

# Comhairle Chontae Atha Cliath Theas

**PR/1526/23**

## Record of Executive Business and Chief Executive's Order

**Reg. Reference:** SDZ23A/0004

**Application Date:** 10-Feb-2023

**Submission Type:** Significant  
Additional  
Information

**Registration Date:** 30-Nov-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);

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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.

**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 Lynches 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. 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.

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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 for 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. 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

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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 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;



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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.

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.

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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 bfd duplex units accommodated in 10 no. 3 storey buildings, 72 no. 1 & 2 bedroom apartments in 2 no. 4 & 6 storey buildings, 1 no. 2 storey creche (c.520.2m<sup>2</sup>), 1 no. 2 storey retail /commercial unit (c.152.1m<sup>2</sup>). Access to the development will be via the permitted road network (under Ref. SDZ20A/0021) which provides access from the Ninth Lock Road to the east and the R113 (Fonthill Road) to the west. The proposed development will connect into the permitted Infrastructural works as approved under the Clonburris Strategic Development Zone Planning Scheme (2019) and permitted under Ref. SDZ20A/0021, with the proposed development connecting into the permitted surface water drainage attenuation systems i.e., 1 no. pond, 3 no. modular underground storage systems and 1 no. detention basin combined with modular underground systems. The proposed wastewater infrastructure will connect into a permitted foul pumping station and pipe network within proposed road corridors to facilitate drainage connections to future wastewater drainage infrastructure within the adjoining SOZ lands (Including future Irish Water pumping station permitted under SDZ21A/0006).

The proposed development also provides for all associated site development works above and below ground, public & communal open spaces, hard & soft landscaping and boundary treatments, surface car parking (401 no. spaces), bicycle parking (797 no. spaces), bin & bicycle storage, public lighting, plant (M&E), utility services & 4 no. ESB sub-stations. .

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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), 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

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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

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, Ballymakaily 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;

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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](http://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](mailto: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](http://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 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).

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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.

### **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).

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*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).

### **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 CSI: 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*

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*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.*

*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.*



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

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

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

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

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

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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.

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**

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#### 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.

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

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SDZ23A/0004	Adamstown Extension	Adamstown Extension	385	Under consideration
<b>Total</b>	<b>Approved total</b>	<b>Under consideration total</b>	<b>Overall total</b>	
Clonburris	681	1,045	1,726	
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.*

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*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”.*

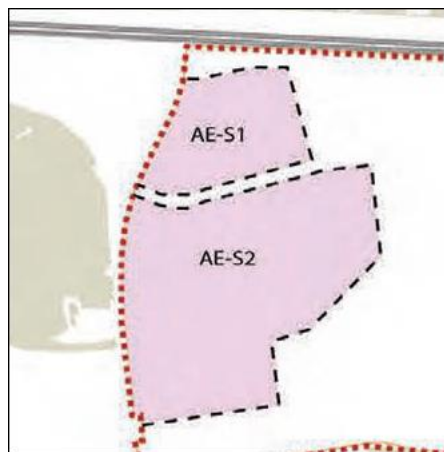
The applicant has summarised the phasing requirements applicable up to Phase 1A 0-1,000 units. There are a total of 1,995 units either granted permission or included in planning applications currently under consideration. If all of these units were granted, constructed, and occupied, they would take 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 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. **Additional information is requested.**

### **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.”*

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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.

	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*

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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*

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

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.

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*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*

*It is the Councils 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.*

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

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

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

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



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*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*

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 prioritise pedestrian and cyclist movement and to provide for bus services along the avenue;*
- *To provide for a range of housing along the new avenue and local streets including home zones;*
- *To provide a distinctive, diverse, and quality frontage to the Canal corridor;*

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- *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.

#### **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:

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

<b>Permitted in Principle</b>	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..
<b>Open for Consideration</b>	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 SDZ 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.

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.*”

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*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:

<b>Number of Dwellings:</b>	<b>1 Bed</b>	<b>2 Bed</b>	<b>3 Bed</b>	<b>4 Bed</b>	<b>Total</b>
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.

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).

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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 persons. A further 20No 2bed 3person apartments and 36No 2bed 4person apartments are also provided, as well as 48No 1bed apartments.

The proposed development provides:

-1bed:  $48 \times 5 = 240$

- 2bed 3p:  $20 \times 6 = 120$

- 2bed 4p:  $86 \times 7 = 602$

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 persons. A further 20No 2bed 3person apartments and 36No 2bed 4person apartments are also provided.

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### 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 Clonburriss 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 categorises 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;*

*(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.

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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 "*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.

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### 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.

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.



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### 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

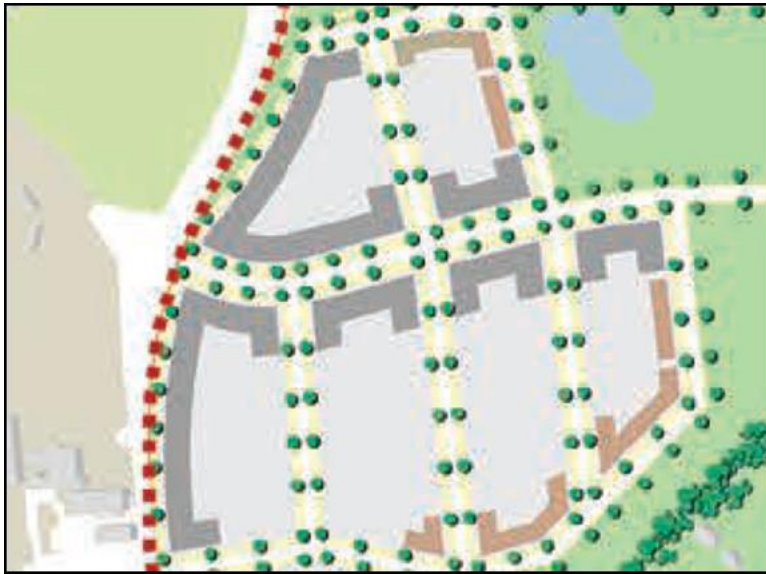
The principle of all designated streets in the Planning Scheme is fixed. It is considered that the approach of the proposed development in terms of street designation is generally consistent with the Planning Scheme.

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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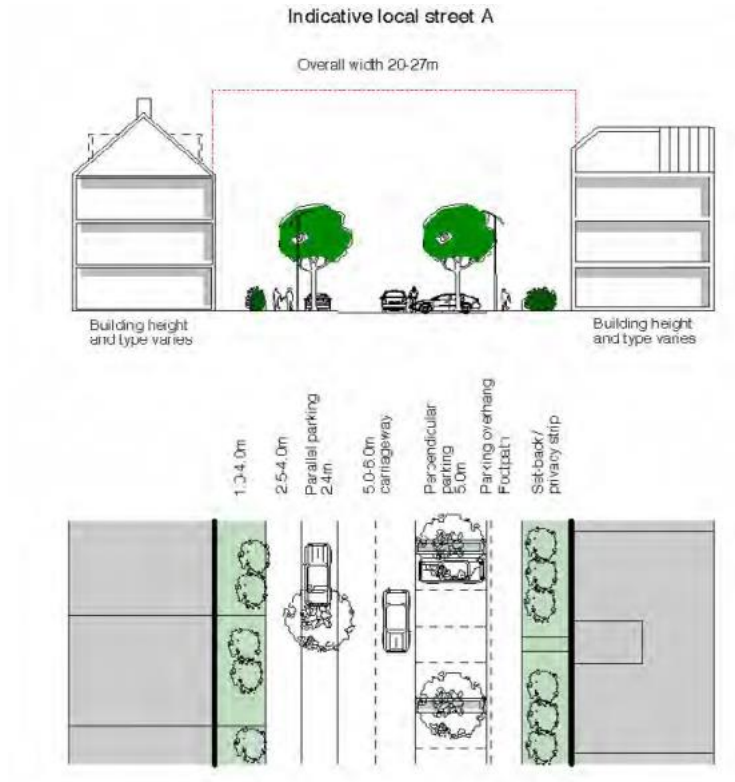


The additional local street to the south of the link street is to the rear of the duplex and does not meet the avenue. There are therefore no implications for any of the fixed frontages.

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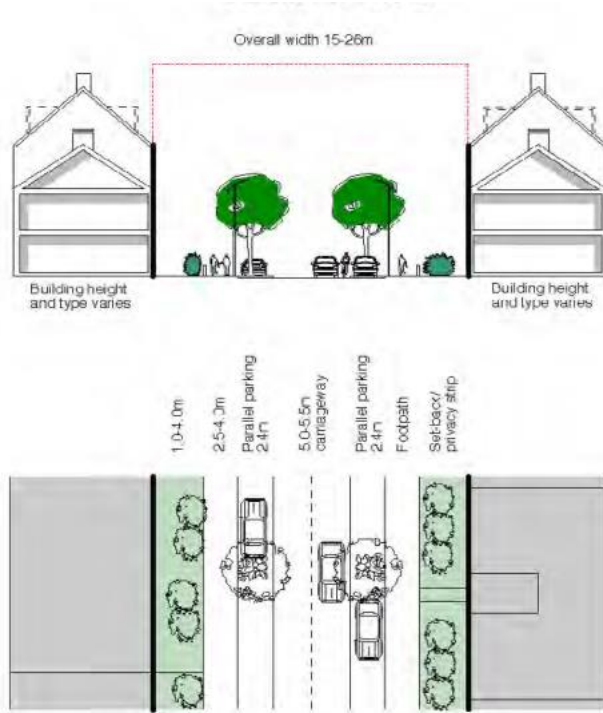
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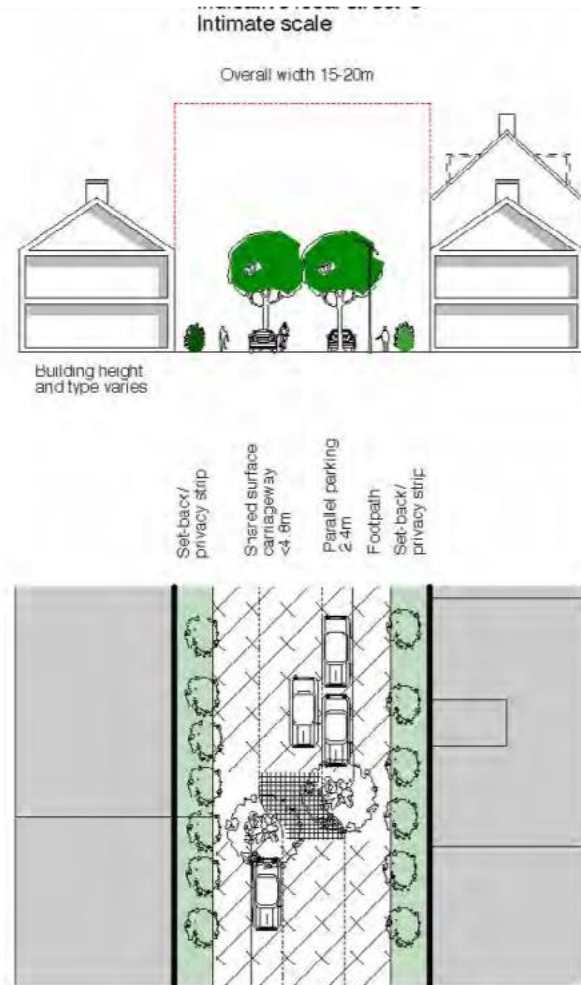
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**Figure 2.2.6** Example Local Streets including Homezones (Intimate Scale)

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. 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.



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- 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.

#### 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.



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#### *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".

#### **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 Clonburris 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.

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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:

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.

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<p>Demonstrates compliance with the 10 design criteria contained within the Retail Design Manual (2012) in the case of retail development;</p>	<p>n/a</p>
<p>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.;</p>	<p>Cross sections have been provided.</p>
<p>Includes a Quality Audit addressing street design as outlined under DMURS (2013);</p>	<p>No quality audit provided. Roads has raised no concerns in this regard.</p>
<p>Includes cross sections that demonstrates appropriate design responses to existing and proposed site levels including those that relate to streets, spaces, building frontages, services, and SUDS;</p>	<p>Appropriate cross sections provided.</p>
<p>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;</p>	<p>Landscape plan provided. <b>There are some concerns regarding landscaping, and these are discussed under Parks and Landscaping below.</b></p>
<p>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.</p>	<p>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 <b>additional information.</b></p>

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*Urban Design Manual – A Best Practice Guide 2009*

<b>Urban Design Criteria</b>	<b>Assessment</b>
<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. <b>Additional information.</b>
<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.

#### 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.

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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 Clonburris 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.**

#### 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.

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Where dwellings front the street edge, privacy strips/short gardens that range from 1 to 3 metres in depth should be considered particularly along Local Streets and Link Streets. 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.

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



# Comhairle Chontae Atha Cliath Theas

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The conclusions are as follows:

- Sunlight to amenity – 2 hours of sunlight on March 21<sup>st</sup> 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.

### *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.

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### **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.**

#### *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.

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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*

### **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 street 2,3,9,7. Currently only one side of 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.*

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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 ([lcolleran@sdublincoco.ie](mailto: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”.*

### *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.’*

<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 <b>additional information</b> .

### **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.

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### ***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.

### ***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.

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### **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

The applicant is requested to address these concerns.

### **Recommendation**

Request additional information.

Additional information requested: 6 April 2023

FI Extension Order until 15 January 2024

Additional information received: 21 November 2023

Consultations:

EHO: No report received.

Department of Housing, Local Government & Heritage: No objections, subject to conditions.

Roads: No objections, subject to conditions.

Parks: No objections, subject to conditions.

Water Services: No report received at time of writing.

Irish Water: No report received at time of writing.

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### Assessment:

Item 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 to enable the Planning Authority to allocate sufficient dwellings between landowners and ensure the delivery of the required infrastructure.
- b. 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. 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.
- 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.

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*Applicant's response:*

*(a) Cumulative permitted units is 2,384. The applicant has agreed commencements and occupations with the other land owners as follows:*

COMMENCEMENTS (MIN)										
YEAR	2023		2024		2025		2026		2027	
HALF YEAR	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2
UNITS				34	34	34	34		34	

OCCUPATIONS (MIN)										
YEAR	2023		2024		2025		2026		2027	
HALF YEAR	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2
UNITS					20	20	29	29	34	

End of 2027: 170no. Units Commencements & 132no. Occupations.

**Figure 1:** The Applicant's Commencement & Occupation Schedule.

Commencements (min)									
Year	2023		2024		2025		2026		
Half Yr	H1	H2	H1	H2	H1	H2	H1	H2	
Cairn	133	206	147	147	146	110	83		
Kelland	4	26	30	30	30	30	30		
SDCC		118	65	66	66	66			
Quintain				34	34	34	34		
sub total	137	350	242	277	276	240	147	0	
Accumulative	137	487	729	1006	1282	1522	1669	1669	

Occupations (min)									
Year	2023		2024		2025		2026		
Half Yr	H1	H2	H1	H2	H1	H2	H1	H2	
Cairn		80	161	161	154	154	131	131	
Kelland			21	42	38	38	15	15	
SDCC			59	59	66	66	66	65	
Quintain					20	20	29	29	
sub total	0	80	241	262	278	278	241	240	
Accumulative	0	80	321	583	861	1139	1380	1620	

**Figure 2:** Clonburris Landowners Commencement & Occupation Schedule.



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*The applicant, along with the other stakeholders, has agreed the number of constructed and occupied units per phase and will collectively remain within Phase 1A initially. The necessary infrastructure will be delivered in tandem to allow commensurate development into Phase 1B.*

*(b) Changes have been made to the layout along the western portion of the site@*

- *Units has increased from 385 to 395.*
- *R120 Frontage has been amended as follows:*
  - o *Apartment Block 2 has moved south of Clonburriss Link Road and Terrace 1 (formerly terrace 4) has moved north of the Clonburriss Link Road*
  - o *Footprint of both Apartment Block 1 and 2 have been adjusted including the number of units per block.*
    - *Apartment Block 1 50 units (previously 48)*
    - *Apartment Block 2 64 units (previously 56)*
  - o *Tenant amenity building omitted.*
  - o *Road layout and communal space to east of Apartment Block 1 and terrace 1 has been readjusted to relate to the revised building layouts.*
  - o *Layout of local street 5 has been adjusted arising from the relocation of Apartment Block 1*
  - o *Apartment Block 2 now includes communal roof terrace and an area of communal open space at ground floor level.*

*The Planning Scheme allows for 10% of maximum residential units allocated in any sub sector to be transferred to an immediately adjacent sub sector:*

- *Max units sub sector 2 = 371*
- *10% of 371 = 37*
- *Subsector 1 'maximum' = 116+37= 153*
- *Subsector 2 'maximum = 371-37= 334*
- *S1 now has 137 units and S2 now has 258 units.*

*Dwg 6268-P-003 proposed master plan provides for an additional 81 units on the pitch and putt lands (indicative only). Overall provision would be 476 units.*

*With regards the power lines, the applicant has engaged ESB networks who have conferment the 22okV power lines that traverse the site have been decommissioned and the associated pylons await removal / decommission – this is scheduled for 2024. The 220kV power lines have been rerouted underground via ducting and cabling parallel to the northern boundary. The proposed development in sub sector 1 has been set back from the northern boundary of the site to avoid conflict. The updated CEMP provides details of the proposed phasing, which has been designed to facilitate pylon decommissioning without affecting the delivery of residential units.*

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*(c) there are no single aspect north facing apartments.*

*(d) Route provided. Connection to the N52 to the north east of the site is not feasible due to c. 6m change in level. A spur connection can be provided in the north west corner of the site to facilitate any potential future connection by others.*

*(e) South end of intimate local street 2 has been redesigned to ensure compliance with PS. Perpendicular parking removed and parallel parking is to one side of the street only. Position of houses amended to ensure maximum separation distances are not exceeded.*

*(f) revised elevations provided for house types B1, B4, C1, F2 to include multiple windows on the front and gable elevations to ensure dual frontage. Type D2 has also been amended.*

*(g) due to significant falling street levels along R120 own door access for Apartment Block 1 and 2 is not feasible. Duplex terraces are own door access. Buffer zone between the back of the footpath h and edge of building line also accommodates a series of stepped planters and appropriate landscaping to provide an attractive edge.*

*(h) Circular letter NRUP 01/2023 set out transitional arrangements for BTR where a request for preplanning in accordance with S247 was made on or before 21 December 2022 for a proposal within an SDZ involving 100 or more units. Preplanning was requested on 8 March 2022 with the first meeting taking place on 4 April 2022. As such, SPPR 7 and 8 apply to the proposed development. RCIH set out condition which restrict the purchase of units to individuals, however, this excludes BTR. RCIH was updated in 2023 omitting the distinction to BTR. We contend that on the basis the proposed development meets the transitional requirements to avail of SPPR 7 and 8 relating to BTR, the previous provisions of the 2021 guidelines apply. SPPR 7 and 8 take precedence over RCIH. RCIH 2023 do not contain SPPRs for and the provision of BTR duplex units for management by a single entity can be considered acceptable in this instance. Inclusion of BTR would not result in 'displacement of individual purchasers and / or social and affordable housing, including cost rental housing'. A variety of housing type, including rental for families, is needed. 19% are proposed as rental in this instance. BTR units will be designated as rental units that can be leased to private tenants, affordable tenants, cost rental, or social tenants, so it is respectfully submitted that there is no displacement of social and affordable housing, including cost rental housing.*

#### Assessment:

- (a) The proposed phasing is acceptable. A condition is recommended in the event of grant.*
- (b) The distribution of housing is acceptable. The impact of the revised layout is acceptable in terms of visual and residential amenity. A condition is recommended regarding phasing of development in relation to the 220kV power line.*
- (c) Noted.*

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(d) The level change is noted and the potential for a future spur to the north west is welcomed. A condition is recommended in the event of grant to secure this connection, if necessary.

(e) The revised design is in accordance with the Planning Scheme.

(f) B1 – larger window provided at ground floor; C1 – larger window provided at ground floor. Windows also added to house type D2A. This is acceptable. It is noted that no plans have been submitted for B4 (non handed), F2 (handed) and F2 (non handed) and a condition is recommended in the event of grant.

(g) Noted that own door apartments are not feasible in this instance.

(h) Section 5.11 of the Apartment Guidelines states: *“Furthermore, where a written request had been submitted to a planning authority seeking pre-planning advice in accordance with Section 247 of the Act on or before 21 December 2022 and where the proposal subject of the request included a BTR element of 100 units or more on land located within a Strategic Development Zone, then the version of the Apartment Guidelines that includes SPPRs 7 and 8 will remain applicable when being assessed by the planning authority and, where applicable, on appeal to the Board”*.

PPSDZC01/22 was submitted on 8 March 2022 and a meeting held on 01/04 2022.

It is noted that the current application meets the Build to Rent transitional requirements and can be assessed as such, however, no transitional arrangements were put in place when the changes to *Commercial Institutional Investment in Housing, Guidelines for Planning Authorities* were made. Therefore, the new guidelines apply and Build to Rent is not excluded. As such, as duplex are specifically detailed in the *Commercial Institutional Investment in Housing, Guidelines for Planning Authorities*, stating *“The purpose of these guidelines is to set out planning conditions to which planning authorities and An Bord Pleanála must have regard, in granting planning permission for new residential development including houses and/or duplex units”*.

The guidelines also state:

*Accordingly, a structure to be used as a dwelling to which these guidelines applies is:*

-

*a) A house, defined as not including a building designed for use or used as two or more dwellings or a flat, an apartment or other dwelling within such a building, and,*

*b) **A duplex unit, defined as a dwelling within a building designed for use as two individual dwellings and/or on one shared plot, with separate entrances.***

*The persons of a particular class or description to which planning permission for new houses shall be restricted, by agreement are:*

-

*a) individual purchasers, i.e. those not being a corporate entity, and,*

*b) those eligible for the occupation of social and/or affordable housing, including cost rental housing.*

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The proposed Build to Rent units are all 3 or 4 storey terraces that have buildings designed for use as two individual dwellings with separate entrances. A condition is recommended in the event of grant to exclude all BTR and provide revised floorplans, with the correct internal space standards, where necessary (as SPPR7 and SPPR8 are not applicable).

Item 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@sdblincoco.ie) prior to resubmission. Where wildflower meadows are proposed sufficient space should be provided between trees/te 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.

*Applicant's response:*

*(1) landscape plans indicate the full extent of hedgerow is now retained. A tree survey and planning report and arborist drawings accompany the application. Revised design will still provide for a greater range of trees and greater canopy coverage across the site.*

*(2) Local streets 2, 3, 9 and 7 have been redesigned to align with the PS. All streets now fully compliant. See revised outdoor lighting report and public lighting layout plans. The public lighting proposal have adjusted to align with the revised street layouts.*

*(3) Bio-swales will be provided to parkland boundaries.*

*(4) hedgerow along northern boundary will be retained, and additional native tree/ woodland mix will be planted to the remaining space to the north of local street 6.*

*(5) trees will be grouped to allow the zero grazer to manoeuvre and cut the surrounding wild flower areas.*

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Assessment:

The report from the Parks and Public Realm department states that there are no objections, subject to conditions.

Item 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.

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.

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*Applicant's response:*

*IAC have undertaken an AIA.*

Assessment:

The Department have no objections, subject to conditions.

Item 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.

*Applicant's response:*

*(1) Design issues raised in the RSA have been addressed – see civil engineering response*

*(2) See EV parking layout. There has been a reduction of 41 car parking spaces leaving a total of 497 parking spaces. 20% is EV.*

*(3) See Dwg 6268-P-702 Bicycle shelter details – type 3, 4 & 5. Covered visitor cycle parking now provided.*

*(4) Landscaping in this area is designed to not preclude any future connection.*

Assessment:

The report from the Roads Department states:

1. *Roads are happy that all Road Safety Audit issues raised have been accommodated within the current documentation that has been submitted.*
2. *Roads are satisfied with the proposed quantum.*
3. *Roads are satisfied with the current cycling strategy and that it complies with the requirements of the national cycle manual.*
4. *Regarding the possible continuation of the Green Way along the western rail corridor, SDCC, by way of planning condition, reserve the right to extend the Green Way through the landscaped areas of this site, at a future point in time should this be required”.*

Conditions are recommended in the event of grant.

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#### Other Considerations

##### *Development Contributions*

- Residential – 395 units as amended by FI.
- 39,828sq.m

#### **Development Contributions**

<b>Planning Reference Number</b>	SDZ23A/0004
<b>Summary of permission granted:</b>	395 units in Clonburris
<b>Are any exemptions applicable?</b>	No
<b>If yes, please specify:</b>	
<b>Is development commercial or residential?</b>	Residential
<b>Standard rate applicable to development:</b>	119.10
<b>% reduction to rate, if applicable (0% if N/A)</b>	0
<b>Rate applicable</b>	119.1
<b>Area of Development (m2)</b>	39828
<b>Amount of Floor area, if any, exempt (m2)</b>	0
<b>Total area to which development contribution applies (m2)</b>	39828
<b>Vehicle display areas/ Open storage spaces</b>	0
<b>Rate applicable</b>	€11.91
<b>Contribution</b>	€0.00
<b>Total development contribution due</b>	€4,743,514.80

# Comhairle Chontae Atha Cliath Theas

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## Record of Executive Business and Chief Executive's Order

### ***Bond***

139 houses

256 duplex / apartments

Dwellings	NO OF UNIT	CASH	BOND
1-20	20	€6,994	€8,043
21-50	30	€4,896	€5,630
51+	89	€2,798	€3,217
<b>TOTAL DWELLING</b>	<b>139</b>	<b>€535,782.00</b>	<b>€616,073.00</b>
Apartments	NO OF UNIT	CASH	BOND
1-20	20	€4,969	€5,715
21-50	30	€3,478	€4,000
51+	206	€1,988	€2,286
<b>TOTAL DWELLING</b>	<b>256</b>	<b>€613,248.00</b>	<b>€705,216.00</b>
<b>TOTAL SECURITY CALCULATION</b>		<b>€1,149,030.00</b>	<b>€1,321,289.00</b>

Kildare Route:

Residential chargeable for 395 units

<b>Rate applicable - residential (per unit)</b>	1900
<b>number of units</b>	395
<b>Total</b>	<b>750500</b>

### **SEA Monitoring**

Building Use Type Proposed: 395 dwellings.

Floor Area: 39,828sq.m

Land Type: Greenfield

Site Area: 8.94ha

### **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 the requirements of the Planning Scheme, and the FI has provided appropriate amendments. Subject to these conditions, it is considered that the proposed development is in keeping with the Clonburris Planning Scheme 2019 and the sustainable planning and development of the area.



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#### Recommendation

I recommend that a decision be made pursuant to the Planning & Development Act 2000, as amended, for the reasons set out in the First Schedule hereto, to Grant Permission for the said development in accordance with the said plans and particulars, subject to the condition(s) specified in the Second Schedule hereto, the reasons for the imposition of the said condition(s) being as set out in the said Second Schedule.

#### **FIRST SCHEDULE**

It is considered that the proposed development accords with the policies and objectives of South Dublin County Council, as set out in the South Dublin County Council Development Plan 2022 - 2028 and subject to the conditions set out hereunder in the Second Schedule is hereby in accordance with the proper planning and sustainable development of the area.

#### **SECOND SCHEDULE**

##### **Conditions and Reasons**

1. Development to be in accordance with submitted plans and details.
  - (a) The development shall be carried out and completed in its entirety in accordance with the plans, particulars and specifications lodged with the application, and as amended by Further Information received on 21 November 2023, save as may be required by the other conditions attached hereto.
  - (b) Planning permission is given for 395 units, as set out in the additional information.
  - (c) The units labelled as BTR shall be market and the Section 28 Guidelines for Planning Authorities - Regulation of Commercial Institutional Investment in Housing (July 2023) shall apply.

REASON: To ensure that the development shall be in accordance with the permission, and that effective control be maintained.
2. SDZ Phasing.

Prior to the commencement of development, or as otherwise agreed in writing with the Planning Authority, the developer/landowner shall submit the following for written agreement of the Planning Authority;

  - (a) The total no. of units permitted and the designation of these units to a phase(s) of the Planning Scheme,
  - (b) Subject to (a), occupation of units cannot proceed until the minimum delivery in the relevant preceding phase as per Table 4.3 Phasing Table (or as otherwise amended by the Development Agency) in the Planning Scheme is agreed in writing by the Planning Authority as delivered or otherwise agreed in writing with the Planning Authority having regard to the Planning Scheme.

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(c) The designation in part a) shall provide cumulative details for the occupied units in the SDZ per Phase including written agreement of relevant landowners in the SDZ or landowner representative to the designation proposed;

REASON: To ensure the orderly implementation and proper planning and sustainable development of the Planning Scheme for Clonburriss.

#### 3. Phasing.

Prior to the commencement of development the applicant/developer shall submit for the written agreement of the Planning Authority a detailed phasing programme for the approved development that fully accords with the requirements of the Planning Authority. The phasing plan shall include details on decommissioning the 220kV power line and development in the impacted area.

REASON: To ensure the orderly implementation and proper planning and sustainable development.

#### 4. Materials and Finishes

Prior to the commencement of development the applicant/developer shall submit materials and finishes of the development for the written agreement of the Planning Authority. The amount of render fronting the link street and the R120 shall be reduced and more durable materials proposed.

REASON: in the interests of visual amenity.

#### 5. Mitigation Measures.

All mitigation measures set out in the documentation submitted in support of the application, including the Building Lifecycle Report, Energy Efficiency and Climate Change Adaptation Report, Flood Risk Assessment, Noise Impact Assessment and Ecological Impact Assessment, shall be implemented in full.

REASON: In the interest of the protection of the environment.

#### 6. Amendments.

Prior to the commencement of development the applicant, owner or developer shall submit the following for the written agreement of the Planning Authority:

Revised plans that incorporate all of the following amendments-

(a) increased dual frontage for house types B4 (non handed), F2 (handed) and F2 (non handed);

(b) revised floor plans for duplex previously indicated as BTR to comply with the requirements of the apartment guidelines (where SPPR7 and SPPR8 of the 2020 Guidelines do not apply)

REASON: To protect the amenities of the area and in the interests of the proper planning and sustainable development of the area.

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7. Services to be Underground.  
All public services to the proposed development, including electrical, information and communications technology (ICT) telephone and street lighting cables and equipment shall be located underground throughout the entire site. There shall also be provision for broadband throughout the site in accordance with the Planning Authority's policy and requirements.  
REASON: In the interests of the visual amenities of the area, the proper planning and sustainable development of the area and compliance with the Council's Development Plan.
8. Restriction on Use and Occupancy.  
Each proposed residential unit shall be used and occupied as a single dwelling unit for residential purposes and shall not be sub-divided or used for any commercial purposes, without a specific grant of planning permission for same (including short-term letting).  
REASON: To prevent unauthorised development.
9. Landscaping - Retain Project Landscape Architect.  
Prior to the commencement of development, the applicant/owner shall retain the professional services of a suitably qualified Landscape Architect, carrying professional indemnity insurance as a Landscape Consultant, throughout the life of the site development works; and shall notify the planning authority of that appointment in writing prior to commencement of works on site. The developer shall engage the Landscape Consultant to procure, oversee and supervise the landscape contract for the implementation of the permitted landscape proposals. When all landscape works are inspected and completed to the satisfaction of the Landscape Consultant, he/she shall prepare, sign and submit a Practical Completion Certificate (PCC) to South Dublin County Council Parks and Landscape Services, as verification that the approved landscape plans and specification have actually been fully implemented.  
REASON: In the interests of amenity, compliance with Development Plan policy, the provision, establishment and maintenance of a reasonable standard of landscape and the proper planning and sustainable development of the area and to ensure full and verifiable implementation of the approved landscape design proposals for the permitted development, to the approved standards and specification.
10. Occupation subject to service connection.  
No dwelling unit shall be occupied until all the services (drainage, water supply, electricity and or other energy supply, public lighting and roads) for each dwelling unit have been completed thereto and are operational.  
REASON: In the interest of the proper planning and sustainable development of the area.

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### 11. Street Naming and Dwelling Numbering.

Prior to the commencement of any works on site the applicant, owner or developer shall submit the following for the written agreement of the Planning Authority:

(i) A street naming and dwelling/unit numbering scheme, for the development as approved that is in accordance with the Planning Authority's policy and requirements for such schemes, along with associated proposed signage for the scheme.

The agreed number shall be placed on each house upon completion so as to be clearly legible from the proposed access road or the public realm, and the agreed street name in both Irish and English, or Irish only shall be erected at the beginning of each street in a manner to be clearly legible, and in accordance with Planning Authority's requirements.

The development name should:

1. Avoid any duplication within the county of existing names, and
2. Reflect the local and historical context of the approved development, and
3. Comply with;

(a) Development Plan policy, and

(b) The guidelines on naming and numbering of the Department of the Environment, Heritage and Local Government, and

(c) Have regard to the Guidelines issued by the Place Names Commission (An Coimisiún Logainmneacha) and

(d) Preferably make exclusive use of the Irish language.

Proposals for an apartment name and numbering scheme and associated signage shall be lodged with the Planning Authority prior to the date of any Commencement Notice within the meaning of Part II of the Building Control Regulations 1997 and prior to the commencement of any works on site.

The applicant, developer, or owner is advised to consult with Naming and Numbering section of the Planning Authority in advance of lodging the required scheme.

REASON: In the interest of the proper planning and sustainable development of the area and compliance with the South Dublin County Council's Development Plan.

### 12. Council Housing Strategy.

That the applicant, owner or developer, or any other person with an interest in the land to which the development as approved relates shall, prior to the lodgement of a commencement notice within the meaning of Part II of the Building Control Regulations 1997:

(i) enter into an agreement with the Housing Authority for compliance with the Part V of the Planning and Development Act 2000 (as amended) as referred to in the South Dublin County Council Development Plan 2022-2028, providing, in accordance with that section, for the matters referred to in paragraph (a) or (b) of subsection (3) of section 96, and

(ii) when the agreement with the Housing Authority for compliance with the Part V of the Planning and Development Act 2000 is finalised to the satisfaction of the Housing Authority, a certified copy of the agreement shall be lodged with the Planning Authority.

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REASON: To promote social integration consistent with policies/objectives of the Councils Housing Strategy as contained in the South Dublin County Council Development Plan 2016-2022.

#### 13. Management Company.

A. Prior to the commencement of development the applicant/owner shall submit the following for the written agreement of the Planning Authority:

(i) A plan clearly identifying and dimensioning the external common areas of the development to be retained in private ownership by an owners' management company (OMC) under the Multi-Unit Developments Act 2011, or other acceptable legal entity prior to the occupation of the [first residential unit], and this plan shall also clearly identify and dimension any areas of the approved development intended to be offered for taking in charge by the Council, and;

(ii) A detailed building lifecycle report which shall include an assessment of long term running and maintenance costs as they would apply on a per residential unit basis at the time of approval of the development, as well as demonstrating what measures have been specifically considered by the developer to effectively manage and minimise costs for the benefit of all potential residents.

The said external common areas of the development to be retained in private ownership indicated in the plan required shall not be taken in charge by the Council and shall instead be maintained in perpetuity by an Owners' Management Company set up for this purpose pursuant to the Companies Acts, 1963 as amended and the Multi-Unit Developments Act 2011.

B. Continued membership of an Owners' Management Company set up for this purpose pursuant to the Companies Acts, 1963 as amended and the Multi-Unit Developments Act 2011 shall be compulsory for all owners for the time being of property within the development.

C. No development shall take place under this permission until the applicant, owner or developer has lodged for the written agreement of the Planning Authority:

(i) A copy of the Certificate of Incorporation of the said Company responsible for the external common areas of the development to be retained in private ownership has been lodged with the Planning Authority in respect of the plan required above.

D. Any changes to the status or nature of the Owners' Management Company shall be notified to the Council forthwith.

E. The Owners' Management Company shall hold insurance for public liability risk at all times for all areas under its control or responsibility.

REASON: To ensure a proper standard of residential development and maintenance of the private areas within the development and compliance with the South Dublin County Council Development Plan.

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14. Irish Water Connection Agreement.

Prior to the commencement of development the applicant or developer shall enter into water and/or wastewater connection agreement(s) with Irish Water.

REASON: In the interest of public health and to ensure adequate water/wastewater facilities.

15. Drainage.

(a) There shall be complete separation of the foul and surface water drainage systems, both in respect of installation and use.

(b) All works for this development shall comply with the requirements of the Greater Dublin Regional Code of Practice for Drainage Works.

REASON: In the interests of public health, the proper planning and sustainable development of the area and in order to ensure adequate water supply and drainage provision.

16. Prevention of Spillage or Deposit of Debris on Adjoining Public Roads During Construction Works.

Prior to the commencement development, the applicant/owner shall submit the following for the written agreement of the Planning Authority:

(i) a site specific plan making provision as set out below for the prevention of spillage or deposit of clay, rubble or other debris on adjoining public roads during the course of any construction works that fully complies with all of the requirements of the Council's Roads Maintenance, Traffic Management, and Waste Enforcement Sections as appropriate, The agreed plan shall provide for all of the following:

(a) The agreed number, location, type and use of suitable facilities for vehicle cleansing and wheel washing provided on site to contain all clay, rubble or other debris within the site prior to commencing of construction, such facilities to be maintained in a satisfactorily operational condition during all periods of construction.

(b) Location of all on-site car parking facilities provided for site workers during the course of all construction activity.

(c) Provision for dust suppression measures in periods of extended dry weather.

(d) Provision for the flexible use of a road sweeper if an acute situation on the adjoining public road requires it.

(e) Containment of all construction-related fuel and oil within specially constructed bunds to ensure that fuel spillages are fully contained. Such bunds shall be roofed to exclude rainwater.

(f) Storage of construction materials is not permitted on any public road or footpath, unless agreed in writing with the Planning Authority, having regard to the prior reasonable justification and circumstances of any such storage.

REASON: In the interest of protecting the amenities of the area and in the interest of public safety and the sustainable maintenance of adjoining roads and footpaths.

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### **17. Public Realm Facilities for Charging Electric Vehicles.**

Prior to the commencement of development, the applicant/owner shall submit the following for the writtem agreement of the Planning Authority:

- (i) a revised site layout plan clearly setting out full details of the location of all proposed facilities and equipment in the public realm (whether to be offered for taking in charge or not) for charging electric vehicles, including details of the overall height, design, colour and all safety features of such equipment including isolation of power supply, and measures to provide for suitable pedestrian safety, along with completed Electrical designs to serve the development as approved prepared by competent electrical design consultants all of which have been agreed with the Council's Roads Section, and
- (ii) Agreed arrangements for the operation and management of such facilities for charging electric vehicles, along with:

All facilities for charging electric vehicles should be clearly marked as being designated for Electric Vehicle charging. Appropriate signage clearly indicating the presence of a Charge Point or Points should also be erected. All Charge Points fitted in publicly accessible areas should be capable of communicating usage data with the National Charge Point Management System and use the latest version of the Open Charge Point Protocol (OCCP). The facilities for charging electric vehicles should also support a user identification system such as Radio Frequency Identification (RFID).

**REASON:** In the interests of the proper planning and sustainable development of the area, to provide for improved urban air quality, reduced noise pollution and to support the transition to a low carbon future.

### **18. Construction Consultation and Local Liaison**

(a) Prior to the commencement of development, the applicant/owner shall submit the following to the Planning Authority:

(i) the names, job functions and phone numbers (both fixed line and mobile numbers) of all key personnel for the construction of the development as approved. Subsequently all changes in these personnel or particulars in the course of construction must also be notified to the Council as soon as they occur.

(b) The applicant/owner or developer shall provide occupiers of noise sensitive properties within 100 metres of agreed construction access points to the development as approved with appropriate contact details which may be used in the event that any such person wishes to inform the operator of any incident that could give rise to a disruptive aspect of construction activity, or otherwise to make an observation in respect of an aspect of construction activity.

(c) A public notice shall be erected and maintained at the agreed construction access points. This notice shall contain the name of the operating company and contact details, including out of hours contact, which may be used in the event that any person wishes to contact the operator in respect of any disruptive aspect of construction activity.

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REASON: In the interests of amenity, public health and safety, the avoidance of unnecessary disruptive aspect of construction activity and the proper planning and sustainable development of the area.

#### 19. Street Lighting

A maximum of two weeks from the date of any Commencement Notice within the meaning of Part II of the Building Control Regulations 1997 and prior to the commencement of works on site the applicant, owner or developer shall have lodged with the Planning Authority for written agreement:

A Public Lighting Scheme for the development as approved, designed to provide for high quality public lighting throughout the public realm of the site, prepared by competent public lighting design consultants to BS5489: European Lighting Standard EN13201 2013 or the latest NSAI (National Standards Authority of Ireland) versions approved, and the SDCC Specification for Public Lighting Installations in Residential and Industrial Developments: Revision 2 dated 14/10/2016.

Completed Lighting Design and Electrical designs to serve the entire development including details of the overall height of all proposed equipment shall be lodged with the Public Lighting Scheme. The public lighting scheme shall be contained within the public realm of the development as approved, entirely in areas to be offered for taking in charge or subject to the responsibility in perpetuity of an approved management company.

Appropriate natural or artificial lighting or both shall be provided and maintained throughout car parking areas.

The external lighting scheme shall be designed to minimise potential glare and light spillage and shall be positioned and/or cowled away from residential properties. No lighting column shall be located within the eventual canopy spread of any proposed street tree or other tree as the case may be. The public lighting design consultants should consult with the Council's Parks section in this regard.

In addition, no dwelling unit/commercial unit shall be occupied on any street until the public lighting provided for that street is operational fully in accordance with the agreed Public Lighting Scheme for the overall development.

The applicant, owner or developer may consult with the Council's Public Lighting Section before lodging the required plan for agreement.

REASON: In the interests of public safety and amenity, to prevent light pollution and in the interests of the proper planning and sustainable development of the area.

#### 20. Environmental Health.

1. The houses and apartments of this development are constructed, as appropriate, using the Glazing and Ventilation specified in the Noise Impact assessment submitted. This is to ensure the required noise mitigation and to minimise the potential for adverse effects to the occupants. It must be ensured that these mitigation measures include all relevant noise sensitive properties, where the proximity to the adjacent rail line and the R120 road may have adverse effects on the occupants of the properties.



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2. Compliance verification through noise monitoring should be carried out on completion of the development to ensure internal noise levels as outlined in Table 1 of the Noise Impact Assessment have been achieved.

Construction Phase:

3. No heavy / noisy construction equipment or machinery (to include pneumatic drills, construction vehicles, generators, etc) shall be operated on or adjacent to the construction site before 07:00 hours on weekdays and 09:00 hours on Saturdays nor after 19:00 hours on weekdays and 13:00 hours on Saturdays, nor at any time on Sundays, Bank Holidays or Public Holidays.

4. Noise levels arising from construction activities shall not be so loud, so continuous, so repeated, of such duration or pitch or occurring at such times as to give rise to a noise nuisance affecting a person in any premises in the neighbourhood.

5. During the construction phase of the development, Best Practicable Means shall be employed to minimise air blown dust being emitted from the site. This shall include covering skips and slack-heaps, netting of scaffolding, daily washing down of pavements or other public areas, and any other precautions necessary to prevent dust nuisances.

6. A suitable location for the storage of refuse shall be provided during the construction and operational phase of the development so as to prevent a public health nuisance.

7. Noise due to the normal operation of the proposed development, expressed as Laeq over 15 minutes at the façade of a noise sensitive location, shall not exceed the daytime background level by more than 10 dB(A).

8. Clearly audible or impulsive tones at noise sensitive locations during evening and night shall be avoided irrespective of the noise level.

9. Signage or lighting to be used on site during the construction of the development must not be intrusive to any light sensitive location including residential properties in close proximity to the development.

10. The applicant shall ensure that the development shall be operated so that there will be no emissions of malodours, gas, dust, fumes or other deleterious materials on site as would give reasonable cause for annoyance to any person in any residence, adjoining unit or public place in the vicinity.

Pest Control

11. The applicant shall put in place a pest control contract for the site for the duration of the construction works.

REASON: To protect the amenities of the area.

21. Construction Environment Management Plan.

Prior to the commencement of development, the applicant shall submit a construction environment management plan for the written agreement of the Planning Authority.

REASON: to protect the amenities of the area.

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#### 22. Tree protection.

##### a. Tree Protection

No development shall commence until fencing to protect the trees shall be erected, details to be submitted and approved as per BS 5837:2005, and ground protection been erected details of which shall have been submitted to the local planning authority for written approval. The ground protection shall be laid as per Ar6 method statement in accordance with British Standard 5837:2005 (Trees in relation to construction) unless otherwise agreed in writing. The protective fencing shall be erected before the commencement of any clearing, demolition and building operations and shall be retained until all equipment, machinery and surplus materials have been removed from the site. If within five years from the completion of the development an existing tree is removed, destroyed, dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, a replacement tree shall be planted within the site of such species and size and shall be planted at such time, as specified in writing by the local planning authority.

##### b. Tree Bond

A maximum of two weeks from the date of the Commencement Notice and prior to the commencement of works on site, a Bond or bank draft to the value of €214, 767.84 shall be lodged with South Dublin County Council as a security for the protection of the existing trees and hedgerows on site which are to be retained, as per the submitted Arborists Report.

The release of the bond will only be considered:

- i) Upon receipt by SDCC Public Realm Section of a satisfactory post-construction arboricultural assessment, carried out by a qualified arborist and provided that the hedges/trees proposed for retention are alive, in good condition with a useful life expectancy.
- ii) a minimum twelve months after the completion of all site works once it has been ascertained that all trees/hedgerows specified for retention have been preserved in their prior condition and have suffered no damage and the developer has complied with the requirements of the Planning Authority in relation to tree and hedgerow protection. The Council reserves the right to partially or fully sequester this bond in order to undertake compensatory planting elsewhere in the vicinity of this site, based on the Councils inspection and estimation of the damage caused.

REASON: In the interest of tree protection and the proper planning and sustainable development of the area.

#### 23. Roads.

1. EV charging shall be provided in all residential, mixed use and commercial developments and shall comprise a minimum of 20% of the total car parking spaces provided. The remainder of the parking spaces shall be constructed to be capable of accommodating future charging points as outlined in SDCC CDP section 12.7.5
2. The applicant shall provide 5% of vehicular parking spaces for mobility impaired users.

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3. 10% of Bike Parking spaces from the overall provision shall be equipped with Electrical charging points.
4. All items and areas for taking in charge shall be undertaken to a taking in charge standard. Prior to development the applicant shall submit construction details of all items to be taken in charge. No development shall take place until these items have been agreed.
5. Prior to commencement of development a developed CEMP shall be agreed in writing with the roads department. The agreed plans, along with the written agreement of the roads department shall be lodged to the planning file. The written commitment of the developer to implement the agreed plans shall also be lodged to the file.
6. A Mobility Management Plan is to be completed within six months of opening of the proposed development. The Mobility Management Plan shall be submitted for the written agreement of the Planning Authority.
7. Prior to the commencement of development, the applicant shall agree in writing a public lighting scheme with South Dublin County Council Lighting Department.
8. South Dublin County Council reserve the right to extend the Green Way through the landscaped area to the north west of this site, for the lifetime of this permission, should this be required. Any extension of the route shall be undertaken by the applicant / owner and constructed to the specifications required by SDCC.

REASON: In the interest of sustainable transport.

24. Regulation of Institutional Investment in Housing - Mixed unit-type development.
  - (a) Prior to the commencement of any house or duplex unit in the development as permitted, the applicant or any person with an interest in the land shall enter into an agreement with the planning authority (such agreement must specify the number and location of each house or duplex unit), pursuant to Section 47 of the Planning and Development Act 2000 (as amended), that restricts all houses and duplex units permitted, to first occupation by individual purchasers i.e. those not being a corporate entity, and/or by those eligible for the occupation of social and/or affordable housing, including cost rental housing.
  - (b) An agreement pursuant to Section 47 shall be applicable for the period of duration of the planning permission, except where after not less than two years from the date of completion of each specified housing unit, it is demonstrated to the satisfaction of the planning authority that it has not been possible to transact each specified house or duplex unit for use by individual purchasers and/or to those eligible for the occupation of social and/or affordable housing, including cost rental housing.
  - (c) The determination of the planning authority as required in (b) shall be subject to receipt by the planning and housing authority of satisfactory documentary evidence from the applicant or any person with an interest in the land regarding the sales and marketing of the specified housing units, in which case the planning authority shall confirm in writing to the applicant or any person with an interest in the land that the Section 47 agreement has been terminated and that the requirement of this planning condition has been discharged in respect of each specified housing unit.

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REASON: To restrict new housing development to use by persons of a particular class or description in order to ensure an adequate choice and supply of housing, including affordable housing, in the common good.

25. Archaeology.

1. The developer shall engage a suitably qualified archaeologist to monitor (licensed under the National Monuments Acts) all topsoil stripping associated with the development as an archaeological exercise and in advance of any site preparation works or other groundworks. Topsoil stripping may take place on a phased basis.

2. The use of appropriate machinery to ensure the preservation and recording of any surviving archaeological remains shall be necessary. Topsoil/overburden will be carefully removed to expose the full extent of any potential archaeological remains. Excavation will extend to the top of in situ archaeological remains only. Any exposed archaeological features and deposits will be cleaned back by hand with sample hand excavation of sections through features not directly assessed during the previous test excavation.

3. Should archaeological remains be identified during the course of archaeological monitoring, all works shall cease in the area of archaeological interest pending a decision of the planning authority, in consultation with the National Monuments Service of this Department, regarding appropriate mitigation [preservation insitu/excavation].

4. The developer shall facilitate the archaeologist in recording any remains identified. Any further archaeological mitigation requirements specified by the planning authority, following consultation with the National Monuments Service of this Department, shall be complied with by the developer.

5. Following the completion of all archaeological work on site and any necessary post-excavation specialist analysis, the planning authority and the National Monuments Service of this Department shall be furnished with a final archaeological report describing the results of the monitoring and any subsequent required archaeological investigative work/excavation required. All resulting and associated archaeological costs shall be borne by the developer.

REASON: To ensure the continued preservation (either in situ or by record) of places, caves, sites, features or other objects of archaeological interest.

26. The developer shall pay to South Dublin County Council a supplementary development contribution in the sum of €750, 500 (updated to the appropriate rate at the date of commencement of development in accordance with changes in the Tender Price Index) pursuant to the provision of Section 49 Planning & Development Act 2000 (as amended) towards the expenditure incurred in the provision of the Kildare Route Project which facilitates this development.

REASON: The provision of such facilities will facilitate the proposed development. It is considered reasonable that the payment of a Supplementary Contribution be made in respect of the upgrade of the Irish Rail, Kildare Route Project.

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27. Pursuant to this decision, no development shall be commenced until security for the provision, satisfactory completion and maintenance, to the taking in charge standard of South Dublin County Council (outlined in the Councils Taking in Charge Policy), of roads, open spaces, car parks, sewers, watermains, drains and other publicly accessible services required in connection with the development, has been given by:
- (A) Lodgement of a cash deposit of €1, 149, 030.00 (one million one hundred and forty nine and thirty euros) (amount will be updated at the date of commencement of development in accordance with changes in the Tender Price Index), to be retained by South Dublin County Council and applied by South Dublin County Council at its absolute discretion, if roads, open spaces, car parks, sewers, watermains, drains and other publicly accessible services required in connection with the development are not duly provided, completed and maintained to the taking in charge standard of South Dublin County Council (outlined in the Councils Taking in Charge Policy), or
- (B) By lodgement with South Dublin County Council of an approved Insurance Company Bond or a Bond of any Body approved by the Planning Authority in the sum of €1, 321, 289.00 (one million three hundred and twenty one thousand two hundred and eighty nine euros) (amount will be updated at the date of commencement of development in accordance with changes in the Tender Price Index) which shall be kept in force until such time as the roads, open spaces, car parks, sewers, watermains, drains and other public services required in connection with the development are provided , completed and maintained to the taking in charge standard of South Dublin County Council (outlined in the Council's Taking in Charge Policy). The bond shall be coupled with an agreement empowering South Dublin County Council to apply such sum or part thereof of said bond to the satisfactory completion of publicly accessible services in the development.
- REASON: To ensure that a ready sanction may be available to South Dublin County Council to induce the provision of public services and safeguard amenity in the development.

28. Financial Contribution.

The developer shall pay to the Planning Authority a financial contribution of €4, 743, 514.80 (four million seven hundred and forty three thousand five hundred and fourteen euro and eighty cent), in respect of public infrastructure and facilities benefiting development within the area of the Planning Authority, that is provided, or intended to be provided by or on behalf of the authority, in accordance with the terms of the Development Contribution Scheme 2021 - 2025, made under Section 48 of the Planning and Development Acts 2000-2011 (as amended).

The contributions under the Scheme shall be payable prior to commencement of development or as otherwise agreed in writing by the Council. Contributions due in respect of permission for retention will become payable immediately on issue of the final grant of permission. Contributions shall be payable at the index adjusted rate pertaining to the year in which implementation of the planning permission is commenced.

# **Comhairle Chontae Atha Cliath Theas**

**PR/1526/23**

## **Record of Executive Business and Chief Executive's Order**

REASON: The provision of such facilities will facilitate the proposed development. It is considered reasonable that the payment of a contribution be required, in respect of public infrastructure and facilities benefiting development in the area of the Planning Authority and that is provided, or that is intended will be provided, by or on behalf of the Local Authority.

NOTE RE: CONDITION - Please note that with effect from 1st January 2014, Irish Water is now the statutory body responsible for water services. Further details/clarification can be obtained from Irish Water at Tel. 01 6021000 or by emailing [customerservice@water.ie](mailto:customerservice@water.ie).

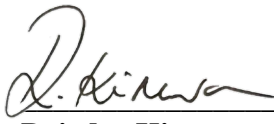
**Comhairle Chontae Atha Cliath Theas**

**PR/1526/23**

**Record of Executive Business and Chief Executive's Order**

**REG. REF. SDZ23A/0004**

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



**Deirdre Kirwan,  
Senior Executive Planner**

**ORDER:** A decision pursuant to Section 34(1) of the Planning & Development Act 2000, as amended, to Grant Permission for the reasons set out in the First Schedule above, in accordance with the said plans and particulars, subject to the condition(s) specified in the Second Schedule above, the reasons for the imposition of the said condition(s) being as set out in the said Second Schedule is hereby made.

**Date:** 15 Dec 2023



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

To whom the appropriate powers have been delegated by the order number DELG (1923) of the Chief Executive of South Dublin County Council\*