above, the applicant is requested to demonstrate compliance with regards street design and **additional information** is requested.

Building Heights and Street Widths

Designated building heights along Arterial and Link Streets have been determined by street width and proximity to the urban centres. To ensure that building heights respect the surrounding context, new developments immediately adjoining existing one and two storey housing shall incorporate a gradual change in building height with no significant marked increase in close proximity to existing low-rise housing. The proposal provides a transition in height to the approved housing development, as well as proposed adjacent housing development. As stated above, **additional information** is required on street widths.

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

Section 2.8.6 states 'the general building heights outlined in Figure 2.8.10 and the detailed requirements set out under Section 3.0 (Development Areas).' The designated building heights of the Planning Scheme are the Tables in Section 3. The Building Height Concept/Strategy is additional to aid understanding of implementation and inform the required urban design approach for development proposals.

The proposed development is consistent with the building height concept.

Landmark Buildings (Section 2.8.6)

The location of the landmark building is consistent with the scheme. In this instance, a commercial building is proposed, and 6 storeys is in line with the scheme requirements. The maximum height for landmark buildings in the Clonburris sub-area is 42m (above street level). The proposed building is 24.6m in this instance.

Landmark buildings shall be vertically proportioned as towers. Building design as opposed to building height is the key determinant in producing an acceptable Landmark Building and such buildings should be subject to architectural design competition prior to planning application. The applicant is requested to detail the design evolution of the landmark building and how the current proposal was deemed the most acceptable design. The applicant should set out details of any design competitions. **Additional information** is requested.

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Landmark Buildings should therefore be designed in a manner that is distinctive from surrounding buildings both in terms of architectural treatment and use of materials. To further emphasise their place-making function, Landmark Buildings shall incorporate high quality public realm treatment in terms of surrounding street planting, furniture, lighting and materials etc.

The design of such buildings shall therefore be based on a coherent design concept that is clearly communicated via a Design Statement and Landscape Plan. In addition to the above and the requirement of Section 2.8.2, Design Statements for Landmark Buildings shall also analyse and illustrate the impact of the proposed development in relation to its immediate and wider context including views/vistas within and beyond the SDZ lands and in terms of sunlight and daylight effects.

The applicant is requested to demonstrate compliance with the above via **additional information**.

Privacy and Overlooking

Acceptable distances are maintained.

Sunlight and Daylight

The applicant has provided a Daylight, Sunlight and Overshadow study, prepared by IES. In terms of methodology, the applicant utilises both the new edition and that cited in the relevant guidelines.

The conclusions are as follows:

- Shadow analysis –
 - Clonburris 1A south – no additional shading
 - Clonburris 1A west – minimal additional shading in March, none for rest of year
 - Clonburris 3 west – minimal additional shading in March and December, none for rest of year
- Sunlight to amenity – 2 hours of sunlight on March 21st over 50% standard met for existing amenity spaces. Only 92% of proposed amenity spaces meet the requirement. The applicant states ‘all amenity areas will be quality spaces in terms of sunlight,’ however, no justification is proposed for this deviation, nor is any mitigation proposed. **Additional information** is requested in this regard.
- Sunlight to existing buildings – no relevant buildings for APSH
- Sunlight to proposed development – the report concludes that the results are considered satisfactory – 64% is stated as acceptable on a scheme such as this, which is entirely apartments (BRE guide / BS 8206-2:2008). Results are considered excellent for IS EN 17037:2018 – 83% meet the requirements, which is high given the type of development.

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- Daylight existing buildings – neighbouring dwellings of Phase 1A and 3 assessed. 97% have a proposed VSC not less than 0.8 times their former value. 3 points drop below this value. The justification provided states 2 are dual aspect apartments and have large windows and have windows on a secondary elevation. Also, Phase 1A was tested with a future massing for Phase 2 in place. The applicant is requested to set out the details of the third property that falls below the standard. **Additional information.**
- Daylight proposed development – 3 standards assessed:
 - BRE guide / BS 8206-2:2008 – 84% compliance.
 - Compensatory measures are proposed. These are
 - 64% of apartments have 10% greater floor area than what is required
 - Additional communal open space provided.
 - IS EN 17037:2018 – 95% compliance
 - IS EN 17037:2018 National Annex – 95% compliance
- View out – standard is met as residential
- Glare – Not carried out as residential

The report concludes that the development ‘performs well’ when compared to the recommendations and that the impact on existing properties is negligible.

Energy Efficiency & Resilience

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

Street Planting, Furniture and Materials

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

There are no specific comments regarding street trees in this instance.

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Street furniture

No specific comments in this instance.

Boundary Treatment

N/A – apartment development.

Services Infrastructure and Energy Framework

Water Supply

Irish Water has raised no objections, subject to conditions.

Foul Water Drainage

Irish Water has raised no objections, subject to conditions.

Surface Water Drainage and Sustainable Urban Drainage System (SUDS)

Water Services has requested **additional information** regarding attenuation, surface water layout and SuDS.

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

Waste Management and Recycling Facilities

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

- The location and design of any refuse storage or recycling facility should ensure that it is easily accessible both for residents and/or public and for bin collection, be insect and vermin proofed, will not present an odour problem, and will not significantly detract from the residential amenities of adjacent property or future occupants, - concern has been raised by roads that some of the designated Bin Collection Points are located behind parking bays which would restrict access for refuse collectors if the parking bays are in use. The applicant should submit a revised drawing showing the proposed Bin Collection Points located in areas that can be easily accessed at any time by refuse collectors. This should be accompanied by a swept path analysis showing the collection route of a refuse vehicle. **Additional information** is requested.
- Provision for the storage and collection of waste materials shall be in accordance with the guidelines for waste storage facilities in the relevant RWMP and the design considerations contained in Section 4.8 and 4.9 of the DECLG Design Standards for New Apartments (2015). Refuse storage for houses should be externally located, concealed/covered and adequate to cater for the size and number of bins normally allocated to a household. For terraced houses, the most appropriate area for bins to be stored is to the front of the house, which should be located in well-designed enclosures that do not detract from visual amenity, - **additional information** is requested.

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

Aerodromes

Parts of the site are located within the following designations:

- Bird Hazards
- Approach Surface (Casement) – min 152.2OD
- Take off Climb Surfaces (Casement) – min 93.3OD
- Inner Horizontal Surface (Casement) – 131.6OD
- Outer Horizontal Surface (Dublin) – 212OD

No comments have been received from the Department of Defence. No large water bodies are proposed, and it is not considered any element of the proposal would attract birds. The highest building appears to be approx. 85 OD. The applicant is requested to confirm that none of the DoD surfaces would be breached via **additional information**.

The IAA has requested a condition regarding cranes. Standard conditions are recommended in the event of grant of permission.

Noise

The EHO has raised no objections, subject to conditions.

Construction Environmental Management Plans

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

Landscape and Open Space

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

Proposed Open Spaces

Open space is provided in 3 areas:

Urban space – 0.52ha

Eastern linear park – 0.72ha

Main street axis 0.18ha

Total – 1.42ha

The proposed communal areas to serve the apartments are considered acceptable.

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

“Overall Public Realm welcome this application noting its high quality Public Realm design, connected green infrastructure network and high quality of landscaping.

- 1. Impact on existing hedgerows and biodiversity. Given the removal of hedgerows across this site additional efforts are required to maximise the ecological potential of the retained green corridors especially along the railway line where insufficient space has been allocated.*
- 2. Green Infrastructure- further efforts required on strengthening Strategic and local corridors.*
- 3. Minor modifications required to the Suds design.*
- 4. The concept of using natural play and equipment is acceptable and we require further detail on this.*
- 5. Accessibility of main open space/park. Wheelchair access from the main street axis/multi-function plaza into the park is by a very indirect route and is a barrier to universal access”.*

Additional information has been requested.

Biodiversity and Natural Heritage

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

Hedgerows

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

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

The Parks and Public Realm Department has requested additional information.

It is noted that the applicant has undertaken an EIAR and various studies. In the event of grant, a condition is recommended to secure these measures.

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Archaeological and Architectural Heritage

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

<i>To incorporate Architectural Heritage structures and features throughout the SDZ lands in a manner that promotes place making and capitalises on the unique industrial heritage of the surrounding area;</i>	None close to the application site.
<i>To ensure that the high archaeological potential of the SDZ lands is fully considered and valued throughout the design and construction process.</i>	The Department has requested additional information.

Other Issues

The report from the Roads Department raises the following additional issues:

"Public Transport:

The proposed bus stop on Fonthill Road will be easily access via the proposed pedestrian and cyclist connections to the East of the development.

Pedestrians can easily access the Clondalkin/Fonthill railway station via a stepped pedestrian route to the North East of the site. Cyclists and mobility impaired users must use the ramped access route to the East of the site. However, at a distance of 200m from the train station, this is considered an acceptable access route.

Taking in Charge:

SDCC will not take in charge any flag paving on carriageways. There seems to be a portion of flag paving on a traffic calmed area at the junction between Blocks A, B & E, which is part of the Main Street Axis. The applicant is required to clarify all road surface materials throughout the development.

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Fig. 10: Main Street Axis junction

Public Lighting

An outdoor lighting report and layout has been submitted; this plan requires agreement from SDCC Public Lighting Department prior to commencement”.

Additional information is requested.

Environmental Impact Assessment Report (EIAR)

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

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

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

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

What an EIAR is to contain:

the developer shall include at least:

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

Adequacy of Environmental Impact Assessment Report (EIAR)

The EIAR sets out:

Chapter 1 – Introduction and Methodology

Chapter 2 – Description of the Proposed Development and Alternatives Examined

Chapters 3 – 14 sets out the required topics

Chapter 15 – Interactions of the forgoing

Chapter 16 – Summary of EIA mitigation and monitoring measures

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

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

Subject to Article 108 of the Planning and Development Regulations 2001 (as amended) the Planning Authority is required to examine the adequacy of the EIAR submitted. It is considered that the proposed EIAR contains the information as set out in Schedule 6 of the Planning and Development Regulations (2001) as amended and in accordance with European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018.

Alternatives

The EIAR examines the following alternatives:

Alternative Locations

The South Dublin County Council County Development Plan 2022-2028 zoning map notes the subject site as being within the Clonburris SDZ. As such the Clonburris SDZ Planning Scheme applies to this site. Given the project comprises the development of a site within the Clonburris SDZ and Planning Scheme area, the consideration of alternative locations is not relevant in this instance.

The Clonburris SDZ Planning Scheme was prepared by SDCC to provide a framework for the future development of the subject lands. The Planning Scheme itself was subject to the Strategic Environmental Assessment (SEA) process.

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“Do-Nothing” Alternative

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

Alternative Uses

The proposed development is located in the Clonburris SDZ and subject of a Planning Scheme. The proposed residential development with creche, innovation hub and open space is consistent with the zoning and related uses of the Clonburris Planning Scheme 2019. The location of new residential development at this site has therefore been pre-empted in the adopted Planning Scheme which itself was subject to Strategic Environment Assessment (SEA) and the consideration of alternatives for this site and area Description of Alternative Processes. This is not considered relevant to this EIAR having regard to the nature of the proposed (residential) development. It is noted the proposed construction works comprise relatively standard building construction processes. As such there are no specific alternative construction processes identified. With reference to the operational phase, no new, unusual or technically challenging operational techniques are required, as such no alternative operational processes have been considered.

Alternative Processes

This is not considered relevant to this EIAR having regard to the nature of the proposed (residential) development.

It is noted the proposed construction works comprise relatively standard building construction processes. As such there are no specific alternative construction processes identified. With reference to the operational phase, no new, unusual or technically challenging operational techniques are required, as such no alternative operational processes have been considered.

Alternative Designs and Layouts

The project architects undertook an extensive appraisal to determine the appropriate scale, massing and layout of the proposed development. We refer the Planning Authority to the Architectural Design Statement prepared by ALTU Architects.

The analysis includes an assessment of:

- The characteristics of the subject site and wider environs
- Site constraints such as high-pressure gas pipeline & the railway line to the north.
- The provisions of the Clonburris Planning Scheme which provides a range of design standards and objectives uses, masterplan form, and a range of building heights.

The masterplan for the site has been informed by the guidance set out in the Clonburris Planning Scheme 2019, with respect to the placement of blocks on the site, including the fixed elements which relate to the permitted Clonburris Southern Link Street, which bounds the site to the south. To the east, the alignment of the Fonthill Road is fixed as is the high-pressure Gas Networks Ireland gas main wayleave, which is located along the western side of the Fonthill Road.

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The principle of all designated streets under this 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.

EIAR Reasoned Conclusion

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

- Population and human health:
 - Construction phase: some minor temporary residual impacts on population (human beings) and human health most likely with respect to nuisance caused by construction activities, predominantly related to noise and traffic as detailed in chapters, 8 and 10. Subject to the careful implementation of the remedial and mitigation measures proposed throughout this EIAR document, and as controlled through the Construction and Environmental Management Plan any adverse likely and significant environmental impacts will be avoided. Imperceptible, positive short-term impacts are likely to arise due to an increase in employment and economic activity associated with the construction of the proposed development.
 - Operation phase: Generally positive alteration to the existing undeveloped site in terms of the provision of residential, retail and office units. The provision of creche and employment facilities on site enhances the quality of the development and helps to create sustainable communities. The implementation of the range of remedial and mitigation measures included throughout this EIAR document is likely to have the impact of limiting any adverse significant and likely environmental impacts of the operational phase of the proposed development on population and human health (as set out in relevant chapters land and soils, water and hydrology, air quality and climate, noise and vibration, traffic, and risk management). The proposed development will result in a long-term positive impact on housing and is not likely to result in any significant negative effects on population and human health, and will result in some other positive impacts, including settlement patterns of a sustainable density at an appropriate location and economic benefits derived from the employment opportunities within childcare facility and employment hub proposed. Through generating additional economic activity in the area, and providing for a high standard of residential accommodation, there will be a slight positive impact arising from the proposed development in the short-term (for economic activity) and in the long term for residential accommodation

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- Biodiversity: Taking the above information into consideration and having regard to the precautionary principle, it is considered that the proposed development will not result in the loss of habitats or species of high ecological significance and will not have any significant effects on the ecology of the wider area. The potential residual impacts on ecological receptors will not be significant and no potential for the proposed development to contribute to any cumulative impacts on biodiversity when considered in-combination with other plans and projects was identified. Provided that the development is constructed in accordance with the design and best practice that is described within this application, significant residual effects on biodiversity are not anticipated at any geographic scale.
- Land and soils
 - Construction: Implementation of the measures outlined in Section 5.6 will ensure that the potential impacts of the development on soils and the geological environment are minimised during the construction phase and that any residual impacts will be short term, and imperceptible.
 - Operational: Residual Impacts from earthworks haulage and the risk of contamination of groundwater are deemed to be of minor risk. The residual impacts for a residential housing development, creche and open space are deemed to be imperceptible post construction (during the operational phase). Implementation of the mitigation measures outlined above will ensure that potential significant effects of the proposed development on land, soils and geology do not occur during the construction phase and that any residual effects will be short term and not significant.
- Water and hydrology:
 - Impact on Climate: It is considered that by implementing the proposed construction and operational phase mitigation measures above, that the significance of the identified impacts will be reduce to a “Not significant” residual impact on the identified hydrological/ hydrogeological receptors.
 - Construction: Under a ‘worst case’ scenario, the accidental release of fuel, oil, paints or other hazardous material occurs on site during the construction phase, through the failure of secondary containment or a materials handling accident on the site. If this were to occur over open ground, then these materials could infiltrate through the soil contaminating the groundwater or flow overland and contaminate surface water receptors.
 - Operation: Worst case scenarios envisioned are extreme occurrences of the potential effects identified above in conjunction with failure of mitigation measures during the operational phase including:
 - Significant contamination event
 - Flood Event Flooding due to extreme event or unsuitable drainage measures

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Given the scale of the site and relatively standard nature of the works involved the likelihood of a “worst case” event is extremely low.

- Air quality and climate:
 - Construction: Air quality – negative, slight, local, likely and short term Climate – neutral, imperceptible, local, likely and short term.
 - Operational: Air quality – neutral, imperceptible, local, likely and long term. Climate – neutral, imperceptible, global likely and long term.

- Noise and vibration
 - Construction:
 - Noise: The impact of the construction phase will result in an increase in daytime noise levels at the closest receptors to the site. With mitigation measures in place and with regard to the extended distances between the site and the closest residential receptors, it is predicted that the guideline construction noise limit of 70dB(A) LAeq, 1-hour will be complied with.
 - Vibration: Site activities, in particular ground clearance will not generate perceptible vibration at the closest residential receptors located to the south or southeast of the site. It is predicted that vibration levels associated with construction activities at the closest receptors to the site will not exceed 15 mm/sec PPV. Human response to groundbourne vibrations will be perceptible at levels between 0.14 to 1.0 mm/sec PPV. With regard to the extended distances between the site and the closest residential receptors it is predicted that ground vibration will be imperceptible at the receptors.

 - Operational:
 - Noise: The operational phase of the development will not adversely impact the existing noise climate at local receptors.
 - Vibration: The operational phase of the development will not generate ground borne vibration levels.

- Landscape and Visual impact assessment: No residual impacts set out. Noted that photomontages and other information provided to indicate the impact of the proposal post development. Any construction impacts would be temporary in their impact on the landscape.

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

Table 10.15 – Impact Assessment – Operational Phase

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

- Material assets – waste management
 - Construction: negative, not significant, regional, likely and short term.
 - Operational: negative, not significant, regional, likely and long term.
- Material assets – utilities
 - Construction: Implementation of the measures outlined in Section 12.6 will ensure that the potential effects of the proposed development on infrastructure, services and public utilities do not occur during the construction phase and that any residual effects will be short term and not significant.
 - Operational: As surface water drainage, foul water drainage, watermain and utilities design has been carried out in accordance with the relevant guidelines, there are no predicted significant negative residual effects on the drainage and water supply arising from the operational phase. All utilities ducting and diversions will be carried out as per the supplier instructions, therefore no predicted residual effects are expected from the operational phase.

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- Archaeology, architecture and cultural heritage
 - Archaeology: Following implementation of mitigation measures, no impacts are predicted upon the archaeological resource.
 - Architecture: There are no impacts predicted upon the architectural heritage resource.
 - Cultural heritage: There are no impacts predicted upon the architectural heritage resource.
- 'Risk management: Through the implementation of mitigation measures, there are no identified incidents or examples of major accidents and or natural disasters that present a sufficient combination of risk and consequence that would likely lead to significant residual impacts or environmental effects. No residual impacts arise from the construction phase.

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

5. Screening for Appropriate Assessment

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

“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 plan 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 for the preparation of a Natura Impact Statement.”

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

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Other Considerations

Development Contributions

- Further information recommended. Applicant to supply an updated schedule if amendments – **additional information** required.

SEA Monitoring

FI recommended

Conclusion

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

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

- Compliance with the Planning Scheme
- The street network.
- GI, SuDS
- Design
- Landscaping
- Archaeology

The applicant is requested to address these concerns.

Recommendation

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

1. In order to ensure compliance with the scheme, the applicant is requested to provide the following detail:
 - a. The applicant has summarised the phasing requirements applicable up to Phase 1A 0-1, 000 units. There are a total of 1, 989 units either granted permission or included in planning applications currently under consideration. If all of these units were granted, constructed and occupied, they would take up the vast majority of the phasing allowance up to 2, 000 units when the Phase 1B (1, 001-2, 000 units) requirements are required to be delivered. The applicant is requested to provide details on Phase 1B.
 - b. The applicant is requested to set out the net development area for CUC-S3 and the net development area for CSW-S3. The applicant is requested to detail how the total net development area for CSW-S3 is met through applications SDZ21A/0022, SDZ22A/0017 and SDZ22A/0018.

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c. The applicant is requested to demonstrate that the strategic pedestrian / cycle route to the north of the site, along the railway, links to the cycle track proposed on the adjacent sites.

d. Street design: The applicant is requested to provide a clear layout plan indicating:

- The road typology
- Width between building frontages (including areas with planning permission or under consideration applications)
- Carriageway width
- Footpath width
- Privacy strip width (if present)
- Location of street trees.

Cross sections should also be provided where relevant.

2. Design

a. It is noted that the scheme envisages a perimeter block to the south, where blocks E and F are located. It is noted that there is a break in this frontage at present and also that Block F is set off the southern link road. There do not appear to be any physical constraints to providing a strong frontage at this location. The applicant is requested to redesign this area to provide building frontage to the link street.

b. The applicant is requested to provide a layout plan indicating how the proposed street network, frontage distances and heights fit with the permitted context or that which is in development.

c. There are concerns with the level of active uses provided along secondary shopping frontage areas and also along the southern link street frontage. The applicant is requested to provide a revised layout, which provides more appropriate uses along the secondary retail frontage and also activates the area along the link street.

d. There are concerns regarding the street between Blocks A and B, where there are few ground floor units and a significant level of plant / cycle storage etc. There are also concerns regarding the level of active uses along the pedestrianised street. The applicant is requested to consider more active uses (including the provision of more apartments) along this street.

e. The applicant is requested to give further consideration to the design of the ground floors of Blocks B, D, E and F and articulate the ground floor main façade, including in terms of shopfront design where areas of retail are proposed and articulation of the main entrances.

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

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3. Retail.
 - a. It is noted that, whilst some retail is provided at ground floor, a significant portion of the shopping streets (secondary retail frontage in this instance) are not retail use. Whilst the provision of other uses, such as the creche is welcomed, it is apparent that a significant portion of shopping frontage is dedicated to residential amenities and areas for plant or cycle storage. The applicant is requested to provide more active / flexible space along the secondary frontages.
 - b. In accordance with Section 2.5.7 Planning applications for retail development shall provide a general breakdown of retail floorspace to be provided and should have regard to the accompanying Retail Study and the indicative breakdown of floorspace into convenience, comparison and retail services. The applicant is requested to provide this information.
 - c. The applicant is requested to provide a statement that indicated compliance with the 10 design criteria contained within the Retail Design Manual (2012).
4. Economic Development.
 - a. In accordance with Section 2.6.3 As a minimum, 10% of the employment floorspace provided in the Urban Centres shall be in the form of small-medium sized units/ incubation units of between 100 – 300sq.m. It is noted that the commercial building generally provides large open plan office space in excess of this. The applicant is requested to indicate that 10% of the proposed floorspace meets the above requirement.
 - b. Commercial uses such as hotels, hostels, bed and breakfast, funeral homes, public houses, nursing homes, garden centres, conference centres and healthcare facilities etc are generally permitted in principle in the Urban Centres and will form part of meeting the minimum employment floorspace in the Planning Scheme. The applicant is requested to consider if a wider range of uses could be provided in this instance.
5. Creche.
 - a. Table 2.7.2. requires 200 childcare places for Clonburr Urban Centre. The applicant is requested to set out the approximate number of childcare spaces created and how the remaining spaces could be delivered within the remainder of the CUC Development Area.
 - b. The applicant is requested to address the following observations made by the SDCC childcare committee:
 - The plans are unclear as to the location of the outdoor space for the proposed creche. Please note that per the 2016 Childcare Regulations, all new childcare services should have access to an outdoor play space.
 - Universal design would indicate babies would have A small covered outdoor space that is separate but adjacent to the main outdoor area.
 - We are concerned about the fire safety implications of the creche not being on the ground floor, especially in the event of a fire or fire drill.

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- The proposed room for the 0-1 years is relatively small. There is a considerable demand already in the area for baby childcare spaces. The Clonburris development is highly likely to increase this demand. The toilet would not be required because the baby area has a designated nappy changing area. While we recognise removing the toilets reduces the opportunity for a change of use, we feel that it would increase the space available for babies in the 0-1 age group
- We could not view the Ground floor floor plans; therefore, we cannot determine if there is suitable space for storage, an office, or facilities for staff.
- Are there dedicated parking spaces for the creche?
- Can you clarify the function of the milk area in the rooms designed for 2-3 year olds?
- Natural light is advisable in all rooms. However, will there be sufficient natural light with only one window in the baby room and windows on one side of Homebase 3?
- In relation to the sleep rooms, Homebase will need the space to cater for 7 cots or 5 cots if all children are over 9 months. Homebase 2 if catering for 18 children will require a sleep room size to accommodate 9 cots.
- As the plans indicate a full daycare service, it would be required to serve hot meals.

The plans do not show Kitchen facilities.

- We have also observed that there are none of the following indicated in the plans:
- Separate laundry facilities to avoid cross-contamination
- Staff toilets and a disability toilet
- Chef should have separate toilet facilities.
- The rooms for the 2-3-year-olds should also have changing facilities

6. Landmark Building.

a. The applicant is requested to detail the design evolution of the landmark building and how the current proposal was deemed the most acceptable design. The applicant should set out details of any design competitions.

b. Landmark Buildings should be designed in a manner that is distinctive from surrounding buildings both in terms of architectural treatment and use of materials. To further emphasise their place-making function, Landmark Buildings shall incorporate high quality public realm treatment in terms of surrounding street planting, furniture, lighting and materials etc.

The design of such buildings shall therefore be based on a coherent design concept that is clearly communicated via a Design Statement and Landscape Plan. In addition to the above and the requirement of Section 2.8.2, Design Statements for Landmark Buildings shall also analyse and illustrate the impact of the proposed development in relation to its immediate and wider context including views/vistas within and beyond the SDZ lands and in terms of sunlight and daylight effects. The applicant is requested to demonstrate compliance with the above

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7. Sunlight and Daylight.
 - a. Sunlight to amenity – 2 hours of sunlight on March 21st over 50% standard met for existing amenity spaces. Only 92% of proposed amenity spaces meet the requirement. The applicant states all amenity areas will be quality spaces in terms of sunlight, however, no justification is proposed for this deviation, nor is any mitigation proposed. The applicant is requested to provide further justification / mitigation.
 - b. Daylight existing buildings – neighbouring dwellings of Phase 1A and 3 assessed. 97% have a proposed VSC not less than 0.8 times their former value. 3 points drop below this value. The justification provided states 2 are dual aspect apartments and have large windows and have windows on a secondary elevation. Also, Phase 1A was tested with a future massing for Phase 2 in place. The applicant is requested to set out the details of the third property that falls below the standard.
8. Aviation.

No comments have been received from the Department of Defence. No large water bodies are proposed and it is not considered any element of the proposal would attract birds. The highest building appears to be approx. 85 OD. The applicant is requested to confirm that none of the DoD surfaces would be breached.
9. Roads.
 1. The applicant is requested to submit construction/loading specifications for the reinforced grass strip along Block D and F east facades.
 2. The applicant should provide justification for the inclusion of Local Streets to South and West of Block G as the SDZ plan designates these streets as a Homezones.
 3. The applicant is requested to submit a revised layout showing adequate sightlines for the development's junctions.
 4. The applicant shall submit a Stage 1 Road Safety Audit
 5. The applicant is requested to submit a revised layout showing a minimum Bicycle Parking total of 1362 no. Bicycle Parking spaces as per Table 12.23 of the SDCC Development Plan 2022-2028.
 6. The applicant is requested to submit a revised drawing showing the proposed Bin Collection Points located in areas that can be easily accessed at any time by refuse collectors. Bin Collection Points should not be located behind parking bays. This should be accompanied by a swept path analysis showing the collection route of a refuse vehicle.
 7. The applicant is requested to clarify the road surface materials at the junction between Blocks A, B & E, which is part of the Main Street Axis. All items and areas for taking in charge shall be undertaken to a taking in charge standard.

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10. Water Services.

- a. The proposed local surface water attenuation of 975m³ is undersized by approximately 85% for urban areas for a 1 in 100 year storm event. The applicant is requested to submit a report to show revised attenuation calculations use for proposed site at Clonburris.
- b. The applicant is requested submit a drawing with increased surface water attenuation and show the surface water layout to include connection to main surface water sewer in spine road. Clarify on drawing where proposed subsequent surface water attenuation systems will be.
- c. The applicant is requested submit up to date surface water drawings. Show how surface water layout drawings compare to drawings at pre designed stage of Clonburris Site.
- d. The applicant is requested include SuDS (Sustainable Drainage Systems) in proposed development such as a Green Roof, Swales, permeable paving and other such SuDS. Examples of SuDS can be found in the SDCC SuDS Guide.
- e. The applicant is requested contact water services in SDCC to discuss above issues before resubmitting additional information required.

11. Archaeology.

- a. The applicant's archaeologist is requested to submit the Archaeological Testing Report, to include a detailed Archaeological Impact Assessment, for Licence No. 22E0719 to the Department and the Planning Authority.
- b. No further sub-surface work shall be undertaken in the absence of the archaeologist without his/her express consent.
- c. The report should describe the results of the Archaeological Test Excavation that have been carried out under Licence No. 22E0719 and the findings of the AIA. The report should detail the proposed development site (PDS, the historical and archaeological background of the site and the boundary walls (consulting appropriate documentary sources) and review all cartographic sources and aerial photographs for the area.
- d. The report should comment on the degree to which the extent, location and levels of all proposed foundations, service trenches and other sub-surface works required for the development will affect the archaeological remains. This shall be illustrated with appropriate plans, sections, etc.
- e. Where archaeological material is shown to be present, further mitigation measures will be required; these may include refusal, redesign to allow for preservation in situ, excavation and/or monitoring as deemed appropriate. This Department will advise the Local Authority with regard to these matters. No decision should be made on this application until this Department and the Local Authority have had the opportunity to fully evaluate the findings of the AIA.

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12. Parks.

The applicant is requested to address the following:

a. Impact on existing hedgerows and biodiversity: Given the removal of hedgerows across this site additional efforts are required to maximise the ecological potential of the retained green corridors especially along the railway line where insufficient space has been allocated. The applicant is requested to submit A revised detailed landscape plan, to be agreed with Public Realm, with full works specification, that accords with the specifications and requirements of Council's Public Realm Section. The revised landscape plan shall strengthen the northern railway corridor. Currently the Strategic Green Corridor stops at Block H but it is required to continue to Block B. Parking should be removed from this area. Improved accessibility to the main open space is required and further details are required regarding the play provision.

b. the applicant is requested to set out measures to strengthen Strategic and Local Green Infrastructure connections within the site and to clearly identify links to adjacent existing / approved corridors.

c. Modifications are required to comply with SDCC's Guidance. These changes include swale widths, driveway details and water flow into tree pits. The applicant is requested to submit revised details that indicate compliance.

d. The concept of using natural play and equipment is acceptable, however, the applicant is requested to provide further details.

e. Accessibility of main open space/park: Wheelchair access from the main street axis/multi function plaza into the park is by a very indirect

13. EIAR

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

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REG. REF. SDZ22A/0018

LOCATION: Within the townland of Cappagh, Clonburris, Dublin 22



Gormla O'Corrain,
Senior Planner

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

Date: 17 Feb 2023



**Mick Mulhern, Director of Land Use,
Planning & Transportation**