

COMHAIRLE CONTAE ÁTHA CLIATH THEAS SOUTH DUBLIN COUNTY COUNCIL



MEETING OF SOUTH DUBLIN COUNTY COUNCIL

Monday, 11th June 2022

Headed Item 11

Chief Executive's Report on Public Consultation for Proposed Social and Affordable Purchase Housing Development of 118 New Homes in Clonburris SDZ (Canal Extension Development Area)



Fig. 1 CGI of proposed Development

Planning Report in Accordance with Section 179 of the Planning and Development Act 2000 (as amended) and Part 8 of the Planning and Development Regulations 2001 (as amended)

1. Introduction & Legislative Background

In accordance with Section 179 (3) (a) of the Act, the purpose of this Chief Executive's Report is to present to the Elected Members of the Council the outcome of the consultation, to respond to submissions made during the consultation period and to make recommendations in relation to the proposed development where appropriate.

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As per Section 179 (3) (b) of the Act this report, which is accompanied by the County Architect's report on the public consultation in relation to the proposed development, also:

- Describes the nature and extent of the proposed development and is accompanied by an appropriate plan of the development and appropriate map of the relevant area
- Evaluates if the proposed development would be consistent with the proper planning and sustainable development of the area to which the development relates, having regard to the provisions of the development plan and giving the reasons and the considerations for the evaluation.
- Is accompanied by the screening determination on why an environmental impact assessment is not required and specify the features of the proposed development and the measures to avoid or prevent adverse effects on the environment of the development.
- List the persons or bodies who made submissions or observations.
- Summarises the issues, with respect to the proper planning and sustainable development of the area in which the proposed development would be situated, raised in submissions and observations, and give the responses of the Chief Executive; and
- Recommends whether or not the proposed development should be proceeded with as proposed, or as varied or modified.

Under Section 179(4) of the Act, the Elected Members shall, as soon as practicable, consider the proposed development and the report of the Chief Executive. Following the consideration of the Chief Executive's report, the proposed development may be carried out as recommended in the Chief Executive's report, unless the local authority, by resolution, decides to vary or modify the development, otherwise than as recommended in the Chief Executive's report, or decides not to proceed with the development. A resolution must be passed not later than six (6) weeks after receipt of the Chief Executive's report.

2. Policy Context and Project Background

2.1 National and Regional Planning Policy

Key objectives of national and regional planning policy, under both the National Planning Framework 2018 and the Eastern & Midland Regional Assembly Regional Spatial & Economic Strategy, such as compact growth, new homes in locations that can support sustainable and an appropriate scale of development, at appropriate densities with the integration of safe and convenient alternatives to car use by prioritising walking and cycling accessibility to proposed developments, and improved integration and greater accessibility align strongly with the proposed housing delivery within Clonburris SDZ.

2.2 South Dublin County Development Plan 2016-2022

The zoning objective which applies to the subject lands is 'SDZ' - To provide for strategic development in accordance with approved planning schemes. In addition various policies and objectives are applicable to the subject site including ensuring connectivity for pedestrians and cyclists, infrastructure and environmental quality incorporating SuDS into design, integration of green infrastructure and protecting existing trees/hedgerows, and connectivity of public open spaces and amenity spaces. In addition, the key relevant SDCCDP housing objectives include increasing social housing stock and promoting social integration.

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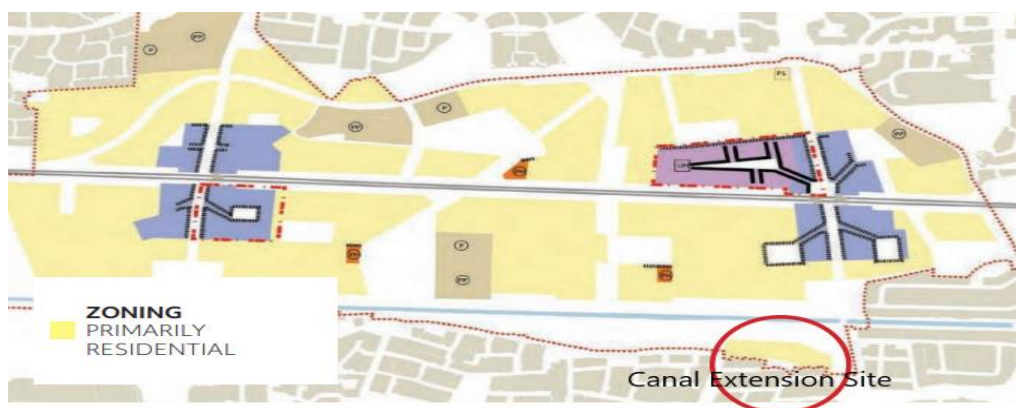


Fig 2: Site Zoning within SDZ

2.3 Clonburris SDZ

In December 2015, the Government approved the designation of the lands at Balgaddy/Clonburris, as a site for the establishment of a Strategic Development Zone (SDZ). The final planning scheme was approved by An Bord Pleanála in May 2019, to be used by the planning authority in assessing all planning applications in the SDZ. The SDZ consists of approx. 280 hectares of land located to the west of Dublin City Centre and the M50 within the triangle between Lucan, Clondalkin and Liffey Valley. The vision for the Clonburris planning scheme is to create a sustainable community which provides and supports future residential, social, economic, and environmental development as an expansion of the established Lucan and Clondalkin areas in South Dublin County. This Council owns approx. 40 hectares of land located within the Clonburris SDZ with remainder of the land in private ownership. This proposed development at Canal Extension, Bawnogue Road, Clondalkin is one of six Council-owned sites located planned for mixed-tenure residential development in the SDZ.

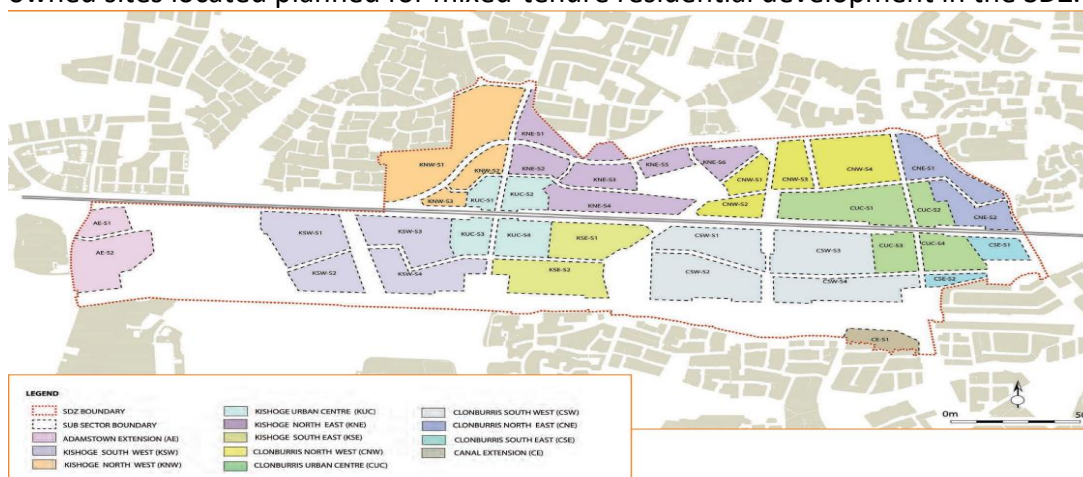


Fig 3: Clonburris SDZ Development Areas

The SDZ planning scheme sets an overview for the future residential, social, economic, and environmental development of a new planned and sustainable community in South Dublin County. The SDZ planning scheme is centred on the provision of a choice of high-quality homes and access to open spaces, parks and a range of local services and amenities, together with the delivery of reliable public transport options to ensure a sustainable community. It also promotes best practice in place making and sustainable development, with optimum development of the SDZ area offering a choice of dwelling types, sizes and tenure options, maximising existing and proposed public transport opportunities, supported by an integrated network of streets and routes with a clear hierarchy that promote walking and cycling.

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2.4 Key Objectives for Canal Extension Development Site

The key SDZ objectives for the site include:

- To develop a high-quality residential neighbourhood as an extension to the existing Ashwood development
- To provide locally accessible open spaces of local and strategic importance; To ensure high levels of legibility and ease of orientation
- To prioritise pedestrian and cyclist movement
- To provide for a range of housing on the canal frontage and local streets
- To provide a distinctive, diverse, and quality frontage to the Canal corridor and
- To provide significant and integrated SuDS infrastructure, including a high amenity retention pond/lake within the Canal corridor.

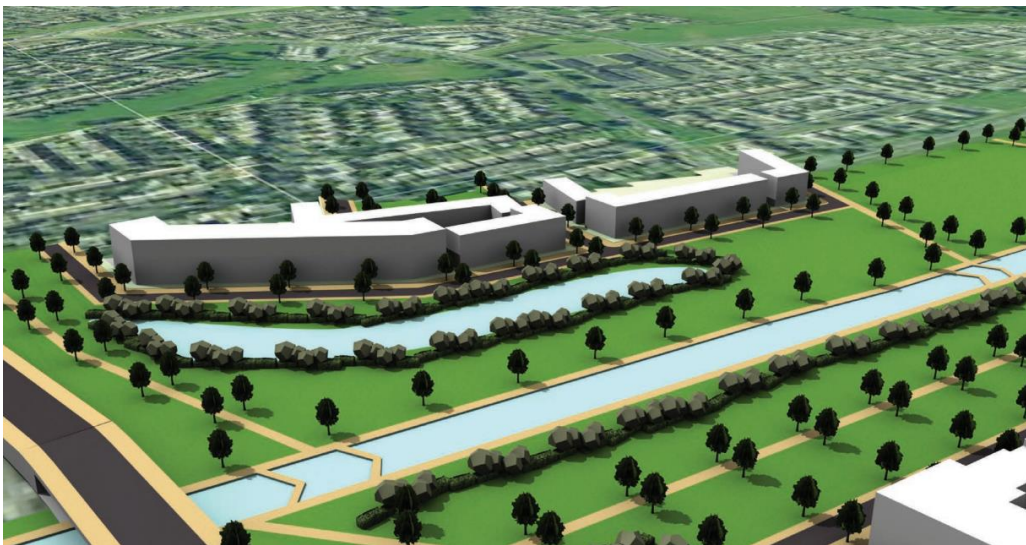


Fig.4: 3D image of Canal Extension in SDZ

2.5 Housing Delivery Action Plan (HDAP) 2022-2026

The Council’s draft Housing Delivery Action Plan (HDAP) 2022-2026, under the national housing policy, Housing for All, envisages the delivery of 6,500 social and affordable homes in South Dublin County, with Council-owned lands in Clonburris, including the Canal Extension site, forming a substantial part of this. The HDAP is predicated on the current demand for social housing supports and the interim Housing Needs Demand Assessment (HNDA) carried out as part of the draft South Dublin County Development Plan 2022-2028 and associated affordability constraints identified.

The Council has secured initial funding approval from the Department of Housing, Local Government and Heritage (DHLGH) under the Social Housing Investment Programme (SHIP) for the social housing units and will apply separately for support for affordable housing delivery through the DHLGH Affordable Housing Fund.

3. Site Description

The subject site is greenfield, undeveloped, and approximately 2.77 hectares in size, bounded to the south by the existing Ashwood residential area, to the east by the Fonthill Road (R113) regional road, to the north by the Grand Canal and to the west by green open space. A hedgerow of 11m high Common Alder separates the site from the canal to the north and from the existing estate to the

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south. It is situated at, and accessed by, the existing Bawnogue Road and is identified as a Strategic Development Area, referred to as the “Canal Extension”, for residential development within the SDZ planning scheme.

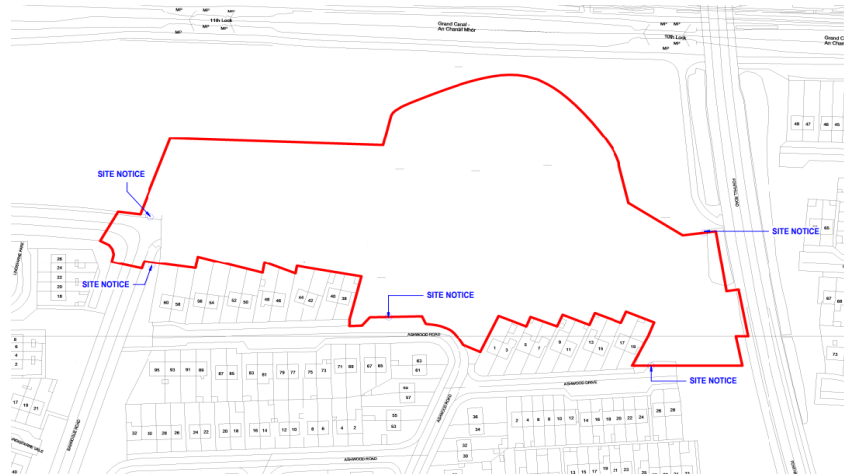


Fig.5: Outline Site Location Map

4. Advertisement & Public Consultation Process

A public notice in respect of this Part 8 was placed in the Irish Independent on 31st March 2022 and site notices were also erected on the subject lands in accordance with legislative requirements.

The proposed Part 8 was placed on public display during the period 31st March 2022 to 3rd May 2022 (both dates inclusive) at the following locations:

- SDCC Consultation Portal <https://consult.sdublincoco.ie>
- Digitally displayed in County Hall, South Dublin County Council, County Hall Tallaght, Dublin 24, D24 A3XC. Hard copies were also available for inspection at the planning counter in County Hall.
- Clondalkin Civic Offices, Clondalkin, Dublin 22 (with effect from 5th May 2022)

Submissions were invited from Thursday 31st March 2022 up to and including 17th May 2022 (both dates inclusive).

A pre-Part 8 consultation briefing was held with the Clondalkin Area Committee on 9th March 2022. In addition, the application was referred to the Council’s Water and Drainage, Public Realm, Planning and Roads Departments as well as various prescribed public bodies including

- Department of Defence
- Department of Housing, Local Government & Heritage
- Environmental Protection Agency
- Fáilte Ireland
- Heritage Council
- Inland Fisheries Ireland
- Irish Aviation Authority
- Irish Water
- Minister for Agriculture, Food & the Marine
- National Transport Authority
- Regional Planning Authority

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- Sustainable Energy Ireland
- Transport Infrastructure Ireland
- Waterways Ireland

An informal (non-statutory) meeting was also held with residents' representatives from Ashwood estate on 4th May 2022, following which a notice regarding the proposed Part 8 was placed at Bawnogue Community Centre.

5. Description and Extent of the Proposed Development

The proposed development is for 118 social and affordable homes units together with associated gardens, open space, access roads and ancillary services on the proposed site of approximately 2.77 hectares in area.

In total, the proposed development consists of 71 (seventy-one) one- and two-bedroom apartments, 25 (twenty-five) three-bedroom duplexes and 22 (twenty-two) 3- and 4-bedroom terraced or semi-detached houses with all homes to have a minimum Building Energy Rating (BER) of A2. The scheme comprises houses, duplexes, stacked simplexes, and apartments buildings which vary from two to four-storeys in height with a mix of home types and sizes to meet local demographic and social housing needs, totalling 118 homes as follows:

- 11 no. three-bedroom semi-detached/terraced houses
- 11 no. four-bedroom semi-detached/terraced houses
- 25 no. three-story buildings (each comprising a single-storey 2-bedroom at ground level & 1 no. 3-bedroom duplex home above, i.e., 50 no. homes in total)
- 9 no. three-storey, stacked simplex (triplex) buildings (each comprising 3 no. 1-bedroom homes, i.e., 27 no. homes in total)
- 1 no. 4-storey apartment building comprising 19 no. apartments (15 no. one-bedroom apartments & 4 no. 2-bedroom apartments)



Fig 6: Proposed Site Layout

The proposed works also include landscaping works to boundaries and all necessary associated ancillary works on the site and to adjacent areas including 112 car parking spaces, approximately 140

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cycle parking spaces, high-quality amenity spaces, landscape works, electricity supply substation, new roundabout at Bawnogue Road entrance to the development, SuDS measures & all associated ancillary site development works. Car parking has been designed not to dominate streetscapes and has been carefully considered as part of the overall public realm in terms of layout, surface treatment and landscaping in accordance with the SDZ carparking standards. On street parking has been prioritised with electric vehicle infrastructure also provided for. The development also incorporates approximately up to 3,729 m² open space, local parks and squares, and up to 1,853 m² of communal open space as well as an attenuation feature/pond. The proposed arrangement is organic, flowing form to ensure a natural look, appropriate native flower, shrub, and tree species to the pond margins to create biodiverse habitats, to improve green links and ensure an attractive feature.

Detailed plans, drawings, and reports in relation to the proposed development are available at the following links:

[Site Location Map](#)

[Existing Site Plan](#)

[Proposed Site Plan](#)

[Taking in Charge Plan](#)

[Contiguous Elevations and Site Sections](#)

[Block A and B Ground Floor Plan](#)

[Block C and D Ground Floor Plan](#)

[House Type 3AA Plans Elevations and Sections](#)

[House Type 3AB Plans Elevations and Sections](#)

[House Type 3AC Plans Elevations and Sections](#)

[House Type 4AA Plans Elevations and Sections](#)

[Affordable Duplex Type 1AA Plans Elevations and Sections](#)

[Affordable Duplex Type 1AB Plans Elevations and Sections](#)

[Social Duplex Type 2AA Plans Elevations and Sections](#)

[Social Duplex Type 2AB Plans Elevations and Sections](#)

[Affordable Triplex Type 1AA Plans](#)

[Affordable Triplex Type 1AA Elevations and Sections](#)

[Social Triplex Type 2AA Plans](#)

[Social Triplex Type 2AA Elevations and Sections](#)

[Apartment Block Ground Floor and Typical Floor Plan](#)

[Apartment Block Third Floor and Roof Plan](#)

[Apartment Block Elevations](#)

[Apartment Block Sections](#)

[Architectural Design Statement and Housing Quality Audit](#)

[AA Screening Report](#)

[EIA Screening Report](#)

[ECIA Report](#)

[Archaeological Impact Assessment](#)

[AA Determination](#)

[EIA Determination](#)

[EIA Determination- Clerical Error Correction](#)

[Irish Independent Part 8 Notice](#)

[LDA General Arrangement](#)

[LDA Illustrative Masterplan](#)

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[LDA Hardworks General Arrangement](#)
[LDA Softworks General Arrangement](#)
[LDA Tree Retention and Removal Plan](#)
[LDA Fencing and Boundary General Arrangement](#)
[LDA Furniture and Play Equipment General Arrangement](#)
[LDA Outline Landscape Specification](#)
[LDA Landscape Design Statement](#)
[Landscape Maintenance and Management](#)
[LDA Outline Plant Schedule](#)
[Construction Management Plan](#)
[Electrical Proposed Site Lighting Layout Site Plan](#)
[Electrical Site Services Layout](#)
[Energy and Sustainability Report](#)
[Site Lighting Report](#)
[Proposed Road Layout](#)
[Emergency Vehicle Access Sheet 1 of 2](#)
[Emergency Vehicle Access Sheet 2 of 2](#)
[Car Access Sheet 1](#)
[Proposed Watermain Layout](#)
[Proposed Foul Drainage Layout](#)
[Proposed Surface Water Drainage Layout](#)
[Engineering Services Report](#)
[Outline Construction Management Plan](#)
[Flood Risk Assessment Report](#)

6. Appropriate Assessment and Environmental Impact Assessment

The proposal has undergone an Appropriate Assessment Screening under the Habitats Directive (92/43/EEC) and it has been determined by the Council that the implementation of the proposed development would not be likely to have significant adverse effects on the integrity or conservation objectives of any Natura 2000 network of sites.

The proposal has also undergone screening for an Environmental Impact Assessment (EIA) and the planning authority has determined that there will be no real likelihood of significant effects on the environment arising from the proposed development and therefore an Environmental Impact Assessment is not required.

Both screening determinations accompany this report and are available in the links provided. Therefore, in accordance with Part XI of the Act, the Elected Members of the Council can consider the proposed development.

7. Outcome of Public Consultation Programme

A total of 92 (ninety-two) submissions/observations were received. All submissions have been considered and are summarised later in this report. A list of all the persons, organisations and bodies that made submissions is provided in the table below together with a link to the copy of the submission received. The submissions can be viewed individually by clicking on the links embedded in the table. (For reasons of data protection, these documents have the personal addresses of submitters redacted.)

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Ref.	Person/Prescribed Body	Submission
1	Submission of Proinsias Mac Fhlannchadha	Link
2	Submission of Lee Gannon Molloy	Link
3	Submission of Kevin Cannon	Link
4	Submission of Niamh Delaney	Link
5	Submission of Transport Infrastructure Ireland	Link
6	Submission of Susan Bermingham	Link
7	Submission of Stephen Bermingham	Link
8	Submission of Eva Bowden wade	Link
9	Submission of Dora Molnar	Link
10	Submission of Adam Molloy	Link
11	Submission of Audrey Molloy	Link
12	Submission of Brida Mulligan	Link
13	Submission of Sandra Looney	Link
14	Submission of Suzie Caplis	Link
15	Submission of Inland Fisheries Ireland	Link
16	Submission of Department of Defence	Link
17	Submission of Mary O' Sullivan Barbara Hall	Link
18	Submission of Mary Ginty	Link
19	Submission of Vilmos Fekete	Link
20	Submission of Donna Curry	Link
21	Submission of Maeve Flynn	Link
22	Submission of Carol Roche	Link
23	Submission of Chris and Therese Kavanagh	Link
24	Submission of Carmel & William Burke	Link
25	Submission of Caroline Brennan	Link
26	Submission of Luke Brennan	Link
27	Submission of Brian Thunder	Link
28	Submission of Maura Thunder	Link
29	Submission of Karen Byrne	Link
30	Submission of Ashwood Residents Group	Link
31	Submission of Anne Daly	Link
32	Submission of Lorraine Carroll	Link
33	Submission of Sarah Roche	Link
34	Submission of Ronald Gunning	Link
35	Submission of Declan O' Donnell	Link
36	Submission of Gerry Byrne	Link
37	Submission of Sarah Woodhouse	Link
38	Submission of Jelena Klineviciene	Link
39	Submission of Martin Toner	Link
40	Submission of Greg Toner	Link
41	Submission of Bernie Toner	Link
42	Submission of Lorna Toner	Link

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43	Submission of Philip Woodhouse	Link
44	Submission of Michal Dovicik	Link
45	Submission of Sebastian Tineghe	Link
46	Submission of Emma Lahiff	Link
47	Submission of Corporate Support Unit (Department of Environment)	Link
48	Submission of Therese Fitzgerald	Link
49	Submission of Jacinta Dooley	Link
50	Submission of Ken Kiberd	Link
51	Submission of Maria Quispe Navarro	Link
52	Submission of James Milton	Link
53	Submission of Eoin Ó Broin TD (Sinn Féin)	Link
54	Submission of Gerry O'Reilly	Link
55	Submission of Catherine Geoghegan	Link
56	Submission of Michael Roche	Link
57	Submission of Catherine Woodhouse	Link
58	Submission of Peter Stafford	Link
59	Submission of Bridget Nolan	Link
60	Submission of Patrick O' Sullivan	Link
61	Submission of Nichola Flynn	Link
62	Submission of Ita Bissett	Link
63	Submission of Philip Bissett	Link
64	Submission of Michelle Quinn	Link
65	Submission of Gillian Mc Kenna	Link
66	Submission of Suzanne Mc Kenna	Link
67	Submission of Marion Coventry	Link
68	Submission of Joan McKenna	Link
69	Submission of Stephen & Patricia O'Reilly	Link
70	Submission of Ann Gunning	Link
71	Submission of Derek Ryan	Link
72	Submission of Christopher Conway	Link
73	Submission of Ada Conway	Link
74	Submission of Valerie Long	Link
75	Submission of Graeme Mc Kenna	Link
76	Submission of Noel Mc Kenna	Link
77	Submission of Peter Madden	Link
78	Submission of Margaret Madden	Link
79	Submission of Marian & Thomas Murphy	Link
80	Submission of Eric & Leanne Mc Cusker	Link
81	Submission of Kevin Hanlon Snr	Link
82	Submission of Laura Madden	Link
83	Submission of Michael Murphy	Link
84	Submission of Marian & Pat Mc Hale	Link
85	Submission of Michael Daly	Link

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86	Submission of Tony & Deborah Bond	Link
87	Submission of David Rooney	Link
88	Submission of Deborah Rooney	Link
89	Submission of Luke Thunder	Link
90	Submission of Sandra Scully	Link
91	Submission of Gerard McKenna	Link
92	Submission of Elaine Cleary	Link

A breakdown of the issues raised in the submissions received for all categories is outlined below noting that submissions may have referenced more than one category. (Summaries and responses to issues raised are provided in Section 8 below):

Category of Submissions	Number of Times Raised
Location, Tenure, Design, Density and Height	41
Transport & Parking	11
Access & Permeability	8
Environmental Impact/loss of open space Amenity/Public Realm	13
Drainage/SuDS	5
Boundary Treatment	3
Statutory Bodies submissions	3
Lack of Public Consultation	3
Support for Scheme	2
Anti-Social Behaviour	4
Other Issues	13
	106

8. Summary of Issues Raised and Chief Executive’s Responses and Recommendations

This section summarises the issues, with respect to the proper planning and sustainable development of the area in which the proposed development would be situated, raised in submissions and observations, and gives the responses of the Chief Executive followed by recommendations. The summaries, responses and recommendations are collated and categorised under relevant headings. The responses and recommendations of the Chief Executive have been framed in a manner that takes account of proper planning and sustainable development of the area to which the development relates while having regard to the provisions of the County Development Plan, Clonburris SDZ and the relevant guidelines.

8.1 Location, Tenure, Design, Density and Height

8.1.1 Location

Submissions raised objections to the location of the proposed development at the rear of Ashwood Estate and proposed moving the development elsewhere. Alternatives suggested include moving the scheme 10 to 12 metres north (creating a narrow walkway that would save the trees, bushes and birds/wildlife behind existing the gardens and act as a barrier between the new development and existing Ashwood estate), utilising the land available on the other side of the canal to facilitate this development, incorporating it into the greater Clonburris development, or locating the development further up the canal to blend with newer developments.

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8.1.2 Tenure

Submissions objected to 50% of the development proposed as social housing, with some local residents strongly objecting to this beside their estate. The provision of affordable housing was noted and welcomed in some submissions with requests variously to increase this to 70% or indeed 100% of the development.

8.1.3 Density

Submissions ranged from a request to increase the residential density from 118 homes even beyond the maximum SDZ density of 133 homes for the development area, citing proximity to transport links and urban development and building height guidelines, to objections to the size and scale of the development on the basis that it is not suitable for the area and should not be built on such a small area.

8.1.4 Height

In addition, there were objections to three and four-storey buildings in the area, citing (i) previous “agreements” between residents and the Council that no apartments and nothing higher than two-storey would be built at this location and (ii) compliance with the original plans predating 1977 stating that any new build in the area cannot be higher than the existing two-storey houses.

Additional issues raised include concerns that existing properties in Ashwood will be overlooked by three-storey homes, that privacy will be impacted and that the new homes will be too close existing homes. It is also proposed that a specific, two-storey new home in the development nearest the rear of Ashwood Drive should be replaced with a one-bedroom bungalow for local older person rightsizing.

8.1.5 Building Design

In relation to design, submissions recommended that any homes built should be like the existing, adjacent homes and that the proposed design does not blend in with Ashwood Estate.

Additional design issues raised including the retrofitting works potentially required for the buildings, the absence of solar panels and the lack of potential for a district heating system for the development, given its proximity to nearby data centres in the Grange Castle Business Park.

8.1.6 Chief Executive’s Response:

The proposed site in the Canal Extension is one of the SDCC owned sites within the SDZ and is being development in accordance with the adopted SDZ. Moving the proposed development north towards the canal would not be in compliance with the SDZ as the suggested alternative area forms part of the Strategic Grand Canal Park in the SDZ. All other sites in the Council’s ownership within the SDZ are also being progressed separate for additional development while suggested alternative sites for development elsewhere are not in the Council’s ownership and/or are not designated for residential development within the SDZ.

The proposed Part 8 for the Clonburris Canal Extension site went to public consultation with a proposed mix of approximately 50% social and 50% affordable which has been determined by the Housing Authority having regard for national and local housing policy, including the national housing plan, Housing for All, and the Council’s draft Housing Delivery Action Plan 2022-2026. The tenure mix aims to:

- facilitate social integration within an integrated and sustainable community
- meet the Council’s obligation to provide social housing supports
- meet the demand for social and affordable housing both locally and across the County, and,
- meet the requirements of the SDZ.

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The development has been designed in accordance with SDZ requirements and objectives in relation to scheme density, design including façade of buildings, mixed unit types from houses to apartments as well as identity and diversity between development areas and best practice design.

The defined building height in the SDZ for this development area is between two and four storeys and the proposed scheme density is in accordance with the adopted SDZ, which was informed by the relevant planning policies and guidelines. Section 2.8 of the SDZ planning scheme sets the key principles of the built form and design for the overall Clonburris masterplan and architectural diversity and a vibrant mix of colour and finishes is promoted in the SDZ planning scheme. The external finishes of structures, the general appearance and design of the development accords with the design-led criteria set in the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009).

As per the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns & Villages) the development has been designed to allow for a minimum back-to-back distance of 22m. between the existing and the proposed buildings, as well as maintaining high levels of privacy inside the home and in private areas of their garden. The four-storey apartment block is located facing the Grand Canal as per the SDZ requirements. The three-storey four bedrooms houses do not have windows at the rear on the upper floor to minimise the potential for overlooking existing homes.



Fig.7: Reconfigured Block D

In response to submissions received in respect of the design of homes adjacent to Ashwood Drive, the layout of Block D has been reconfigured, replacing four duplex units (8 homes in total) with six houses, comprising 2 no. three-bedroom-two-storey homes and 4 no. three-storey, four-bedroom homes (with no windows at the rear of the upper floor). In addition, the most south-western unit has been reconfigured to ensure a gable wall with no windows faces directly on to the rear gardens of Ashwood Drive.

The proposed development is consistent with the current County Development Plan 2016-2022 and the Clonburris SDZ planning scheme (May 2019) with a zoning objective 'SDZ' - to provide for strategic development in accordance with approved planning schemes. The SDZ defines the site as a character area of 'medium-density' with a minimum of 110 units and a maximum of 133 units. The Gross

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development area of the site is 3.25 hectares (which includes the large open space to the north of the site), and the net development area is 2.5 hectares (this area also needs to include public and communal open space as per the relevant planning policies), which provides a net density for the site of 47 units/hectare, exceeding the minimum density for an intermediate urban location of 45 units/hectare.

All proposed housing has been designed in accordance with current building regulations and best practice guidelines. While the SDZ promotes the potential for solar technology on roofscapes it is not specifically required within this development area and the planned use of heat pumps meet the TGD-Part L Conservation of Fuel & Energy, meaning that solar panels are not necessary. However, common access corridors to the apartment block require the provision of PV solar panels to achieve Part L stipulations and comply with County Development Plan and therefore it is anticipated that a PV solar panel per stair-core being provided.

As part of the SDZ an energy mapping exercise has been undertaken, where opportunities for district energy/heat network schemes have been identified. However, due to the site location, layout and proposed number of homes, a district heating solution would not be economically and/or environmentally viable for this development. The industry standard is that district heating systems are typically proposed when the scale of the development exceeds 200 apartments. It should also be noted that district heating systems are not yet currently used in housing developments in Ireland and the proposed development is not connected to Grange Castle Business Park.

8.1.7 Chief Executive’s Recommendation:

The reconfiguration of Block D to reconfigure one property to ensure a gable wall with no windows faces directly on to the rear gardens of Ashwood Drive and the replacement of four duplex units (8 homes in total) with six houses, comprising 2 no. three-bedroom-two-storey homes and 4 no. three-storey, four-bedroom homes (with no windows at the rear of the upper floor) are recommended to address concerns in relation to height and overlooking of existing dwellings. There is also some very minor associated reconfiguration of design features proposed in this block. This will have the impact of reducing the total number of homes in the development from 118 to 116 and it is proposed to provide 60 affordable homes and 56 social homes in the tenure mix.

Block D (Changes)	Published	Revised	Change
2 Bed Duplex (Ground Floor)	4	0	-4
2 Bed Duplex (2-storey over Ground floor)	4	0	-4
3 Bed House	3	5	+2
4 Bed House	2	6	+4
Net Impact			-2

8.2 Transportation, Parking, Access and Permeability

Submissions variously raised the current traffic levels in the area, the lack of adequate public transport, the poor infrastructure and traffic calming measures to manage increased traffic in the

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area, the lack of parking, the over-reliance on car parking in the development at the expense of bicycle parking, the need to encourage cycling linkages to the nearby greenway and routes connecting to the train station, the need to examine additional traffic management options at the junction of Ashwood Road and the Bawnogue Road and concerns about potential overflow parking in adjacent areas.

Submissions contended that there should be no pedestrian or vehicular access to Ashwood to or from the new development, including objections to the proposed walkways connecting the new estate to existing Ashwood estate, suggesting that access to local amenities can be easily achieved with pedestrian routes out by and along Bawnogue Road. Alternatively, it is proposed in some submissions that pedestrian entrances to Ashwood should be fenced off from the proposed development and that any remaining pedestrian access points should have adequate lighting without creating any negative impacts for local wildlife and should consider the installation of CCTV.

Suggested alternative vehicular access included proposed vehicle access exclusively from Fonthill Road or splitting the traffic management of the development with half the development having access from Bawnogue Road and half having access from Fonthill Road with no through traffic from Bawnogue Road to Fonthill Road permitted.

8.2.1 Chief Executive’s Response

The SDZ sets out the parking requirements for the development with a primary objective of ensuring that parking does not dominate streetscapes and should be carefully considered as part of the overall public realm in terms of layout, surface treatment and landscaping. The site for development is identified as having accessibility levels of 1 and 2 as per the SDZ Transport Assessment Strategy and the SDZ set out that areas identified as having an accessibility level of 1, 2 or 3 shall have zone 2 parking standards applied as prescribed in the Count Development Plan Maximum Parking Rates (Residential Developments) table below:

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

This provides for a maximum of approximately 135 car parking spaces for the development, but the maximums are not viewed under the CDP as a target to achieve and the SDZ contains clear objectives to promote sustainable modes of travel and seeks to minimise the number of car parking spaces. A balanced approach has been taken in relation to car parking provision for the development. While the SDZ promotes the possibility of car free housing in higher density areas of the SDZ lands for instance at lands adjacent to public transport interchanges and within urban centres around Clondalkin-Fonthill and Kishogue railway stations, as this development site is not located adjacent to an urban centre or transport hub car parking has been provided in a balanced way to meet the need of residents. However, noting the concerns regarding potential overflow car parking into adjacent estates, car parking spaces have been reviewed in conjunction with the reconfiguration of block D as outlined in the previous section and this gives the opportunity to increase the carparking spaces to a minimum of 116 car parking spaces, providing a car-parking to home ratio of 1:1 in the development,

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approximately 15% below the maximum parking standard for the area as set out in the County Development plan 2016-2022.

The street layout has been informed by the Design Manual for Urban Roads and Streets (DMURS) with streets designed as places instead of roads for cars with vehicular traffic speed predominantly controlled by the layout design to provide for safe access by users of all ages and degrees of personal mobility. It is considered that diverting the road can have a negative impact on the general layout, such as effects on the safety of the community, the attractiveness of the street, and the comfort of those using it. In accordance with the Design Manual for Urban Roads and Streets, traffic calming measures within the development have been carefully considered with a narrow road width (to encourage low speeds) adapted throughout the scheme. A 50kph speed limit will be imposed and raised courtesy pedestrian crossings have been adapted within the development to ensure pedestrian desire lines have been addressed.

Connectivity is an important component of urban sustainability and should not compromise the quality of Ashwood estate. It is intended that the proposed development will enhance its immediate context and will create a vibrant and active place and improve the existing connectivity and permeability of the area.

The existing two connections to the Grand Canal towpath have been retained and linked with the proposed development. The existing connection to Fonthill Road and cycle path has been improved through a direct connection to Ashwood Drive and there are also two further connections through the development from Ashwood Road linking to the canal and Fonthill Road. The proposed local vehicular, pedestrian and cycle link has been identified with the SDZ via Ashwood Estate. Due to existing trees at the proposed location the vehicular link is not proposed but pedestrian and cyclist links are proposed to comply with the SDZ requirements. Further green and blue pedestrian and cyclist connections can be progressed as subsequent phases of the SDZ are brought forward for development.



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Fig.8: Extract from SDZ- Overall Movement Concept diagram

The development includes a pedestrian connection with Ashwood in accordance with the SDZ requirement and objectives to prioritise pedestrian and cyclist movement with the creation of a network of routes that maximises choice. The SDZ scheme specifies that there shall be no barriers to pedestrian or cyclist movement between residential developments and the proposed development is designed accordingly. The proposed access via the Bawnogue Road is identified in the SDZ as an access point to the development at Canal Extension. Access via the Fonthill Road is not considered viable due to it being a distributor road designed to minimise any disruption to vehicle movement. Where access is proposed, safety concerns are often raised because of the fast-moving/free-flowing nature of these roads and therefore it is considered that an exit from the proposed development onto this road would not be appropriate.

While outside the scope of this planning application submissions in relation to current traffic conditions on the Bawnogue Road will be brought to the attention of our Roads and Traffic Section. The National Transport Authority are aware of the SDZ lands and in their Transport Strategy for the



Greater Dublin Area 2016-2028 they include plans to serve the SDZ lands (both directly and indirectly) by additional high quality public transport infrastructure projects.

The streets have been designed as places; shared by pedestrians, cyclists, and drivers. A bicycle space is provided for each home along with a supplementary 10% provision for visitor bicycle parking stands across the development to maximise efficiency and encourage sustainable transport modes.

8.2.2 Chief Executive’s Recommendation:

Increased provision of four extra car parking spaces to be incorporated into the development following the reconfiguration of Block D.

8.3 Environmental Impact/Open Space/Public Realm/Play Spaces

Submissions proposed that green spaces connecting the new development to Ashwood should not be used as playgrounds as this will bring potential anti-social behaviour and additional traffic into the area and that the playground, pathway and paved areas between the developments should be removed with the area should be used for tree-planting, although a submission did welcome the opportunity for the provision of play space and exercise equipment.

The impact of the loss of green space to the rear of Ashwood is contended to have a detrimental impact on the health and wellbeing of local residents and should be retained as leisure amenities. Other submissions raised objections to the removal of trees and impact on wildlife to facilitate the development, including citation of the Habitats Directive, and queries regarding the timing of relevant site assessments.

Concerns were also raised in relation to potential pollution to the canal as well as the development being contrary to County Development Plan objectives by physically and visually encroaching upon the Grand Canal.

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Planting and maintenance should be in accordance with best practices and recommendations of the All-Ireland Pollinator Plan and SDCC's commitment to the same.

8.3.1 Chief Executive's Response

The site is designated in the SDZ for residential development with a good range of connected public realm facilities for all age groups and abilities. The SDZ requires provision of public open space of 2,500 m² in this development area and the proposal exceeds this requirement. Three informal natural play spaces have been incorporated into the design of this scheme to contribute to the amenity and health and wellbeing of new and existing residents as well as providing active use and passive surveillance of play spaces to negate potential anti-social behaviour.

During the informal public consultation meeting held with residents and local Councillors and in several submission, concerns were expressed about the proposed informal play space to be located in the open space south of the development, adjacent to Ashwood Drive. The concerns centred around potential noise levels, places for congregation, additional traffic and anti-social behaviour. While this informal play area is not required under the SDZ, it was incorporated into the design to increase passive surveillance and active use of the open space. While the concerns are genuine and serious consideration has been given to the removal of this playground in response to the submissions, the alternative of unsupervised and unmanaged open space is not considered appropriate while previous experience of similar concerns and reactive responses in removing proposed facilities have seen subsequent requests for the facilities to be included later in the process. Therefore, it is proposed that the specific play space in question be retained in the proposal but that it will be subject to further consultation with local residents' representatives and local Elected Members on the layout and detailed design.

The scheme itself has been designed with the inclusion in the region of 3,830 m² of public open space, excluding the open space to the north which is 0.75 hectares (7,500 m²) alone. The lands to the north and west of the site have been identified as strategic parkland and open space within the SDZ and will be developed in line with the phasing requirements of the SDZ. This represents significant availability and accessibility of recreational open space for local residents that will be complemented with increased planting habitats and biodiversity gain. New play facilities for all age groups and abilities and an increased path network are included acknowledging the importance of access to outdoor spaces for wellbeing.

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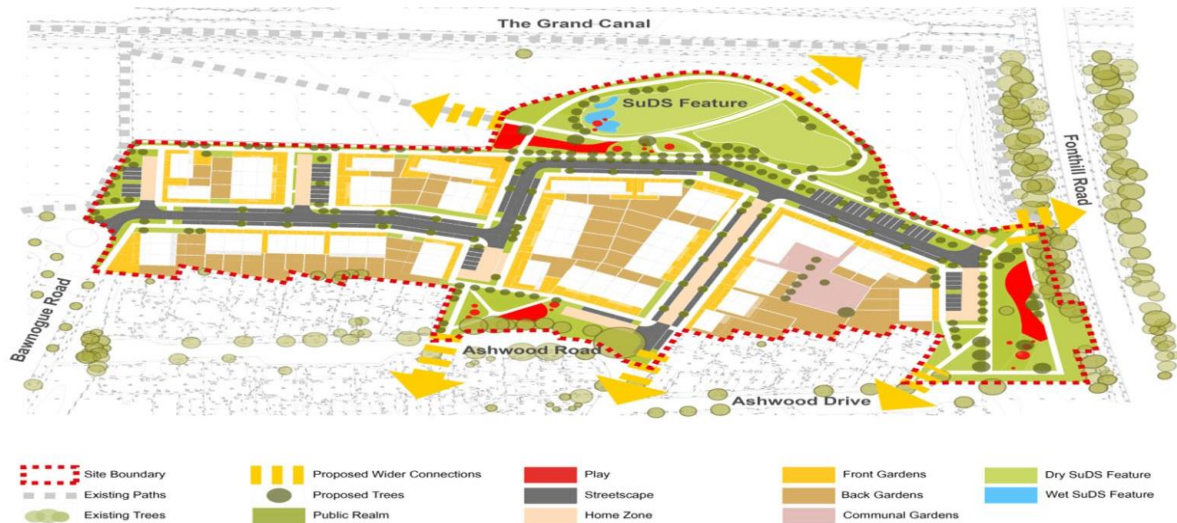


Fig.9: Extract from Landscape Architect Design Statement – Landscape strategy concept diagram

Prior to any construction taking place an arborist report will be completed for the development area. Where tree removal is required a robust narrative and rationale justifying any tree removal will be provided with compensating mitigation measures being identified. All required biodiversity and environmental screening assessments have been undertaken in compliance with legislation. An Ecological Impact Assessment (EclA) and an Environmental Impact Assessment Screening (EIAs) report have been prepared with consideration of the policies and objectives of the EU legislation, the Irish law, and the South Dublin County Development Plan 2016-2022, including consideration of the protection of water bodies, such as the canal. It has been determined that the construction and operation of the overall development will not have a significant negative impact on the environment and/or the canal. The area is of low to moderate ecological value and, as such, is predicted to have a neutral imperceptible effect on biodiversity. Given the inclusion of best practice measures with regard to lighting and bats to be included and enforced by design, the proposed development will have no predicted impacts on local ecology and biodiversity. As per SDZ requirements a Construction Management Plan will be agreed in advance of any works commencing.

The request for planting and maintenance to be in accordance with best practices and recommendations of the All-Ireland Pollinator Plan is noted and planting and maintenance proposals will be developed during detailed design, in consultation the Councils Parks Department, and, where applicable, will be in accordance with ‘All Ireland Pollinator Plan’.

The County Development Plan objective requiring developments along and adjacent to the Grand Canal to protect and incorporate high value natural heritage features including watercourses, wetlands, grasslands, woodlands, mature trees, hedgerows and ditches and includes for an appropriate set-back distance or buffer area from the pNHA boundary to facilitate protected species, biodiversity, and a fully functioning Green Infrastructure network. In accordance with SDZ objectives the proposed scheme is designed to be exemplar in sustainable community development, including the provision of green infrastructure, sustainable urban drainage and the consideration of energy and climate change mitigation options. The site at Canal Extension has been designed in accordance with the SDZ planning scheme addressing one of the key objectives to provide significant and integrated SuDS infrastructure, including a high amenity retention pond/lake within the Canal corridor. While the SDZ planning scheme shall have regard to the County Development Plan where

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contrary provisions of the development plan appear they are superseded by the SDZ planning scheme.



Fig.10: Green Infrastructure for Canal Extension Site (Clonburris SDZ)

8.3.2 Chief Executive's Recommendation

No variation or modification is required to the proposed development.

8.4 Access to Amenities & Facilities

Submissions cited the lack of creche and remote working spaces within the development, and also proposed the development of a running track, a marina incorporated into the SuDS area to provide boat accommodation and road free access to amenities.

Further reference was made to the lack of supporting physical, social, educational infrastructure and services in the surrounding area for existing and future residents.

8.4.1 Chief Executive Response

This proposed Part 8 is specifically for the development of social and affordable housing on the Canal Extension site at Bawnogue/Ashwood and is limited to the provision of the required accommodation and infrastructure in that development area, but the wider SDZ makes provision for the phased and integrated development of community and public amenities as set out in section 4.3 of the SDZ planning scheme. This includes engagement and site availability for the Department of Education for school provision and assessment of the availability of childcare spaces in the catchment area.

The development has been designed in accordance with requirements of the SDZ planning scheme which does not require the Council to deliver a marina or running track within this site or indeed within the SDZ. To the west of the site, while outside the scope of this Part 8, within the Grand Canal Park site, a park hub is proposed in the SDZ to include floorspace for associated facilities and changing rooms etc.

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Fig.11: Canal Extension Site & Adjacent Grand Canal Park Site

8.4.2 Chief Executive’s Recommendation

No variation or modification is required to the proposed development.

8.5 Drainage / SuDS

Submissions noting issues with drainage on the land for the proposed development as well as concerns about existing/future drains and impacts on existing residents’ drainage and requesting clarification as to where the flood water will go from the proposed site, suggesting that the proposed attenuation pond will be insufficient given historic flooding in the area as well as increasing extreme weather events.

8.5.1 Chief Executive’s Response

The drainage of the development has been designed to minimise impact on the receiving environment and surface water run-off is directed to an attenuation feature to the north of the proposed development. This will slow down rainwater run-off from the development and ensure greenfield run-off rates are maintained with respect to downstream infrastructure.

Sustainable urban drainage systems (SuDS) have been employed in the design of the scheme for rainwater management and the proposed SuDS feature on site has been regraded to provide an enhanced amenity while serving as an attenuation pond for storage, sedimentation and filtration of rainwater.

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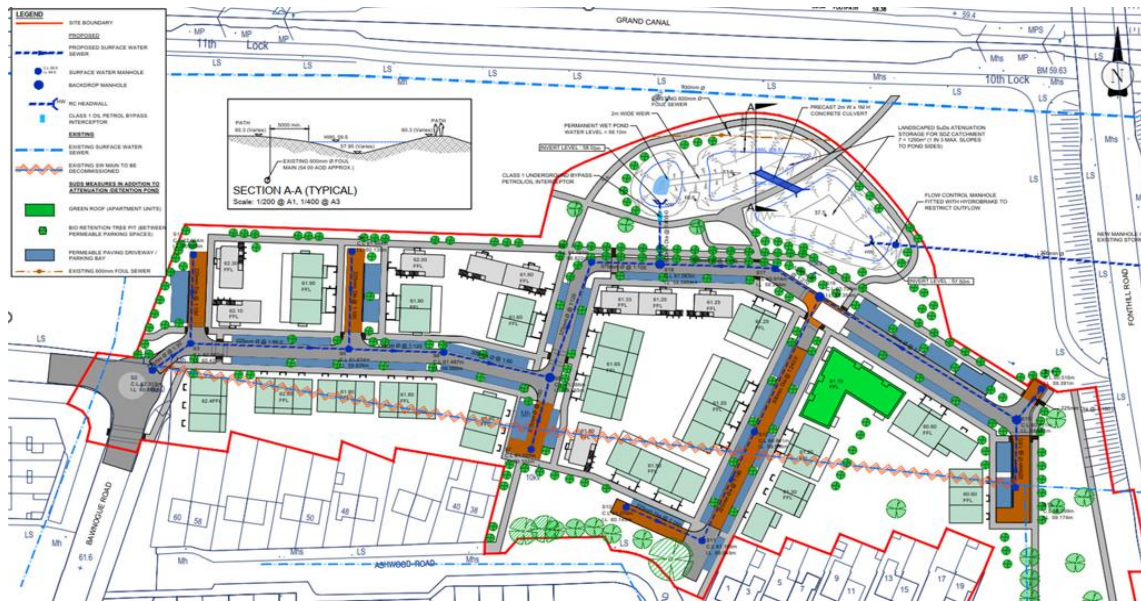


Fig.12: Surface water drainage

8.5.2 Chief Executive's Recommendation

No variation or modification is required to the proposed development.

8.6 Boundary Treatment

Submissions cited concerns about proposed boundary treatments generally between the existing and new development as well as specifically in relation to how boundaries with existing homes will be undertaken with a specific recommendation that the Council should undertake a detailed consultation with each affected homeowner on site at detailed design stage to ensure minimum disruption and maximum privacy along the full boundary, reporting back to the Clondalkin Area Committee. Separately, concerns were raised about the interaction and boundary between the development and the canal.

8.6.1 Chief Executive's Response

The proposed boundary treatments respond to a range of surrounding conditions. It is considered that appropriate solutions have been designed to avoid clashes between the scheme and the surrounding landscape, properties, and/or users. A 2.1-metre-high concrete block wall is proposed as the boundary treatment between gardens of homes in the existing and proposed developments.

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Fig.12: Boundary Treatments for Scheme

Prior to construction and as part of detailed design, a full boundary assessment will be carried out and, as requested, consultation will take place to manage boundary treatments with existing properties.

The site boundary for this development does not extend up to the Grand Canal and, therefore, it is not within the scope of this planning application to incorporate boundary treatment at the canal. The SDZ requires housing with canal frontage to be incorporated into this development area and then open space, that is identified in the SDZ for the future development of the strategic Grand Canal Park in the SDZ, runs parallel between the proposed residential site and the Grand Canal.

8.6.2 Chief Executive's Recommendation

No variation or modification is required to the proposed development.

8.7 Statutory Bodies' Submissions

The Department of Defence advised that, given the proximity to Casement Aerodrome, the operation of cranes should be coordinated with Air Corps Air Traffic Services no later than 28 days before use. Inland Fisheries Ireland stated that the development has the potential to impact on the Grand Canal's fisheries resource if appropriate measures are not strictly adhered to, particularly during the construction phase noting that the presence of fish populations highlights the sensitivity of canal systems in general. They advise that best practice should be always implemented in relation to any activities that may impact on surface water and, accordingly, recommend that all proposals outlined in section 2.10 Surface Water and Groundwater of the Outline Construction Management Plan be adopted into the site-specific Construction Environmental Management Plan (CEMP) and agreed prior to the commencement of any construction works. They also recommend that an ongoing yearly maintenance contract be agreed to service and maintain the proposed Class 1 Petrol Oil Interceptor and that any overburden material which is to be stored on site must have mitigations in place to prevent any deleterious material entering the surface water network. They further state that all discharges must be in compliance with the European Communities (Surface Water) Regulations, 2009 and the European Communities (Groundwater) Regulations, 2010 and that Waterways Ireland should be consulted in relation to any proposal for works to the canal.

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8.7.1 Chief Executive's Response

The submissions received from relevant statutory bodies are noted and the Council agrees to ensure compliance with all recommendations and requirements, particularly in relation to adherence to best practice when undertaking activity that may impact on surface water, ensuring an appropriate contractor construction management plan will be agreed in advance, which will specifically address construction stage surface water management with respect to the receiving environment and ensure the risk of pollution is mitigated, and making appropriate maintenance arrangements for the petrol oil interceptor.

8.7.2 Chief Executive's Recommendation

No variation or modification is required to the proposed development.

8.8 Additional Issues Raised Outside the Scope of the Proposed Development

8.8.1 Lack of Public Consultation

Submissions complained at the lack of direct engagement by the Council with residents of Ashwood who are most impacted by the proposed development.

8.8.2 Estate Management/ Anti-Social Behaviour

Submissions raised concerns around maintenance of common areas and dumping as well as potential anti-social behaviour from new residents, who it is suggested should be extensively vetted before any properties are allocated, and its potential impact on existing residents. Significant concerns were raised both in submissions and at the informal meeting with local residents' representatives that the play areas would attract anti-social behaviour and CCTV was also requested for the new development.

8.8.3 Construction Management Plan

Assurances were sought in relation to the proposed Construction Management Plan.

8.8.4 Devaluation of Existing Homes

Submission suggesting that the development will result in devaluation of the existing properties causing substantial financial loss to existing homeowners.

8.8.5 Naming of New Development

Submission requested that there is no reference to Ashwood in the naming and numbering of new development.

8.8.6 Support for Scheme

Some submissions noted general support for the overall development for a mixed social and affordable housing, the quality of the proposed development and specific design aspects.

8.8.7 Chief Executive's Response

In addition to the statutory consultation process as outlined in this report, an informal consultation meeting was held with local Councillors and representatives of local residents during the consultation period. A total of 92 submissions, many from local residents, were received during the consultation period and which has been examined in detail and responded to in detail in this report, including through proposed revisions to the plan where appropriate.

Potential future estate management and waste enforcement issues will be addressed by the Council's relevant teams. The development features careful design to minimise impacts on the physical or social environment of existing / adjoining residents and our estate management team will work with new and existing residents to enhance local ownership and engagement by residents for

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a sustainable integration of new residents with the existing community, underpinned by allocations under good estate management principles to maximise local benefit from the development.

As outlined earlier, an appropriate construction management plan will be in place for the duration of the construction works.

The various other concerns are noted and will be considered in relation to the new development where appropriate but do not impact on the consideration of the proposal within the legislative context.

The submissions in favour of the proposed new development are noted and welcomed.

8.8.8 Chief Executive’s Recommendation

No variation or modification is required to the proposed development.

10. Conclusion and Recommendation

Having regard to the nature and extent of the proposed development, it is considered that the proposed development is in accordance with the proper planning and sustainable development of the area and is consistent with the South Dublin County Development Plan and the objectives of the Clonburris SDZ. After detailed consideration of the submissions, the following modifications to the proposed development are recommended, as detailed in the foregoing report:

- Reconfiguration of the south- westerly unit in Block D parallel to Ashwood Drive to ensure a gable wall without windows is facing onto existing back gardens.
- Block D reconfigured to replace four duplex units (8 homes in total) with six houses, comprising 2 no. three-bedroom-two-storey homes and 4 no. three-storey, four-bedroom homes (with no windows at the rear of the upper floor) to address potential overlooking concerns.
- Overall reduction of two homes in proposed development with a revised total of 116 homes (proposed as 60 affordable homes and 56 social homes)
- Additional car parking spaces to be provided to achieve a minimum ratio of 1:1 for car parking spaces per home.

It is therefore recommended that the Council adopt the following Motion:

“That this Council approves the proposed development of 116 social and affordable homes on undeveloped lands at Bawnogue Road, within the Canal Extension development area in Clonburris Strategic Development Zone, it being in accordance with the proper planning and sustainable development of the area.”

Daniel McLoughlin

Chief Executive

9th June 2021