

Comhairle Chontae Atha Cliath Theas

PR/0371/23

Record of Executive Business and Chief Executive's Order

Reg. Reference: SDZ23A/0004 **Application Date:** 10-Feb-2023
Submission Type: New Application **Registration Date:** 10-Feb-2023

Correspondence Name and Address: Stephen Little & Associates 26/27, Pembroke Street Upper, Dublin 2, D02 X361

Proposed Development: 385 dwelling units (139 houses, 70 Build-to-Rent duplex / apartments, 72 duplex / apartments and 104 apartments), ranging between two to six storeys in height comprising the following: - Total of 139 houses consisting of 102 three bedroom two storey terraced houses (House Type: 0, E & F); 11 four bedroom two storey terraced houses (House Type: C); 26 four bedroom three storey terraced houses (House Type: A & B); Total of 70 Build-to-Rent duplex / apartments units consisting of 35 two bedroom units (House Type: J, L & O); 35 three bedroom units (House Type: K, M & P); Total of 72 duplex / apartment units consisting of: - 36 two bedroom units (House Type: J, L & O); 36 three bedroom units (House Type: K, M & P); Total of 104 apartment units accommodated in 2 blocks ranging from four to six storeys consisting of 48 one bedroom units (House Type: A1 & A2); 56 two bedroom units (House Type: B1 & B2); Private rear gardens are provided for all houses. Private patios / terraces and balconies are provided for all duplexes and apartments; Vehicular access to serve the development is provided off the Clonburris Southern Link Street permitted under SDCC Reg. Ref. SDZ20A/0021 and currently under construction. Pedestrian and cycle access is also provided to the Newcastle Road (R120) and to the Clonburris Southern Link Street; All associated and ancillary site development, infrastructural, hard and soft landscaping and boundary treatment works, including: - A single storey tenant amenity building (c. 170 sq.m); Areas of public open space (1.45Ha); 538 car parking spaces and 878 bicycle parking spaces (660 long-term spaces and 218 visitor spaces); Bin and bicycle stores; Plant provided at undercroft level and additional plant

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provided at roof level (including solar panels) of the proposed apartment blocks; 3 ESB Sub-stations; Demolition of remaining walls and hardstanding associated with a former agricultural building; The development proposed includes minor revisions to an attenuation pond, connections to water services (wastewater, surface water and water supply) and connections to permitted cycle/ pedestrian paths permitted under SDCC Reg. Ref. SDZ20A/0021 on a site (c. 8.94 Ha) in the townland of Adamstown, within the Clonburris Strategic Development Zone (Adamstown Extension). On lands generally bound by the Dublin-Cork Rail Line to the north; Hayden's Lane, the Griffeen River and the undeveloped lands of Clonburris Strategic Development Zone to the east; Lucan Pitch and Putt to the south; and Newcastle Road (R120) to the west. This site consists of Development Areas AE-S1 and AE-S2 within the Clonburris Strategic Development Zone, as prescribed by the Clonburris Strategic Development Zone Planning Scheme 2019; This application is being made in accordance with the Clonburris Strategic Development Zone Planning Scheme 2019 and related to a proposed development within the Clonburris Strategic Development Planning Scheme Area, as defined by Statutory Instrument No. 604 of 2015.

Location: In the townland of Adamstown, Lucan, Co. Dublin
Applicant Name: Clear Real Estate Holdings Limited
Application Type: SDZ Application

(SW)

Description of Site and Surroundings:

Site Area: stated as 8.94ha.

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Site Description:

The subject site is located in the western section of Clonburris SDZ (Strategic Development Zone) and forms a section of the Adamstown Extension Character Area within the Clonburris SDZ. The subject site is located in the norther and central elements of the character area and contains all of development area AE-2 and part of development area AE-2.

The application site consists of an undeveloped greenfield site, which is situated immediately south of the railway line and west of the R120 (Newcastle Road). The Griffeen River is situated to the west. A Pitch and Putt Course (also part of the AE-2 development area) lies to the south and the Grant Canal is situated above this.

Haydens Lane runs between the site (not within the redline). Upgrades to this have been approved as part of SDZ21A/0021.

Proposal:

The proposed development consists of:

- **385 dwelling units** (139 houses, 70 Build-to-Rent duplex / apartments, 72 duplex / apartments and 104 apartments), ranging between **two to six storeys in height** comprising the following: -
- Total of **139 houses** consisting of
 - 102 three bedroom two storey terraced houses (House Type: 0, E & F);
 - 11 four bedroom two storey terraced houses (House Type: C);
 - 26 four bedroom three storey terraced houses (House Type: A & B);
- Total of **70 Build-to-Rent duplex / apartments** units consisting of
 - 35 two bedroom units (House Type: J, L & O);
 - 35 three bedroom units (House Type: K, M & P);
- Total of **72 duplex / apartment** units consisting of: -
 - 36 two bedroom units (House Type: J, L & O);
 - 36 three bedroom units (House Type: K, M & P);
- Total of **104 apartment units** accommodated in 2 blocks ranging from four to six storeys consisting of
 - 48 one bedroom units (House Type: A1 & A2);
 - 56 two bedroom units (House Type: B1 & B2);
- Private rear gardens are provided for all houses. Private patios / terraces and balconies are provided for all duplexes and apartments;
- Vehicular access to serve the development is provided off the Clonburris Southern Link Street permitted under SDCC Reg. Ref. SDZ20A/0021 and currently under construction.
- Pedestrian and cycle access is also provided to the Newcastle Road (R120) and to the Clonburris Southern Link Street;

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- All associated and ancillary site development, infrastructural, hard and soft landscaping and boundary treatment works, including: - A single storey tenant amenity building (c. 170 sq.m); Areas of public open space (1.45Ha); 538 car parking spaces and 878 bicycle parking spaces (660 long-term spaces and 218 visitor spaces); Bin and bicycle stores; Plant provided at undercroft level and additional plant provided at roof level (including solar panels) of the proposed apartment blocks; 3 ESB Sub-stations;
- Demolition of remaining walls and hardstanding associated with a former agricultural building;
- The development proposed includes minor revisions to an attenuation pond, connections to water services (wastewater, surface water and water supply) and connections to permitted cycle/ pedestrian paths permitted under SDCC Reg. Ref. SDZ20A/0021
- On a site (c. 8.94 Ha) in the townland of Adamstown, within the Clonburris Strategic Development Zone (Adamstown Extension). On lands generally bound by the Dublin-Cork Rail Line to the north; Hayden's Lane, the Griffeen River and the undeveloped lands of Clonburris Strategic Development Zone to the east; Lucan Pitch and Putt to the south; and Newcastle Road (R120) to the west. This site consists of Development Areas AE-S1 and AE-S2 within the Clonburris Strategic Development Zone, as prescribed by the Clonburris Strategic Development Zone Planning Scheme 2019; This application is being made in accordance with the Clonburris Strategic Development Zone Planning Scheme 2019 and related to a proposed development within the Clonburris Strategic Development Planning Scheme Area, as defined by Statutory Instrument No. 604 of 2015.

SEA Screening

Overlaps with Record of Monuments and Places 017-036

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:

- Flood Zones A and B
- Riparian Corridor (small element to south east, proposed as open space / GI).
- Inner Horizontal Surface (Casement)
- Bird Hazards
- Conical Surface (Weston)

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Consultations:

Roads – Request additional information.

Water Services – No objections, subject to conditions.

Irish Water – No objections, subject to conditions.

Heritage – no report received at time or writing.

Parks – Request additional information.

Forward Planning – no report received at time or writing.

Housing – No objections, subject to conditions.

EHO – No objections, subject to conditions.

TII – no observations

NTA – no report received at time or writing.

IAA – no observations

IFI – Recommendations made.

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

Submissions/Observations /Representations

A number of submissions have been received:

- Proposal will add traffic to congested Newcastle Road
- Proposal will have negative impact on local amenities, such as the Pitt and Putt club
- Proposal will have a devastating impact on wildlife considering proximity to Griffeen River.
- Appropriate boundary treatment required with Pitch and Putt club and hedge should be retained.

These are considered in the overall assessment of the application.

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

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.

06S.VA0019 West Dublin 220/110kV substation and associated works consisting of: (1) a 220/110kV Gas Insulated Switchgear (GIS) substation (approx. three hectare site) situated in the townlands of Ballybane and Aungierstown; (2) two interface compound sites (approx. 0.1ha each) to connect the existing Inchicore-Maynooth 220kV double-circuit overhead line to the proposed substation.

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The western interface compound is to be situated in the townland of Gollierstown and the eastern interface compound is to be situated in the townland of Kishogue; (3) a terminal tower (approx. 38.7m in height) adjacent to each interface compound; (4) an access route to the eastern interface compound (approx. 240m in length) connecting to Lynch's Lane (L-5218-1); (5) an access route to the western interface compound (approx. 1.3km in length) connecting to the R120 regional road via an existing access road currently serving the Lucan Sarsfields GAA Club sports grounds; (6) four 220kV underground cables connecting the two interface compound sites with new substation; (7) one 110kV underground cable connecting the existing 110kV Corkagh substation to the proposed substation; (8) the removal of a section (approx. 3km in length) of the existing Inchicore-Maynooth 220kV double circuit overhead line and 13 existing towers. Submissions or observations may be made only to An Bord Pleanála, 64 Marlborough Street, Dublin 1 relating to (a) the implications of the proposed development for proper planning and sustainable development and (b) the likely effects on the environment of the proposed development and may only be made for a period of 7 weeks commencing on 4/1/2016. Any submissions/observations must be received by the Board not later than 5.30pm on 22/2/2016.

Decision: Report Returned to ABP

S01A/0562 Alter/divert the Inchicore-Maynooth 220kV Line in the vicinity of Adamstown and Balgaddy, Co. Dublin. The diversion will be undertaken to facilitate future housing development in the area. The diversion will be located over or in the vicinity of the townlands of Balgaddy, Kishoge, Grange, Adamstown and Finnstown, commencing in the vicinity of Balgaddy, some 1.5km east of Haydens Lane. The route will run south-west for a distance of 1km, crossing the railway line and running parallel with it for a distance of some 800 m. The route will cross Hayden's Lane, Newcastle Road and railway line to rejoin the existing alignment of the transmission line some 200m west of Newcastle Road. The development will comprise nine new lattice steel angle towers of maximum height 50m and maximum base area of 100 square metres. Eight existing lattice steel towers will also be removed. An Environmental Impact Statement was included with this application.

Decision: Grant Permission

Adjacent sites:

SD04A/0964 [SDZ04A/3 forms part of this application]. Construction of the Adamstown Link Road linking the proposed development of Adamstown in the west with the Outer Ring Road (Adamstown Roundabout) in the east. The proposed road will be c.2,075 metres in length and will be constructed to include for: a 3.25m wide dedicated bus lane in each direction; and a 3.25 metre wide traffic lane in each direction; separated by a 1 metre wide central median, together with associated footpaths, verges, and cycle paths on either side as appropriate. Pedestrian crossing points are to be provided at chainages CH.137, CH.730, CH.1590, and CH.2048 on this new road.

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Two eastbound bus stops are to be provided at chainages CH.40 and CH.765, whilst westbound bus stops are to be provided at chainages CH.80 and CH.695, with provision for possible further future bus stop locations in positions to be determined at a later date by others. The project includes the provision of a vehicular access point at project chainage CH.1605, to South Dublin County Council owned development lands located immediately south west from the Adamstown Roundabout on the Outer Ring Road. Culverts for the streams and rivers along the route, including the Griffeen River and the Kilmahudrick Stream, are to be constructed at project chainages CH.730, CH.785, CH.815 and CH.980. Attenuation ponds are to be constructed near the Griffeen river culvert in Griffeen Valley Park and these ponds will be landscaped for use as public amenity lands. Permission is also sought for the construction of c.1950 metres of twin 500mm diameter foul drainage rising mains within the reservation of the proposed Adamstown Link Road. This main will be laid in the southern verge and will run from project chainage CH.235 to the point where it crosses the Outer Ring Road in the vicinity of the Adamstown Roundabout, east of project chainage CH.2070. The proposed development also involves the re-alignment of the R120 Newcastle Road over a distance of approx. 545 metres from a point approx. 45 metres north of the junction of the R120 with the Hanstead housing development to a point c.305 metres south of the existing bridge over the Dublin - Kildare rail line. A new 52-metre long road bridge on the re-aligned R120 will be constructed over the rail line and the proposed Adamstown Link Road. The new bridge will allow for the proposed future four tracking of the rail line by Iarnrod Eireann. The re-aligned R120, including the new bridge, will consist of a 2.25m wide cycle / footpath on both sides, a 2.0m wide verge on both sides, and a 3.5m wide traffic lane in each direction with a central painted island of 2.0m. The existing bridge is to be retained. The development will require the closure of Hayden's Lane to vehicular traffic at a point approx. 60 metres north of the existing bridge over the rail line. The crossing will remain open to pedestrians and cyclists via a pedestrian crossing of the Adamstown Link Road and a new ramped access to tie into the existing bridge over the rail line. This existing bridge is to be retained. In order to facilitate access to the lands currently served by Hayden's Lane, it is proposed to construct a new road, known as the Hayden's Lane Access Road, linking the R120 Newcastle/Lock Road with Hayden's Lane. This road will be approx. 485 metres long and will run from a point approx. 185 metres to the south of the new bridge over the railway on the re-aligned R120, to a point on Hayden's Lane c.122 metres south of the existing bridge over the railway. The scheme will include traffic management improvement measures at the junction with the R120 to accommodate the existing adjoining vehicular access. The proposed road to be constructed is to include a 1.8 metre wide footpath on both sides, a 1.5 metre wide cycle path on both sides, and a 3.0 metre wide traffic lane in each direction. A new mammal underpass is to be constructed in the new Hayden's Lane Access Road at chainage CH.170. Twin oversized pipes are to be used for the attenuation requirements of the new R120 realignment and the new Hayden's Lane Access Road.

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The proposed development involved the demolition of a habitable dwelling 'Avoca' located on the R120 Lock Road/Newcastle Road some 140 metres south of the existing bridge over the rail line. The development will also require minor amendments to the boundaries of the development permitted under Planning Reg. Ref. S01A/0664 (known as Hanstead) and the development proposed under Planning Reg. Ref. SDZ04A/1, at the points where these developments abut the R120 Lock Road/Newcastle Road. These minor revisions are required in order to facilitate the embankments for the proposed bridge over the Adamstown Link Road and the Rail Line on the R120. Site development and landscape works including the construction of appropriate boundary walls and fencing also form part of this application. An Environmental Impact Statement accompanies this application.

Decision: Grant Permission (SDCC), Grant Permission (ABP)

SD02A/0219 Change of use for part ancillary rooms to new public bar area and alteration of window to new bay window at rear.

Decision: Grant Permission (SDCC)

Wider SDZ:

SDZ22A/0018 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 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

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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.

Decision: Request Additional Information.

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.

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: Grant Permission

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).

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The proposed development also provides for all associated site development works above and below ground, public & communal open spaces, hard & soft landscaping and boundary treatments, surface car parking (401 no. spaces), bicycle parking (797 no. spaces), bin & bicycle storage, public lighting, plant (M&E), utility services & 4 no. ESB sub-stations. This application is being made in accordance with the Clonburris Strategic Development Zone Planning Scheme 2019 and relates to a proposed development within the Clonburris Strategic Development Planning Scheme Area, as defined by Statutory Instrument No. 604 of 2015.

Decision: Request Clarification of Additional Information

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.

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),

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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 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

SDZ21A/0006 Wastewater pumping station comprising of (a) below ground 24-hour emergency storage tank; (b) below ground inlet, wet well, flow meter and valve chambers; (c) control and welfare building with green roof and 2 odour control units; (d) boundary wall, fencing, entrance gate and landscaping; (e) site drainage system including a swale; (f) all associated ancillary and enabling works including hardstanding and access, located within the Clonburris Strategic Development Zone. 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

SD228/0009 • Construction of 4.2 km shared pathways pedestrian and cycle facilities within parklands and quiet streets and traffic calming measures on vehicle carriageway from Grand Canal to Lucan Village

- Construction of 4.29km school connections with improved footpaths, cycle facilities, and school zones.
- Junction amendments to provide safer movement of pedestrians and cyclists
- Associated services
- Landscaping and Public Realm works

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SD128/0001 Adamstown Road (R120) Improvement Scheme. Proposed road improvement measures to extend south from the Railway Bridge at Adamstown for a distance of approximately 1.2 km in the Townlands of Adamstown, Ballymakailly and Grange.

The proposed works will comprise the following: 1. The on-line improvement of approximately 1.2km of existing road; 2. Construction of 1.2km of new footpaths and cycle tracks in both directions; 3. 50kph speed limit, pedestrian crossings, traffic signage, road markings, public lighting; 4. Removal of structures, construction of embankments; 5. Widening of the Twelfth Lock Bridge to the east; 6. Construction of accesses, boundary treatments and appropriate landscaping works; 7. Drainage and ancillary service works. An Environmental Report has been prepared in respect of the proposed works. The proposed Road Improvement Scheme has undergone Appropriate Assessment Screening under the Habitats Directive (92/43/EEC).

Plans and particulars of the proposed development will be available for inspection or purchase at a fee not exceeding the reasonable cost of making a copy at:

South Dublin County Council, County Hall, Tallaght, Dublin 24 (between the hours of 9am to 5pm Monday to Thursday and 9am to 4.30pm Friday); Lucan Library, Superquinn Shopping Centre, Adamstown Road, Lucan, Co. Dublin (between the hours of 9.45am to 8pm Monday to Thursday and 9.45am to 4.30pm Friday and Saturday) INSPECTION ONLY; South Dublin County Council Civic Offices, Ninth Lock Road, Clondalkin, Dublin 22 (between the hours of 9am to 5pm Monday to Thursday and 9am to 4.30pm Friday) INSPECTION ONLY from Thursday 16th August 2012 to Friday 28th September 2012. They are also available to view or download from our website:

www.southdublin.ie Written submissions or observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area, in which the development would be situated, may be made in writing to:

The Senior Executive Officer, Roads and Water Services, South Dublin County Council, County Hall, Tallaght, Dublin 24 or by email to: seoroads@sdublincoco.ie to arrive no later than 4:30pm on Friday 12th October 2012. It should be noted that the Freedom of Information Act applies to all records held by South Dublin County Council.

SD098/0006 To provide cycle lanes, CCTV, and public lighting along sections of a proposed pedestrian and cycle route between the Grand Canal, Adamstown and Griffeen Avenue, all on lands in the townlands of Grange, Adamstown, Finnstown and Esker South. The proposed development comprises: (a) construction of cycle lanes along sections of the proposed route; (b) installation of c. 2760 metres of CCTV network along sections of the proposed route; (c) installation of c. 2330 metres of public lighting along sections of the proposed route; and (d) all associated works and modifications to existing landscaping and services. Plans and particulars of the proposed development can be downloaded from the Council's website www.southdublin.ie and are available for inspection or purchase at a fee not exceeding the reasonable cost of making an copy, from 28th September 2009 up to and including 9th November 2009 at the following locations and times:- South Dublin County Council Concourse, County Hall, Tallaght - 9.00am-5.00pm Monday-Thursday and 9.00am-4.30pm on Friday (excluding Bank Holidays); South Dublin County Council

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Concourse, Civic Centre, Clondalkin - 9.00am-5.00pm Monday-Thursday and 9.00am-4.30pm on Friday (excluding Bank Holidays); Lucan Library, Superquinn Shopping Centre, Newcastle Road, Lucan - 9.45am-8.00pm Monday-Thursday and 9.45am-4.30pm Fridays and Saturdays (excluding Bank Holidays). Submissions or observations in relation to the proposed development, dealing with the proper planning and sustainable development of the area, in which the development would be situated, may be made in writing to: Tony Shanahan, Administrative Officer, Planning Department, South Dublin County Council, County Hall, Tallaght, Dublin 24. The closing date for receipt of submissions or observations is up to and including 5.00pm on 23rd November 2009.

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

Pre-Planning Consultation

Pre planning carried out for the proposed development.

PPSDZ01/22 A residential-led development on an overall site area of C. 13.6 ha comprising of a total of 472 residential units; The breakdown of accommodation is as follows, 143 houses ranging 2-3 stories including 85 three bed houses; 58 four bed houses; 329 apartment/duplex units including, 34 one bed apartments; 109 two bed apartments; 186 three bed duplex/apartments; All associated ancillary site development and infrastructural works, hard and soft landscaping and boundary treatment works are also proposed.

PPSDZ05/22 The proposed development consists of a residential-led development on an overall site area of C. 13.3 ha comprising of a total of 385 residential units. The breakdown of accommodation is as follows: 139 houses ranging 2-3 stories including: 98 three-bed houses, 41 four-bed houses, 246 apartment/duplex units including: 48 one-bed apartments, 127 two-bed apartments, 71 three-bed duplex/apartments. All associated ancillary site development and infrastructural works, hard and soft landscaping and boundary treatment works are also proposed.

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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).

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).

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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 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.

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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.

Energy

Policy E5: Low Carbon District Heating Networks

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 of the Development Plan and any contrary provisions of the Development Plan are superseded by the Planning Scheme.

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

Clonburris comprises 12 Development Areas, with the proposed development located entirely within Development Area 11 Adamstown Extension (AE-S1 and AE-S2).

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

- To priorities 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 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.

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The assessment is set out under the following main headings:

- 1. Zoning and Council Policy**
- 2. Phasing**
- 3. Development Area 11: Adamstown Extension**
- 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 first planning application within the Adamstown Extension (AE).

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 are 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	Clonburris South West	Clonburris	157	Under consideration
SDZ22A/0018	Clonburris Urban Centre and South West	Clonburris	594	Under consideration
SDZ23A/0004	Adamstown Extension	Adamstown Extension	385	Under consideration
Total	Approved total	Under consideration total	Overall total	
Clonburris	681	1,045	1,726	

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Kishoge	263	0	263	
Adamstown Extension	0	385	385	
	944	1,430	2,374	

The total number of units consented, should the subject application be granted/approved, would equate to over 2,000 units, but less than 4000. 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”*.

The applicant has summarised the phasing requirements applicable up to Phase 1A 0-1,000 units. There are a total of 1,995 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 complied with. The applicant has provided a rationale for the duration of the permission to be 7 years, which would make it more likely that development would take place in a later phase. The applicant is requested to provide details on Phase 1B as **additional information**.

It is also noted that there are 220KV power lines traversing the site. The applicant is requested to set out how undergrounding of these cables may impact phasing / delivery of the houses. **Additional information is requested.**

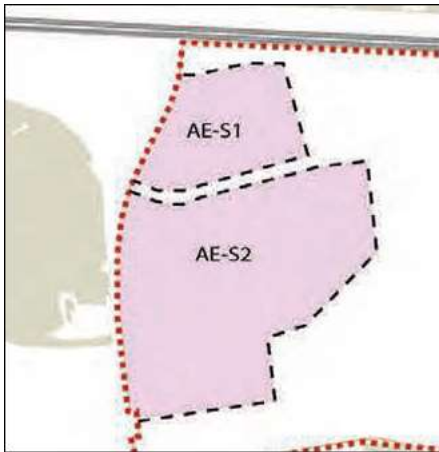
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3. Development Area 11: Adamstown Extension

Section 2.13 of the Planning Scheme sets out a summary of the overall proposal for development. The application site is located within Adamstown Extension.



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

Section 3.2 of the Planning Scheme states, in relation to the overall character area:

“The Adamstown Extension Character Area will comprise low to medium density residential development. It will take the form of an extension of Adamstown with park and canal frontage to the south and east.”

The subject application proposes 385 units in the subject area which forms part of the overall Clonburris Character Area. The scheme targets 442 units for the Character Area across 2 Development Areas. The quantum of development for the subsections relevant to this proposal are summarised in Table 2.13.1 in the Planning Scheme and the relevant figures are included in the below.

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	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)
AE-S1	2.19	43	53	94	105	116					
AE-S2	7.00	43	53	301	338	371					

Extract from Table 2.13.1 Summary of Planning Scheme Tables

Table 3.3.11 (below) sets out the development parameters for development, located within Sub-sector AE-S1 and AE-S2.

Table 3.3.11 Adamstown Extension

Area character type	Low to medium density development that will take the form of an extension of Adamstown.	
Net development area	9.19ha	
No of units (Target)	442	
Net Density	Sub Sector	Density Range
	AE-S1	45-53
	AE-S2	45-53
	<i>* See also Table 2.1.5 for full range of density</i>	
Affordable/Social dwellings	To be negotiated in accordance with relevant legislation and SDCC Housing Policy	
Building height	Sub Sector	Building Height
	AE-S1	2-6 storey
	AE-S2	2-6 storey
	<i>* See also Figure 3.3.2 Building Height Concept</i>	
Public open space	Adjacent to the Griffeen Valley Park Extension	

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In terms of compliance with the above table, the proposal submitted is assessed as follows:

Area character type

The proposal provides for houses and apartments, with density stated as 50.7dph.

There is no requirement for uses other than residential to be provided within both subsectors. The overall proposal is consistent with the area character type.

Net development area – 9.19 ha

The application site covers all of S1, but only part of S2. The pitch and putt lands are also within S2; however, these are not within the applicant's control and are excluded from the current application. Notwithstanding this, the applicant has provided a 'Proposed Masterplan', covering the entirety of both sectors. This indicates that the total net development area would be 9.19ha. The current proposal has a net development area of 7.41ha. It is considered that the information provided indicates that the current application achieves the required net development area and does not preclude the development of the remainder of S2 in accordance with the Scheme.

Target Units – 442(AE)

385 units are proposed under the current application. No indication is given as to how many are located within subsectors S1 and S2 and the applicant is requested to clarify this via **additional information**. The indicative proposed masterplan states that 466 dwellings in total would be provided within the Adamstown Extension area. This is considered acceptable, as it is within the 395-487 dwelling range.

Net Density

The net density for the current application is stated as 51.8dph. The indicative masterplan indicates a density of 50.7dph. The proposed / indicative densities are considered acceptable and fall within the 43-53dph range.

Affordable/social dwellings

Housing Strategy has stated:

“The applicant has proposed the provision of the following unit mix to fulfil Part V:

5 x 3 bed houses

8 x 2&3 bed duplex

25 x 1&2 bed apartments

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It is the Council's preference to acquire a mix of units in line with the ratio of units proposed. The Housing Department has requested that 3 x 4 bed houses are provided in the earlier phases of the development in lieu of 3 bed duplexes. The Housing Department requests that 1 unit be identified on the ground floor which would be suitable for persons on the Council's medical priority housing list.

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."

Further negotiation between the applicant and Housing Section is required and a condition is recommended in event of a grant of permission.

Non-retail / commercial – no requirement

None provided.

Retail – no requirement

None provided.

Community – no requirement

None provided.

Building Height

The subsector has a height range of 2-6 storeys and the proposal is consistent with these parameters. The building height concept indicates that the majority of buildings should be 2-4 or 3-4 storey. Internal roads being 2-4, with 3-4 around the perimeter. The exception to this is the boundary with the Newcastle Road, where heights should be 4-6 storeys. The diagram provided in Section 3.0 of the Design Rationale indicates that the height concept diagram is generally met, with the exception of the amenity building for the apartments, which is single storey, in an area identified as 3-4 storey. Given this is an ancillary building and not in a prominent location, the proposed height is considered acceptable.

Public Open Space – no requirement

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1.45ha provided. Noted that some of the application site boundary includes lands identified as parkland.

Key Objectives for Adamstown Extension Development Area

The following key objectives for Adamstown Extension are.

- *To develop a high quality residential neighbourhood as an extension to Adamstown;*
- *To provide locally accessible open spaces of local and strategic importance;*
- *To ensure high levels of legibility and ease of orientation;*
- *To provide a new Link Street/avenue in the heart of the neighbourhood as part of the main connection between Kishoge urban centre and Lock Road/Adamstown;*
- *To priorities 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;*
- *To provide significant and integrated SUDS infrastructure, including a high amenity retention pond/lake within the Griffeen Valley Park;*
- *To provide good public lighting to the edge of Griffeen Valley Park that is sensitively designed and operated to reduce disturbance to wildlife particularly bat species; and*
- *Appropriate pedestrian access points to the Grand Canal to be sensitively designed in accordance with the Parks and Landscape Strategy and Biodiversity Management Plan.*

The Link Street has been provided under SDZ20A/0021, as has drainage infrastructure. The application proposed a residential neighbourhood, with pedestrian and cycles links. The application site does not bound the Grand Canal.

The proposal is generally in keeping with the Key Objectives.

Urban Design and wildlife 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.

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Land Use and Density

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

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

Types of Development

The site is located within a primarily residential area, in accordance with Figure 2.1.2 of the Scheme. 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-Neighbourhoodb, Sports Club/Facility, Traveller Accommodation, Veterinary Surgery..
Open for Consideration	Advertisements and Advertising Structures, Agriculture, Allotments, Betting Officea, 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 SI2 Section 2.5 (Retail) convenience cap for Local Nodes*

The application proposes residential. The proposed lands use is permitted in principle and as such, is consistent with the scheme.

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.

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In accordance with 2.1.4 “*Subject to no net loss of units within a Development Area and the achievement of the built form objectives, the Planning Authority may allow up to 10% of the maximum residential units allocated in any Sub Sector to be transferred to an immediately adjacent Sub Sector*”. It is unclear how many dwellings are provided in each subsector.

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 Dwellings:	1 Bed	2 Bed	3 Bed	4 Bed	Total
Houses			102	37	139
Apartments	48	106*			154
Duplex		21	71		92
Total	48	128	173	37	385
By Percentage	12.5%	33%	44.9%	9.6%	

* *The schedule of accommodation indicates that there are 50no 2bed apartments (single storey, no occupancy indicated), 20No 2bed 3person apartments and 36No 2bed 4person 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 AE Development Area.

Dwelling Size & Private Amenity Space

The design and layout of individual dwellings should provide a high-quality living environment for residents. Dwellings should provide adequate room sizes that create good quality living spaces. Designers should have regard to the targets and standards set out under Quality Housing for Sustainable Communities Guidelines (2007) with regard to minimum room sizes, dimensions and overall floor areas.

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Table 2.1.9

Type of Unit	Houses	Public Open Space
1bed	50sq.m	48sq.m
2bed	80sq.m	55sq.m
3bed	92sq.m	60sq.m
4bed+	110sq.m	70sq.m

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 1.6 of Scheme refers).

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 Housing Quality Assessment submitted indicates that all relevant standards are met.

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

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

The schedule of accommodation indicates that there are 50no 2bed apartments (single storey, no occupancy indicated). It is apparent from the schedule of accommodation that these are the apartments above the duplex and are 4 person. A further 20No 2bed 3person apartments and 36No 2bed 4person apartments are also provided, as well as 48No 1bed apartments.

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The proposed development provides:

- 1bed: 48 x 5 = 240
 - 2bed 3p: 20 x 6 = 120
 - 2bed 4p: 86 x 7 = 602
- TOTAL: 962

Two areas of communal open space are provided – 342.3sq.m and 820.4sq.m. The total provision is 1,162.7sq.m.

The schedule of accommodation indicates that there are 50no 2bed apartments (single storey, no occupancy indicated. It is apparent from the schedule of accommodation that these are the apartments above the duplex and are 4 person. A further 20No 2bed 3person apartments and 36No 2bed 4person apartments are also provided.

Dual Aspect

Whilst is 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 applicant states that over 50% of the apartments are dual aspect, as are 100% of the duplex. The applicant is requested to clarify whether there are any single aspect north facing apartments. **Additional information** is requested.

Tenure

It is stated that 70No build to rent duplex / apartments are provided (35No 2bed units and 35No 3bed units). These are located at Terrace 4, Terrace 5 and Terrace 6, to the west of the development, fronting Newcastle Road and also at Terrace 1, fronting Clonburris Link Street South and Terrace 2, fronting proposed Local Street 9. In accordance with the apartment guidelines, the following is required:

Specific Planning Policy Requirement 7

BTR development must be:

(a) Described in the public notices associated with a planning application specifically as a 'Build-To-Rent' housing development that unambiguously categories the project (or part of thereof) as a long-term rental housing scheme, to be accompanied by a proposed covenant or legal agreement further to which appropriate planning conditions may be attached to any grant of permission to ensure that the development remains as such. Such conditions include a requirement that the development remains owned and operated by an institutional entity and that this status will continue to apply for a minimum period of not less than 15 years and that similarly no individual residential units are sold or rented separately for that period;

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(b) Accompanied by detailed proposals for supporting communal and recreational amenities to be provided as part of the BTR development. These facilities to be categorised as: (i) Resident Support Facilities - comprising of facilities related to the operation of the development for residents such as laundry facilities, concierge and management facilities, maintenance/repair services, waste management facilities, etc. (ii) Resident Services and Amenities – comprising of facilities for communal recreational and other activities by residents including sports facilities, shared TV/lounge areas, work/study spaces, function rooms for use as private dining and kitchen facilities, etc.

In relation to the above, the relevant elements are described as BTR in the public notices. A condition is recommended regarding the legal covenant.

In terms of point (b), the applicant is providing a tenant amenity building. This includes gym, lounge, kitchenette / party rental area, meeting rooms, offices and a concierge. Given the type of BTR proposed, i.e., duplex, the facilities mix is considered acceptable. A condition is recommended in the event of grant to link the BTR properties to the tenant facility.

On 22 December 2022, updated Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities (2022) came into effect. SPPR 7 and SPPR 8 which set out the requirements and design standards for build to rent (BTR) have now been removed from the Apartment Guidelines.

The proposed development includes 70no. Build-to-Rent units. All units within the proposed development have been designed to the minimum standards for floor area, amenity area, dual aspect etc. The assessment set out above include the 70no. Build-to-Rent units and as such they are designed in accordance with the Apartment Guidelines.

Notwithstanding this, it is noted that BTR is generally applied to apartment blocks and it is noted that the Section 28 Guidelines “*Regulation of Commercial Institutional Investment in Housing*”, May 2021 set out planning conditions to which planning authorities and An Bord Pleanála must have regard to in granting planning permission for new residential development including houses and/or duplex units.

The purpose of the guidelines is to ensure that own-door housing units and duplex units in lower-density housing developments are “*not bulk-purchased for market rental purposes by commercial institutional investors in a manner that causes the displacement of individual purchasers and/or social and affordable housing including cost rental housing*”. The recommended condition, as per the Section 28 guidelines, restricts all houses and duplex units, to first occupation by individual purchasers. While it is noted that the relevant Section 28 guidelines facilitate the duplex units to be categorised as Build-to-Rent, further information is required to establish how the proposed development complies with the Department of Housing, Local Government and Heritage

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“Regulation of Commercial Institutional Investment in Housing”. In particular, the applicant is requested to set out a clear rationale and justification for the proposed housing mix and demonstrate that the proposed development would not result in the displacement of individual purchasers and/or social and affordable housing including cost rental housing.

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. The Character Area in this instance is separate from the main Kishoge and Clonburris areas and is located to the west of the SDZ, close to Adamstown, the existing road network, including Newcastle Road and the approved link street.

It is bounded by the rail line to the north. No additional crossings are proposed as part of this application and it is not close to the existing train stations.

Pedestrian and Cycle Movement & Street Network and Vehicular Movement

Noted that a Key objective for the AE Development Area is to prioritise pedestrian and cycle movement and provide for busses along the link street.

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 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 the same. The Movement Concept of the Planning Scheme is integrated with the accompanying Transport Assessment and Transport Strategy.

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Having regard to the above, it is considered that the movement and street network proposed by the applicant is largely compliant with the planning scheme. The Roads Department has confirmed that the proposed layout conforms closely to the SDZ roads hierarchy. The vehicular access to the North and South will be from the Clonburris Southern Link Street as granted previously. No issues arise regarding layout or hierarchy.

Street Hierarchy and Movement



Figure 1- Overall Street layout proposed.

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Figure 2 – Movement Concept in Planning Scheme

The application has not proposed amendments to the street approved under SDZ20A/0021. It is noted that the scheme requires three local streets to the north of the link street and the applicant has provided these. To the south of the link street, two intimate local and two local streets are required. The applicant has provided an additional local street which is acceptable as it is not a fixed building line. There is also a requirement for a local street running along the southern boundary of the applicants site, ending in a non-vehicular junction with the Newcastle Road – the applicant has provided this. The scheme also indicates a strategic cycle route to the north of the local street at the north of the site. It is not apparent that this has been included and **additional information** is requested.

Street Design

The principle of all designated streets in the Planning Scheme is fixed. It is considered that the approach of the proposed development in terms of street designation is generally consistent with the Planning Scheme.

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

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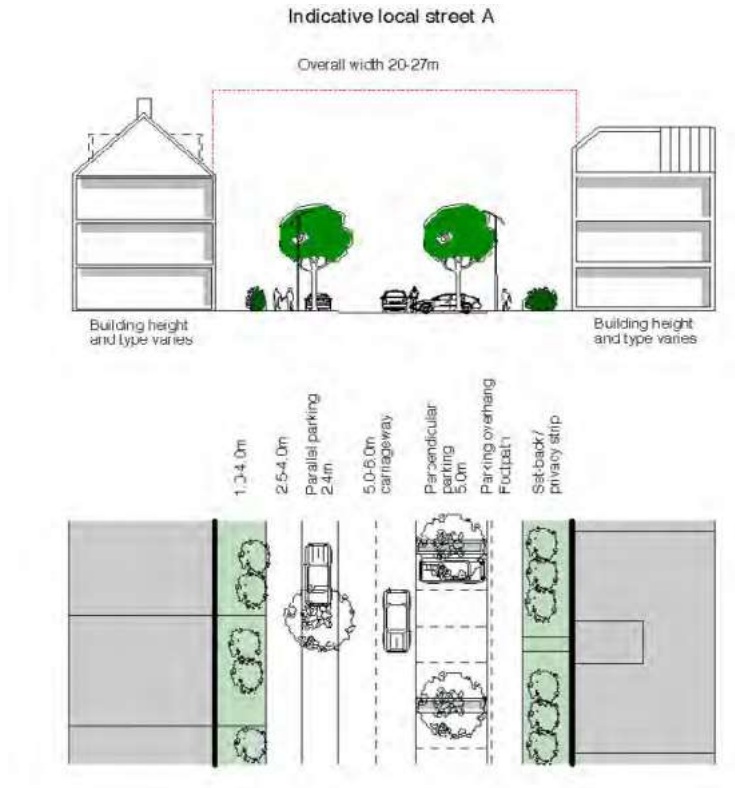


The additional local street to the south of the link street is to the rear of the duplex and does not meet the avenue. There are therefore no implications for any of the fixed frontages.

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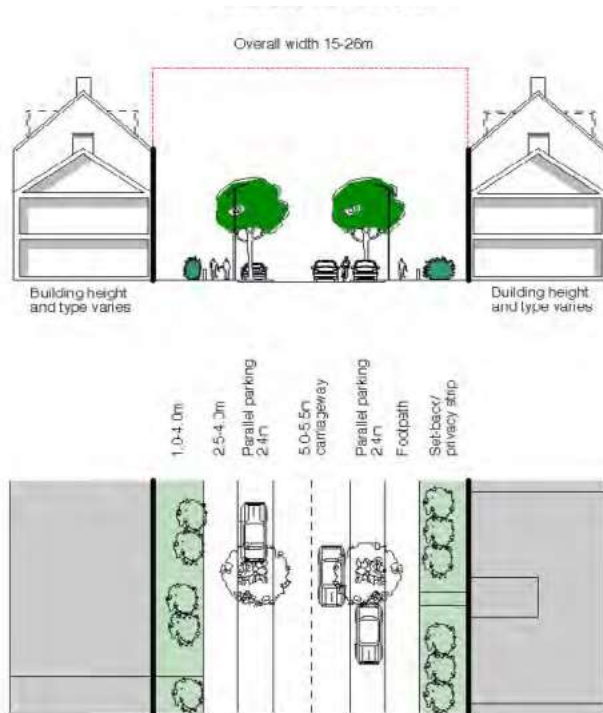
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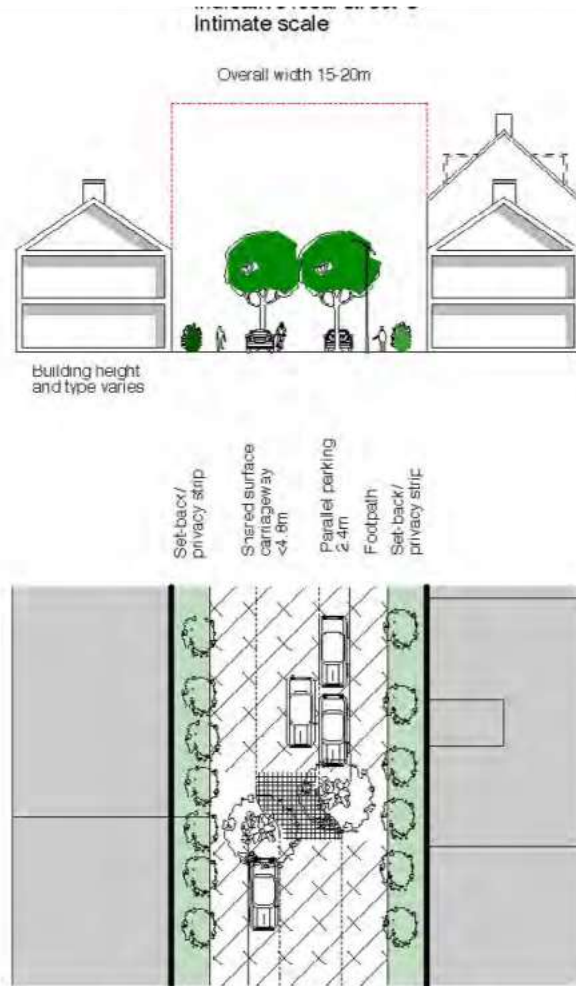


Figure 2.2.6 Example Local Streets including Homezones (Intimate Scale)

Each of the proposed streets is assessed below. It is noted that the Planning Scheme allows for 60% of car parking to be on curtilage:

- Local Street 1: Generally, meets indicative local street A. 6m carriageway, 2.5m footpaths. Parking off curtilage. Approx 25.6m between frontages. Privacy strip of approx. 2.5m privacy strip to houses but not duplex, which is acceptable given setback of duplex.
- Local Street 2: Generally, meets indicative local street A. 6m carriageway, 2.5m footpath beside housing, 2m footpath beside open space. Parking off curtilage and on curtilage. Verge provided between footpath and parallel parking.

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- No privacy strip to dwellings with off street parking. Privacy strip of min 1m to areas with on street parking. No directly opposing frontages and no future development areas opposite.
- Local Street 3: Generally, meets indicative local street A. 6m carriageway, 2.5m footpath, 2m footpath to open space. Parking off curtilage and on curtilage. No privacy strip to dwellings with off street parking. Privacy strip of min 1m to areas with off street parking. Approx 25.6m between frontages.
 - Local Street 4: Generally, meets indicative local street B. 5m carriageway. Parallel Parking only, off curtilage. Privacy strip of approx. 3m. No directly opposing frontages – approx. 21.5mm to redline. Whilst the landscaping to the south of this street is welcomed, there is concern that it could prejudice the adjacent development to the south and the detail in the layout plan (6268-P-004) does not match the detail provided in the Proposed Masterplan (6268-P-003)
 -



layout plan (6268-P-004)



Proposed Masterplan (6268-P-003)

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It is noted that the adjacent pitch and putt club has requested that the existing vegetation is retained. **Additional information** is therefore requested to retain the existing GI at this location.

- Local Street 5: Generally, meets indicative local street A. 6m carriageway, 2.5m footpaths. Parking off curtilage. Approx 25.3m between frontages. Privacy strip of approx. 3.5m privacy strip to houses. Privacy strip of approx. 1m to duplex.
- Local Street 6: Generally, meets indicative local street A. 6m carriageway, 2.5m footpaths. Parking on curtilage. Approx 30m to red line, no opposing development area. No privacy strip as parking on curtilage.
- Local Street 7: Generally, meets indicative local street A. 6m carriageway, 2.5m footpaths (3m to park). Parking on and off curtilage. Approx 30m to red line, no opposing development area. Privacy strip of min 1m where parking is off curtilage.
- Local Street 8: Generally, meets indicative local street A. 6m carriageway, 2.5m footpaths. Parking off curtilage. Approx 26.25m between frontages. Privacy strip of approx. 3m privacy strip to houses.
- Local Street 9: Generally, meets indicative local street A. 5.955-6.015m carriageway, predominantly 2.5m footpaths. Parking off curtilage. Approx 24.4m between frontages. Privacy strip of approx. 1.7m privacy strip to areas with off curtilage parking.
- Intimate Local Street 1: Generally, meets indicative intimate local street, 4.8m carriageway, 2.5m footpaths – noted that parking alternates between sides of road. 19.5m between frontages. Privacy strips of at least 1m provided.
- Intimate Local Street 2: Generally, meets indicative intimate local street, 4.8m carriageway, 2.5m footpaths – noted that parking alternates between sides of road. 19.5m between frontages. Privacy strips of at least 1m provided. South end of street widens to 22.6m between frontages with perpendicular parking. Redesign required to ensure in keeping with scheme road layout. **Additional information** is requested.

Whilst the proposal does not alter the link street, the scheme sets out requirements for building distances on link streets. 28.5m between frontages (scheme requires 22m-30m). Ground floor gardens provided to duplex units, with additional privacy strips in some instances.

There are no other street typologies within the planning application area.

Overall, the road layout and design are consistent with the requirements of the planning scheme.

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Pedestrian Permeability:

The Roads Report outlines that overall pedestrian permeability is good, there are links to the surrounding developments. The site will have particularly good connectivity to the east/south via Hayden's Lane/Grand Canal, to the North across the western rail line via the existing pedestrian cycle bridge and to the west using the existing R120 cycle tracks.

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.'

Drawing 6268-P-008 indicates 89 spaces on curtilage (total provision is 538). All intimate local street parking is on street.

Bicycle Parking

The report from the Roads Department states that the minimum required spaces of 638no. The applicant has proposed 878no. bike parking spaces (660 long-term, 218 visitor) which is satisfactory to Roads.

Within the development 36no cargo spaces & 72no cargo spaces are proposed which is welcomed by Roads.

40% of spaces to accommodate EV charging including cargo bike spaces.

Visitor spaces - Type 4 & type 5 are very similar. In the drawing provided these spaces are not covered.

Applicant to submit revised layout showing visitor bicycle parking covered in line with the "National Cycle Manual".

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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

There are no Local Green Corridors identified in Section 2.3.2 of the Scheme. The link street running through the site (but not part of this application is a local green corridor).

There is a Strategic Green Corridors along the north. There is also one to the west, which lies just outside the site boundary.

The Parks Department has requested further planting of native trees in this area. **Additional information** is requested.

Retail, Economic Development & Community Facilities

Not relevant in this instance.

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.*'

Design Statements

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:

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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 these matters, however, there are specific concerns regarding some matters, such as green infrastructure.
Includes a masterplan that demonstrates proposed and future integration with the development of surrounding sites and Development Areas including vehicular, pedestrian, cycle and public transport connections;	The applicant has provided a masterplan which indicates how the remainder of the development area would integrate with the proposal.
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. The assessment generally follows ‘the Plan Approach’ set out in the CDP.
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;	n/a
Includes street cross sections and plans that demonstrate compliance with DMURS (2013) in terms of ‘Movement, Place and Speed’, ‘Streetscape’, ‘Pedestrian and Cyclist Environment’ and ‘Carriageway Conditions’ etc.;	Cross sections have been provided.
Includes a Quality Audit addressing street design as outlined under DMURS (2013);	No quality audit provided. Roads has raised no concerns in this regard.
Includes cross sections that demonstrates	Appropriate cross sections provided.

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appropriate design responses to existing and proposed site levels including those that relate to streets, spaces, building frontages, services and SUDS;	
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>	Applicant sets out wider context, including proximity to Kildare, Lucan Village and Leixlip Village. Local context is also set out, including golf club and Griffeen River.
<i>2. Connections: How well is the new neighbourhood / site connected?</i>	Land is unused. The proposal is at the far west of the Scheme area. Close to Adamstown. New link street connects to wider Clonburris area.
<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.
<i>4. Variety: How does the development promote a good mix of activities?</i>	Residential development comprising a mix of houses, duplex (including BTR) and apartments. Variety of uses within overall SDZ area.
<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.
<i>6. Distinctiveness: How do the proposals create a sense of place?</i>	Applicant has addressed requirements for frontage.
<i>7. Layout: How does the proposal create people-friendly streets and spaces?</i>	Homezones and side streets with traffic calming measures proposed. Some modifications necessary to ensure compliance with the scheme. Additional information.
<i>8. Public realm: How safe, secure, and enjoyable are the public areas?</i>	Passive surveillance of public open space areas.
<i>9. Adaptability: How will the buildings cope with change?</i>	Buildings are not generally adaptable; however, area is residential.
<i>10. Privacy / amenity: How do the buildings provide a decent standard of amenity?</i>	No undue overlooking. Sufficient amenity provided
<i>11. Parking: How will the parking be secure and attractive?</i>	On-street surface and on-curtilage car parking provided.
<i>12. Detailed design: How well thought through is the building and landscape design?</i>	Detailed design is acceptable.

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External Finishes and Appearance

Proposed materials are:

- Dark grey brick (standard bond and feature bond)
- Light grey brick (standard bond and feature bond)
- Dark grey render
- Light grey render
- Powdercoated metalwork

The apartments are a mix of brick and render. Given the prominence of Newcastle Road, brick would be preferable at this location. There is some render on the apartments facing the link street, however, this is dark coloured and a minimal amount is render. A condition is recommended seeking revised materials on the western elevation in the event of grant.

Similarly, it is noted that in some instances, there is a significant level of render along properties fronting Newcastle Road and also the link street. A condition is recommended in the event of grant seeking revised materials at these prominent locations.

The overall design and materials are considered acceptable, however a reduction in the amount of render as a finishing material to the apartments and duplex in some instances is likely better-wearing.

The proposed cycle stores, bin stores and ESB substations are considered acceptable.

Visual impact / photomontages and CGIs

The applicant has provided a number of photomontages and CGIs. These are welcomed and indicate that the visual impact of the development would be acceptable.

Block Form

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

- Building massing to the perimeter of the block;

This is achieved.

- 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;

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This is achieved in the most part. Revised elevations, increasing dual frontage recommended for the following units:

B1 (handed), B4 (handed), B4 (non-handed), C1 (handed), C1 (non-handed), F2 (handed), F2 (non-handed) – additional information is requested.

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

There are breaks in the majority of blocks. No blank walls

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

A variety of heights is provided, with apartments and 4 storey duplex to Newcastle Road, Duplex along the link street and a mix of duplex and housing in the remainder of areas. Heights in accordance with SDZ strategy.

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

Detail provided on layout plan and considered acceptable.

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

Appropriate privacy strips provided.

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

Parking arrangement is considered acceptable.

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

No fine urban grain or mixed use within area.

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.

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Topography

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

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

The submitted sections indicate that the apartment block has different street levels to the front and rear.

The applicant has submitted a range of contiguous elevations that demonstrates the approach to topography. It is apparent from the information submitted, that there is sufficient variety, with terraces being stepped in response to topography. The proposal is for a relatively small area of development, and it is noted that apartments, duplex (3 and 4 storey) and houses are provided, which is considered acceptable in this instance.

Urban Grain and Façade Treatment

Figure 2.8.5 of the Planning Scheme does not indicate any fine urban grain for this site.

Street Interface

All streets and spaces shall benefit from passive surveillance especially at street corners. In the mixed use areas of the Kishoge and Clonburrish Urban Centres, active street edges shall be provided and the dominant building typology in the retail cores should comprise apartments or office based space over retail, service, commercial, community or civic uses.

In other areas of both urban centres, office based buildings and residential buildings may be developed separately within the urban block. In such cases, apartment schemes should seek to minimise the use of shared entrances, where possible, in favour of own door access at street level.

The applicant is requested to consider whether own door units can be provided within the apartments. **Additional information is requested.**

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Building Setback

Development across the SDZ lands should present strong building frontages close to street edges. Setbacks from the street edge should therefore be minimised and on-street parking should be incorporated in line with the requirements of DMURS (2013), the street typologies illustrated under this Planning Scheme (Section 2.2 – Transport & Movement) and the requirements set out under Section 2.8.10 in relation to the design of parking and loading. There are currently concerns regarding the area to the west of Block 1, the setback from the bridge and the public realm in this area.

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. The proposal meets this requirement.

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. Lower building heights are therefore required along Local Streets to provide a more intimate scale with the exception of park frontages where a modest increase in scale shall be utilised to provide adequate enclosure. The applicant is proposing 3 storey dwellings along the park frontage.

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 11: Adamstown Extension

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.

It is considered that the height strategy proposed by the applicant is consistent with the Scheme.

Landmark Buildings (Section 2.8.6)

N/A

Privacy and Overlooking

There are no concerns regarding privacy and overlooking.

Sunlight and Daylight

The applicant has provided a Daylight, Sunlight and Overshadow study, prepared by IN2.

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In terms of methodology, the applicant sets out the following:

Analysis Type	Relevance	Assessment Methodology	Compliance Guidelines Targets	Reference section of this report
Sunlight	Proposed Development Amenity Spaces	Sunlight Hours	BRE 209 (2022 Edition)	Section 4.0 – Site Sunlight and Shading
Sunlight	Existing Neighbouring Amenity Spaces	Sunlight Hours	BRE 209 (2022 Edition)	Section 5.0 – Impact on Neighbouring Buildings
Daylight	Existing Neighbouring Buildings	Vertical Sky Component	BRE 209 (2022 Edition)	Section 5.0 – Impact on Neighbouring Buildings
Sunlight	Existing Neighbouring Buildings	Annual Probable Sunlight Hours	BRE 209 (2022 Edition)	Section 5.0 – Impact on Neighbouring Buildings
Daylight	Proposed Development	Spatial Daylight Autonomy	BRE 209 (2022 Edition)	Section 6.0 – Internal Daylight Analysis
Sunlight	Proposed Development	Sunlight Exposure	BRE 209 (2022 Edition)	Section 7.0 – Exposure to Sunlight

The conclusions are as follows:

- Sunlight to amenity – 2 hours of sunlight on March 21st over 50% standard met for existing and proposed amenity spaces.
- Existing buildings too far to trigger qualitative assessment
- Daylight analysis for apartments and duplex. 98.5% in excess of guidelines. Compensatory measures provided for non-compliant rooms.
- Exposure to sunlight – development achieves compliance rate with 99.6% of units meeting or exceeding the minimum recommendations.

The assessment is considered acceptable.

Energy Efficiency & Resilience

An Energy Efficiency and Climate Change Adaptation Report had been prepared by Waterman Moylan. 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 a 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.

The Parks Department has requested **additional information** regarding street trees.

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Street furniture

No comments in this instance.

Boundary Treatment

A submission has been received by the adjacent pitch and putt club, requesting the retention of the hedge, a 2.5m high wall and netting on top. **Additional information** is requested regarding the existing hedge. Revised boundary details may be required as a result of this.

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 no objections, subject to conditions.

The Parks and Public Realm Department has

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, -
- 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, - **layout plan clearly indicates bin storage to the front for terrace houses.**
- Access to private waste storage in residential schemes should be restricted to residents only - **not apparent that waste storage would be publicly accessible.**

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Aerodromes

The site is located within areas designated as

- Inner Horizontal Surface (Casement) – 131.6OD
- Bird Hazards
- Conical Surface (Weston) – 91.3OD to 146.3OD

The IAA has no observations on the proposed development.

No comments have been received from the Department of Defence. The apartments have a maximum height of approximately 80.5OD. 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 has been provided for under SDZ21A/0022. The proposed communal area to serve the apartments is considered acceptable.

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

1. *No Information on*

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Biodiversity and Natural Heritage

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

The Parks and Public Realm Department has stated:

*"The Following **Additional Information** is required.*

- 1. Much of the hedgerow removal is considered unavoidable in order to deliver this development however, removal of Hedgerow H3 along with trees along the southern boundary is considered excessive and damaging to the local green infrastructure. Plans should be revised to include the retention /enhancement of this hedgerow.*
- 2. Revise plans to include additional street trees on local streets 2,3,9,7. Currently only one side of the street is planted.*
- 3. Revised plans to demonstrate the use of SUDS for water treatment, amenity and biodiversity. Please refer to SDCC SUDs Guide. Swale details to be revised to include min 1 meter width at base of swale and consider planting to increase amenity and biodiversity value.*
- 4. Area to the north of local street 6 to be fully planted with native tree mix.*
- 5. Park: Arrangement/grouping of trees in the park area to be agreed with Public Realm (colleran@sdublincoco.ie) prior to resubmission. Where wildflower meadows are proposed sufficient space should be provided between trees/tree groups to allow for maintenance by large tractor with zero grazer. Avoid wildflower seed mixes for meadows. May be used in bioswales. Boundary detail to be agreed which excludes vehicles- maintenance entrance required."*

Protected Species – Bats

The applicant has undertaken a bat survey, an Ecological Impact Assessment and a number of other surveys. It is recommended that the mitigation measures set out in these documents are secured via condition.

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.'*

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<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

Inland Fisheries Ireland has made a number of recommendations, which can be secured via condition.

The EHO has no objections, subject to conditions.

5. Environmental Impact Assessment

The Applicant has prepared an EIA Screening Report, prepared by SLA. This concludes that the proposal is subthreshold and, having regard to:

- The nature and scale of the proposed development, on zoned lands served by public infrastructure;
- The absence of any significant environmental sensitivities in the area
- The location of the development outside any sensitive location specified in article 109(3) of the Regulation

The need for EIA can be excluded.

Having regard to the modest nature of the proposed development, and the distance of the site from nearby sensitive receptors, there is no real likelihood of significant effects on the environment arising from the proposed development. The need for environmental impact assessment can, therefore, be excluded at preliminary examination and a screening determination is not required.

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6. Screening for Appropriate Assessment

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

“In view of best scientific knowledge, this report concludes that the proposed development at Adamstown Extension, individually or in combination with another plan or project, will not have a significant effect on any European sites. This conclusion was reached without considering or taking into account mitigation measures or measures intended to avoid or reduce any impact on European Sites”.

On the basis of the information on file, which is considered adequate to undertake a screening determination and having regard to:

- the nature and scale of the proposed development,
- the intervening land uses and distance from European sites,
- the lack of direct connections with regard to the Source-Pathway-Receptor model,

it is concluded that the proposed development, individually or in-combination with other plans or projects, would not be likely to have a significant effect on the above listed European sites or any other European site, in view of the said sites' conservation objectives.

An appropriate assessment is not, therefore, required.

Other Considerations

Development Contributions

- Further information recommended. Applicant to supply an updated schedule if amendments. **Additional information** requested.

SEA Monitoring

FI recommended.

Conclusion

Overall, the Planning Authority welcomes the planning proposal for this strategic site in the County. 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:

- Archaeology
- GI, SuDS and landscaping
- Roads
- Phasing compliance
- Dual aspect

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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. Planning Scheme Compliance.
 - a. The applicant has summarised the phasing requirements applicable up to Phase 1A 0-1, 000 units. There are a total of 1, 995 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 complied with. The applicant has provided a rationale for the duration of the permission to be 7 years, which would make it more likely that development would take place in a later phase. The applicant is requested to provide details on Phase 1B.
 - b. 385 units are proposed under the current application. No indication is give as to how many are located within subsectors S1 and S2 and the applicant is requested to clarify this. It is also noted that there is a 220KV power lines traversing the site. The applicant is requested to set out how undergrounding of these cables may impact phasing / delivery of the houses.
 - c. The applicant is requested to clarify whether there are any single aspect north facing apartments.
 - d. The scheme indicates a strategic cycle route to the north of the local street at the north of the site. It is not apparent that this has been included in the proposed layout and the applicant is requested to provide a revised layout indicating the cycle route.
 - e. Intimate Local Street 2: South end of street widens to 22.6m between frontages with perpendicular parking. The applicant is requested to redesign this portion of the street to ensure in keeping with scheme road layout and requirements for intimate local streets.
 - f. The applicant is requested to provide revised elevations, increasing dual frontage recommended for the following units:
 - B1 (handed), B4 (handed), B4 (non handed), C1 (handed), C1 (non handed), F2 (handed), F2 (non handed)
 - g. The applicant is requested to consider whether own door units can be provided within the apartments.

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- h. BTR is generally applied to apartment blocks. The applicant is requested to set out how the proposed development complies with the Department of Housing, Local Government and Heritage "Regulation of Commercial Institutional Investment in Housing", May 2021 guidelines which includes a clear rationale and justification for the proposed housing mix and demonstrate that the proposed development would not result in the displacement of individual purchasers and/or social and affordable housing including cost rental housing.
2. The Following Additional Information is requested.
 1. Much of the hedgerow removal is considered unavoidable in order to deliver this development however, removal of Hedgerow H3 along with trees along the southern boundary is considered excessive and damaging to the local green infrastructure. The applicant is requested to provide revised plans to include the retention /enhancement of this hedgerow.
 2. The applicant is requested to revise plans to include additional street trees on local street 2, 3, 9, 7. Currently only one side of street is planted.
 3. The applicant is requested to provide revised plans to demonstrate the use of SUDS for water treatment, amenity and biodiversity. Please refer to SDCC SUDs Guide. Swale details to be revised to include min 1 meter width at base of swale and consider planting to increase amenity and biodiversity value.
 4. The applicant is requested to redesign the area to the north of local street 6 to be fully planted with native tree mix.
 5. Park: Arrangement/grouping of trees in the park area to be agreed with Public Realm (lcolleran@sdublincoco.ie) prior to resubmission. Where wildflower meadows are proposed sufficient space should be provided between trees/tree groups to allow for maintenance by large tractor with zero grazer. Avoid wildflower seed mixes for meadows. May be used in bioswales. Boundary detail to be agreed which excludes vehicles-maintenance entrance required.
 3. Archaeology.
 1. The applicant is required to engage the services of a suitably qualified Archaeologist to carry out an Archaeological Impact Assessment (AIA) which should include a programme of Archaeological Geophysical Survey and Archaeological Test Excavation to respond to this request for Further Information.
No sub-surface work shall be undertaken in the absence of the archaeologist without his/her express consent.
 2. The archaeologist shall inspect the proposed development site (PDS) and detail the historical and archaeological background of the site (consulting appropriate documentary sources), and review all cartographic sources and aerial photographs for the area.

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3. The Archaeological Geophysical Survey must be carried out under licence from the Department of Housing, Local Government and Heritage and in accordance with an approved method statement; note a period of 2-3 weeks should be allowed to facilitate processing and approval of the licence application and method statement.
 4. The Archaeological Test Excavation must be carried out under licence from this Department and in accordance with an approved method statement; note a period of 5-6 weeks should be allowed to facilitate processing and approval of the licence application and method statement.
 5. Test trenches shall be excavated at locations chosen by the archaeologist, having consulted the site drawings and the results of the Archaeological Geophysical Survey. Excavation is to take place to the uppermost archaeological horizons only, where they survive. Where archaeological material is shown to be present, the archaeologist shall stop works pending further advice from this department. Please note that all features/archaeological surfaces within the test trenches are to be hand-cleaned and clearly visible for photographic purposes.
 6. Having completed the work, the archaeologist shall submit a written report to this Department and the Local Authority describing the findings of the AIA including the results of the geophysical survey and test excavations. The report shall 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 should be illustrated with appropriate plans, sections, etc.
 7. 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.
4.
 1. Applicant to provide a written rationale as to how the issues raised in the applicant Road Safety Audit were addressed.
 2. EV car-parking provision must increase to a minimum of 108no. spaces in line with min 20% requirement in CDP 2022-28.
 3. Applicant to submit revised layout showing visitor bicycle parking covered in line with the National Cycle Manual.
 4. Applicant to provide details of how the Greenway that follows the western rail corridor will be continued under the road/rail bridge to the NW corner of the subject site.

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REG. REF. SDZ23A/0004


LOCATION: In the townland of Adamstown, Lucan, Co. Dublin



Colm Harte,
Senior Executive 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: 06 April 2023



Mick Mulhern,
Director of Land Use, Planning &
Transportation