(NOC)

LRD OPINION REPORT
FOR
PROPOSED LARGE-SCALE RESIDENTIAL DEVELOPMENT AT LANDS AT ELMFIELD, NINTH LOCK ROAD, CLONDALKIN, DUBLIN 22.

SECTION 1: PROCEDURAL DETAILS

This Opinion Report relates to a Large-Scale Residential Development (LRD) Meeting held on 20th October 2025.

As per section 32D of the Planning and Development Act 2000 (as amended) ("the Act"), the purpose of this report is to form an LRD opinion as to:

1. Whether or not the documents submitted for the purposes of the meeting constitute a reasonable basis on which to make an LRD planning application.
2. If it is considered that the documents submitted for the purposes of the meeting do not constitute a reasonable basis on which to make an LRD planning application:
    a. the areas, or the issues, in respect of which the documents submitted do not constitute a reasonable basis on which to make the application, and
    b. any issues that, if addressed by the relevant documents, could result in the documents constituting a reasonable basis on which to make the application.

In addition to the above, and under Article 16A(7) of the Planning and Development Regulations 2001 (as amended) ("the Regulations"), this report may advise the applicant of specified information required to be supplied in the final planning application, in addition to the requirements of Article 23 of those regulations.

As per section 32E of the Act, neither the taking place of an LRD meeting nor the provision of an LRD Opinion shall prejudice the performance by the planning authority of its functions under that Act or any regulations under that Act or any other enactment and cannot be relied upon in the formal planning process or in legal proceedings.

LRD Consultations
A S.247 (Stage 1) pre-application consultation meeting for the subject site was held on 21st October 2025. The record of the consultation is included in the appendices of this report.

A s.32C (Stage 2) LRD Meeting was held on 28th January 2026. The record of the consultation is included in the appendices of this report.

SECTION 2: PROPOSED DEVELOPMENT, SITE AND POLICY CONTEXT

Development Description

The Large-Scale Residential Development provides for the construction of a residential development comprising of **415 no. dwellings including 11 no. houses and 404 no. duplex/apartments, and a childcare facility, in 4 no. blocks, 1 no. of 8 no. storeys and 3 no. of 4-5 storeys.** The development also proposes the provision of on-curtilage car, cycle and motorbike parking throughout the development.

As per the applicant's description of development:

- Block 1 (A) is an 8-storey apartment building comprising 56 units (28 no. 1 bedroom units, 28 no. 2 bedroom units/3 person units), with associated private balconies to the east and west elevations; bin store; plant and switch room; green roofs; pv panels at roof level and a childcare facility at ground level.

- Block 2 (A-B) is a 4-5-storey apartment building comprising 114 units (30 no. studio units, 53 no. 1 bedroom units, 31 no. 2 bedroom units/3 person units) with associated private balconies/terraces to the east, west and north elevations; bin store; plant and switch room; green roofs and pv panels at roof level.

- Block 3 (A-B) is a 4-5-storey apartment building comprising 110 units (67 no. 1 bedroom units, 43 no. 2 bedroom units/3 person units) with associated private balconies/terraces to the east, west and north elevations; bin store; plant and switch room; green roofs and pv panels at roof level.

- Block 4 (A-B) is a 4-5-storey apartment building comprising 124 units (82 no. 1 bedroom units, 42 no. 2 bedroom units/3 person units) with associated private balconies/terraces to each elevation; bin store; plant and switch room; green roofs and pv panels at roof level.

- 11 no. 2-storey houses comprising of own-door, 3-bedroom/5 person units (2 no. semi-detached units and 9 no. terraced units within 2 separate blocks), with associated private balconies/terraces to the east, north and south elevations.

The main access to the site will remain the same as the existing entrance to the west of the site, from Ninth Lock Road via Oakfield. The proposal includes a number of new pedestrian and cyclist access points which enable connection into the existing road and street network.

The proposed development will also comprise all associated parking, refuse and storage areas, plant, landscaping, open space, boundary treatment, public lighting, ESB substations, and site and infrastructural works necessary to facilitate the proposed development.

Development Statistics

		LRD Stage 2	
		LRDOP008/25	
Total Units		415	
Type	Apartment / Duplex Units	404	97%
	Houses	11	3%
Unit Mix			
Unit Mix (Total)			
Studio		30	7%
1-Bed		230	55%
2-Bed		144	35%
3-Bed		11	3%
Unit Mix			
Total Units		415	
Expected Occupancy*		644 persons	
*Based on COS5 Objective 6			
Development Stats			
Building Height		2, 4-5 and 8 storeys	
Gross Floor Area*		11,623	sqm
*Excludes ancillary structures and parking area.			
Gross Site Stats			
Site Area		2.25	ha.
Dual Aspect		45%	
Density		180	dph
Plot Ratio		1.5	
Site Coverage		30%	
Amenity Space			
Public Open Space		11,379	sqm
Communal Amenity Space		2,104.3	sqm
Non-Residential Uses			
Creche		1 no. facility (300sqm)	
Cycle Parking			
Long-Stay		-	spaces
Visitors		-	spaces
Bicycle Parking		362	spaces
Motorbike Parking Spaces		41	spaces
Cycle Parking Ratio		1.5	spaces
Car Parking			
Off-Street		-	spaces
On-Street		161	spaces
Duplex		-	spaces
Universal Access		-	spaces
Visitor		-	spaces
EV Charging		-	spaces
Car Sharing		-	spaces
Total Car Parking		161	spaces
Car Parking Ratio		0.4	

The **final application should** be accompanied by a fully informative Schedule of Accommodation outlining all of the above details as may be amended.

Description of Site and Surroundings:

Site Area: stated as 2.25Ha.

Site Description:

The site is located within the Town Centre of Clondalkin and is currently used for industrial purposes. The site is bounded by Lidl to the north, residential development to the east, warehousing units to the south and local shops with residential above and the Church of Latter-Day-Saints to the west. The main access to the site will remain the same as the existing entrance; via Ninth Lock Road.

Land Use and Environmental Policy

Land Use Zoning

The application site is subject to land-use zoning objective 'TC' – 'To protect, improve and provide for the future development of Town Centres', in the South Dublin County Development Plan 2022-2028.

Monitoring for SEA Screening

CDP/SEA mapping tool indicates overlap with the following environmental layers:

Aviation Safeguarding

- Bird Hazards Casement
- Bird Hazards Weston
- Approach Surfaces Casement
- Take Off Climb Surfaces Casement
- Outer Horizontal Surface Dublin
- Conical Surface Casement
- Inner Horizontal Surface Casement

Solar Safeguarding

- Baldonnel Solar Safeguarding Zone

Green Infrastructure Corridors

- Camac River Corridor
- Grand Canal Corridor

pNHA within 1km

- Ref: 002104 Grand Canal

Transportation Proposals on or in close proximity to site (100m)

- Ninth Lock Road

Specific Local Objective nearby(250m)

- Ref: E5 To prioritise the development of low carbon district heating networks in the identified areas of potential for Low Carbon District Heating at Tallaght, Grange Castle/Clonburris and Clondalkin in line with Policy E5 and supporting objectives in the written statement.

Relevant Policy

A list of relevant national, regional and local policies is included in the appendices (Appendix 2).

Planning History

The full planning history of the site and area is contained in the appendices (Appendix 1).

Consultation Reports Received

Appendix 5 – Water Services
Appendix 6 – Housing
Appendix 7 – Roads
Appendix 8 – Public Realm
Appendix 9 – Uisce Éireann
Appendix 10 – Department of Defence

SECTION 3: ASSESSMENT OF PROPOSED DEVELOPMENT

The main issues for consideration, as to whether or not the documents submitted for the purposes of the meeting constitute a reasonable basis on which to make an application for permission for the proposed LRD, are:

- Principle of Development
- Quality Design and Healthy Placemaking
- Housing and Residential Amenity
- Open Space and Green Infrastructure
- Sustainable Movement
- Infrastructure and Environmental Services
- Environmental Considerations

Principle of Development

Zoning

The subject site is subject to the zoning objective 'TC', in the South Dublin County Development Plan (CDP) 2022-2028. The subject proposal relates to the demolition of existing warehouses and structures on site and the construction of a mixed-use residential led development comprising a total of 415no. residential units and 1no. childcare facility. Residential and Childcare Facility are 'Permitted in Principle' under this zoning objective.

As such, subject to compliance with the relevant policies, standards and requirements of the South Dublin County Development Plan 2022-2028 and any applicable national and regional policies and guidance, the principle of the proposed development is acceptable at this location.

Clondalkin Local Planning Framework (LPF)

The proposed development site is situated within the area covered by the Clondalkin Local Planning Framework. At the time of writing this LPF has been adopted as Variation No. 1 of the South Dublin County Development Plan 2022 – 2028, subject to proposed material alterations. A final decision on the material alterations is pending as per a statutory process; the LPF will come into force shortly after the final decision is made by the elected members.

In their **next submission**, the Applicant should consider the objectives in the Clondalkin Local Planning Framework and show compliance with same. In particular, the applicant should provide details on how the scheme will interact, integrate and reflect the historic Clondalkin Village.

Quality Design and Healthy Placemaking

Urban Design and General Layout

Site Constraints and Design Approach

It is noted that the ESB overhead cables are the primary constraint on-site. The location and context of the site is such that permeability can be achieved with connections between this site and neighbouring sites to the north, south, and east.

The applicant has proposed a layout that broadly responds to these constraints. The site as proposed is split into two sections the north and south divided by an east-to-west road and Public Open Space. A pedestrian path alongside this road leads to the eastern site boundary, facilitating a link in the future. The residential accommodation is arranged in four apartment blocks with two terraces of duplex units to the east of the site. Three of the apartment blocks are arranged as perimeter blocks around a central communal amenity space; the north-west block is linear with space to the west (rear) divided between a creche play area and communal amenity for residents. Side streets on a north-south axis separate the blocks and duplex terraces, and potentially facilitate two accesses to the north and south. The east-west street is dominated by perpendicular on-street parking, and a defensible green buffer is located to the north of this street, whilst a strip of public open space separates it from the two southern apartment blocks.

The Plan Approach

QDP2 Objective 1 of the South Dublin Development Plan 2022-2028 requires the following:

> *'To ensure that applications for new development are accompanied by a statement from a suitably qualified person detailing how '**The Plan Approach'** has been taken into consideration and incorporated into the design of the development including the materials and finishes proposed and demonstrating how the overarching principles for the achievement of successful and sustainable neighbourhoods have been integrated as part of the design proposal'.*

This is additionally reflected in Policy CHE11 Objective 3 of the draft Clondalkin LPF.

The submitted Architectural Design Report, prepared by O'Mahony Pike Architects has not noted that the Plan Approach has been considered in the proposal. The Planning Authority would like to see how the scheme has been designed and developed around the eight key 'Plan Approach' principles contained in section 5.2.1 of the County Development Plan. The applicant should re-evaluate the design of the scheme for its compatibility with these principles and this should be reflected in **their next submission**.

Transport, Permeability and the Urban Streetscape

The site layout and roads design appear to be dominated by surface car parking. Given the parking ratio proposed (0.4), it is considered that the dominance of car parking in the public realm is an issue relevant to the overall density of the scheme, and as such the design and character of streetscapes may compromise the creation of a high-quality town centre environment. This is not desirable and further consideration of overall site layout and car parking should be included in the **applicant's next submission.**

The inclusion of the pedestrian cycle link east-west across the site is an improvement from stage 1 (in which it was a serious omission). The proposed link is not provided with enough room to match its function as the primary route for pedestrians and cyclists across and from within this site.

More generous provision of space for this pathway is required to reflect this function, promote the safety and comfort of pedestrians and cyclists and other users, and to facilitate a future link that is open in character, and similarly promotes the safety and comfort of users and residents. The applicant should address this in **their next submission**

Interaction between Apartment Buildings and the Public Realm

It is noted that there are a number of blank facades at ground floor level within the proposed development. The applicant should consider providing active frontages at ground floor level and moving bin stores/bike stores etc away from the street edge in **their next submission**. With this the applicant should consider buffers required so that public spaces do not directly abut residential dwellings. It is noted that progress was made on this between previous consultation and this stage.

Site Consolidation

The applicant is requested to ensure **in their next submission** the following:

- Inclusion of Oakfield up to the Ninth Lock Road within the development's red line boundary, providing quality and safe access to the proposed development by way of public realm improvements and reconfiguration of the access junction as needed (the junction immediately west of the site, not the junction of Oakfield and Ninth Lock Road).
- Enhancement of the pedestrian/cycle link running east west which joins with the green space on Riversdale Road.
- The proposed development should join with existing streets to the south of the proposed development, and the parking layout should reflect these links. These links should be provided as part of this development rather than facilitated for the future.
- To the north the applicant should facilitate access to sites to the north, and road access to the Nangor road.
- Additionally, the applicant should investigate acquiring the access lane to the site located to the north-west of the application site. Access into that site will eventually be facilitated via the application site, in the event of a grant of permission. Enlargement of the application site to encompass this access would improve the junction layout and provide additional land for this development, particularly for Block 1.

Visual Impact

It is noted that there is a large amount of render proposed throughout the scheme, including on some primary facades on taller buildings within the scheme. This is not considered acceptable. In **their next submission** the applicant should provide details of a range of materials proposed and reduce the amount of render across the site. The revised proposals for material treatment should reflect on the importance of some facades to the scheme and to the wider area of Clondalkin – in particular Block 1 and its southern façade, and southern portions of its western and eastern facades.

No analysis of the proposed development with regards to landscape and visual impact has been submitted. Within **the applicant's next submission**, Visual Impact Assessment including photomontages and CGIs should be provided. As part of **their next submission**, the applicant should indicate that the impact on the amenity of the adjacent properties is acceptable.

The applicant should include separation distances from the proposed development to the neighbouring residential developments for all units along the eastern boundary, as well as internal separation distances with regards the proposed development. Within **their next**

submission, the applicant should ensure that the proposed separation distances are in line with relevant ministerial guidelines as well as sunlight & daylight standards, and sufficient separation distances are provided to facilitate the transition in height.

Building Height and Density

The density of the proposed development is 180dph (net). The Applicant shall calculate density based on the methodology as per the Sustainable Residential Development and Compact Settlement Guidelines (2024) as outlined in the Table below:

Table 1

Net Site Area Includes	Net Site Area Excludes
• Local Streets as defined by Section 3.2.1 DMURS. • Private and semi-private open space. • Car parking, bicycle parking and other storage areas. • Local parks such as neighbourhood and pocket parks or squares and plaza's • All areas of incidental open space and landscaping.	• Major road/streets such as Arterial Streets and Link Streets as defined by Section 3.2.1 DMURS. • Lands used for commercial development (inc. retail, leisure and entertainment). • Lands for primary schools, churches and other community services and facilities. • Larger, Regional or District Parks, Wayleaves or rights of way. Other areas of land that cannot be developed due to environmental sensitives, topographical constraints (i.e. steepness) and/or are subject to flooding.

In this context, the Planning Department consider that the setback required from the overhead pylons on-site should be excluded from the net site area calculation, and this should be reflected in the density calculations submitted with the **applicant's next submission**. In this context, the applicant's stated density of 180dph may not be accurate.

The Draft Clondalkin Local Area Framework notes that Table 3.1 of the 'Sustainable Residential Development and Compact Settlements' (2024) identifies density ranges for defined areas. The range applicable to Clondalkin is describes as 'City-Urban Neighbourhood' which the Guidelines define as;

> *'The city urban neighbourhoods category includes: (i) the compact medium density residential neighbourhoods around the city centre that have evolved overtime to include a greater range of land uses, (ii) strategic and sustainable development locations , (iii) town centres designated in a statutory development plan, and (iv) lands around existing or planned high-capacity public transport nodes or interchanges (defined in Table 3.8) – all within the city and suburbs area. These are highly accessible urban locations with good access to employment, education and institutional uses and public transport. It is a policy and objective of these Guidelines that residential densities in the range **50 dph to 250 dph (net)** shall generally be applied in urban neighbourhoods of Dublin and Cork.*

Policy CHE12 of the LPF also refers to the 2024 guidelines.

It is also noted that under section 3.4 of the same guidelines, density is to be refined based on accessibility criteria contained in the guidelines (broadly, this is proximity to high capacity and frequency public transport) and considerations of character, amenity and the natural environment.

The **next submission** should provide the following:

- A net density calculation based on the exclusion of the wayleave/setback for the overhead cables.
- A justification of the proposed net density based on the sections 3.3 and 3.4 of the Compact Settlement Guidelines 2024.
- Due consideration shown to the layout, design and character of the street level public realm within the development, and the impact of the density on the same.

Building Heights

The proposed development features 2-storey residential terraces but is in the main comprised of 4-5 storey blocks and a single 8-storey apartment block (block 1). Eight storey development is a departure from the existing local context.

The Clondalkin LPF contains policy on building heights as follows:

- Policy CBH4 Objective 2 Infill development and local context
- Table 8.1 Urban Design Principles
- 'Overarching Urban Design Objectives' pages 114 and 115

There are no significant concerns regarding height. Within **their next submission**, the applicant should submit sufficient information to enable assessment of the impacts on visual impact assessment and aviation. The department of defence have made an observation noting conditions that may be attached to a grant of permission, the full report can be found in appendix 10.

Housing and Residential Amenity

Internal Residential Accommodation

Comments on compliance with the 'Planning Design Standards for Apartments', Guidelines for Planning Authorities (2025) and the 'Sustainable Urban Housing: Design Standards for New Apartments' (2023) have been provided in this section.

The applicant has provided an Architectural Design Statement, including a sample Housing Quality Assessment. A Schedule of Accommodation was submitted. Drawings and the Housing Quality Assessment should be so-labelled as to be easily read together.

The lack of a Housing Quality Assessment at this stage of the LRD process is not conducive to the proper assessment of the scheme and hinders the Planning Authority in forming an opinion as to whether or not the particulars submitted constitute a reasonable basis on which to make an LRD planning application. While it is appreciated that the sample HQA demonstrates compliance with the minimum standards for unit size (for 9 sample units) contained in the 2025 guidelines, there is **no information submitted** by which to assess the proposed development against the requirement in the 2025 guidelines that 25% of units exceed these minimum standards by 10%, nor the 'Safeguarding Higher Standards' requirements under section 3.8 of the 2023 guidelines.

Aspect

The submitted Schedule of Accommodation is unclear regarding dual aspect. It is noted that the Planning Report, prepared by Downey states that the proposed development provides for 44% of the units to be dual aspect. It is a policy requirement set out under SPPR 4 of the Apartment Guidelines (2025) that apartment schemes deliver at least 25% of units as dual aspect in suburban or intermediate locations.

The **applicant's next submission** should demonstrate compliance with the most relevant guidelines, on drawings and in the Housing Quality Assessment.

Daylight and Sunlight
Daylight/Sunlight Assessment prepared by Digital Dimensions has been submitted. The development is proposed at 2-8 storeys; an updated sunlight and daylight assessment is required as part of the **applicant's next submission** to account for any design changes.

It is noted in section 7.1 of the Daylight/Sunlight assessment that 2no. areas of proposed open space do not meet the Sun on Ground daylight requirements on the 21st March – these are 'S1', the most northern piece of open space in the scheme, and 'S8', the western half of the central public open space. 'S1' is considered to be of peripheral importance but its landscape treatment should reflect the lack of natural light it will receive. The failure of 'S8' is significant and reflects the difficulty of providing public open space directly to the north of larger buildings. **The applicant's next submission** should demonstrate progress on the layout of public open space across the site. In this regard the recommendation of the SDCC Public Realm Department, that duplex units to the east of the site be omitted in favour of retention of the existing green infrastructure there, is relevant.

Unit Mix
The unit mix proposed is as follows:

Unit Type (Duplex/Apartments)	**Proposed Development (%)**
Studio	30 No. units (7%)
One Bedroom	230 No. units (55%)
Two Bedroom	144 No. Units (35%)
Three Bedroom	11 No. Units (3%)
Total	415 No. units

It is noted that the development does not comply with SPPR1 of the Sustainable Urban Design Standards for New Apartments (2023) of which state that housing developments may include up to 50% 1 bed or studio units (with no more than 20-25% of the total proposed development as studios. However, the proposed unit mix is in compliance with the Apartment Guidelines for Planning Authorities (2025).

Typology
The draft Clondalkin LPF supports the provision of 'own door' unit typologies. The applicant should consider provision of own door ground floor units in **their next submission**.

Public Open Space
The subject site measures 2.25ha in area. As per the Planning Report, it is stated that the total amount of public open space proposed measures 1.13ha. As per policy COS5 objective 4 and Table 8.2 of the County Development Plan, new residential development on lands not zoned RES-N is required to provide a minimum of 10% of the site area as public open space. The applicant should provide calculations and breakdown of the public open space within the proposed site area within **their next submission.**

Notwithstanding the same, the SDCC Public Realm Department has expressed a preference for retention of the existing green infrastructure in the eastern portion of the site. This is the only part of the site not currently built on or covered with hardstanding. The retention of this green infrastructure link is viewed as important both in and of itself, and additionally may counter the underperformance (in terms of sunlight penetration) of the public open space currently proposed.

Public Open Space Contribution in Lieu

Applications for new residential development must also comply with policy COS5 Objectives 4,5 and 6 of the South Dublin Development Plan 2022-2028, which provides for an overall standard of 2.4 ha. of public open space per 1,000 of population. Any shortfall may need to be made up by way of a contribution in lieu (see the SDCC draft Development Contributions Scheme 2026 which puts into effect the Development Plan policy under policy COS5). A preliminary calculation relating to public open space is provided in the table below.

Public Open Space Contribution in Lieu		
Development Statistics		
Plan Ref	LRDOP008/25	
Proposed No. of Units	415	
Site Area	2.25	ha
Unit Mix and Occupancy		
1-Bed/Studio	303	units
2-Bed	101	units
3+ Bed	11	units
Total expected Occupancy	644.5	persons
Public Open Space		
CDP Standard (2.4 ha per 1,000 people)	1.5468	ha
Provided with development	1.13	ha
Provided as % of site	50.2	%
Shortfall of CDP Standard	0.4168	ha
Contribution in Lieu		
Contribution Rate / Ha. of Shortfall	€ 1,395,000.00	/ ha
Total Contribution Due	€ 581,436.00	

It is noted that in the documents submitted a number of figures are used for the provision of Public Open Space, the **applicant's next submission** should ensure consistency across all documents and provide a drawing detailing the areas calculated for Public Open Space.

Communal Open Space

It is noted within the submitted Planning Report that the Applicant is providing approximately 2,104sq.m of Communal Open Space. The required Communal Open Space provision for the development amounts to 2,134sq.m as per the 2023 and 2025 Apartment Guidelines. **The applicant's next submission** should demonstrate compliance with the guidelines on an overall basis and per block.

The communal open space to the northwest of the site which is adjacent to the creche open space requires further thought and consideration in terms of access and usability. This should be addressed in the **applicant's next submission.**

Private Amenity Space

The applicant has submitted only a 'sample Housing Quality Assessment' with 9 no. units shown and assessed. The **applicant's next submission** should contain a full Housing Quality Assessment demonstrate compliance with the Apartment Guidelines 2023 and 2025 in relation to private amenity space per unit.

Public Housing / Part V

The Housing Department has advised that a Part V condition should be attached to any grant of permission for this application. Notably, their report includes the following:

> "The developer has been in contact with the Housing Directorate regarding their Part V proposal to provide 20% of units on site for acquisition to fulfil their Part V Provision. In the proposed development of 415 units this equates to 83 units broken down as 54 x 1 Bed and 29 x 2 Bed units. They have also provided for 29 units on the ground floors of blocks 03.A, 04.A and 04.B that incorporate universal design which is welcomed."

The **applicant's next submission** should therefore include details pertaining to the most recent purchase of the site in order to demonstrate the part V

Childcare Facilities

The proposed development includes creche of 300 sq.m with an outdoor play area to the northwest of the proposed development. The Applicant has submitted a Social Infrastructure Audit, which indicates that there are 18no. existing creche facilities within a 2km radius of the development. It is noted that there are no details provided on current capacity / no. of spaces available for additional children within these facilities. The **applicant's next submission** should include details of same.

The applicant states that the calculated childcare demand for the proposed development amounts to 43no. Children. The proposed creche will provide for a maximum of 24no. spaces. It is therefore recommended that the Applicant should increase the amount of childcare spaces to 43no. spaces to adequately meet the demand of the proposed development, and this should be demonstrated in the **applicant's next submission.**

The Applicant is also required to provide further details of the proposed creche. Specifically, the applicant is requested to review the location of the proposed access to the creche it is considered that direct access should be provided from the street edge to provide an active frontage at this location. Further details on the floor plans and the proposed design, usability and boundary treatments of the open space for the creche should all be included in the **applicant's next submission.**

It is recommended prior to making an application that the applicant consult the South Dublin County Childcare Committee (SDCCC) regarding the design, layout, scale and facilities provided for the creche. The Planning Authority will follow the guidance of SDCCC in relation to the suitability or not of a proposed facility.

Open Space and Green Infrastructure

The SDCC Public Realm Department's report is included in full in the appendices. The main comments from that report are as follows:

- Eastern Boundary - Public Realm request the removal of the buildings along the eastern boundary. The construction of these buildings would result in the removal of the existing green infrastructure on site. It would also render the hedgerow unmaintainable.
- Red Line Boundary - Public Realm request the inclusion of the western entrance from the Ninth Lock Road within the red line boundary. This is to have street trees planted along the road side to help contribute to local green infrastructure.
- Drainage Scheme to comply with SUDS Guidelines.
- Green Space Factor - The applicant shall submit a GSF calculation detailing how they have achieved the appropriate minimum Green Space Factor (GSF) scoring established by their land use zoning. This is to be accompanied by a green infrastructure map detailing all existing and proposed green infrastructure features on site and the surrounding area.
- Contribution in lieu required
- Details of play spaces - The playspace shall adhere to the guidelines set out in SDCC's Play Policy. 1 LAP and 2 LEAPS are required for 415 residential units

It is further noted that there are discrepancies within the submitted documentation around the total amount of Public Open Space required, this should be addressed within the **applicant's next submission**

Ecological Impact

The Applicant has provided an Ecological Impact Assessment report which notes the following studies/surveys have taken place:

- Bat Fauna

It is noted that the Bat Fauna survey was undertaken on the 2nd and 9th of September 2025. Surveys must be up to date at the time of **the final application**. The survey results should also be clearly detailed.

The Applicant must ensure that the proposed lighting does not impact on the existing bats on site and to impose mitigation measures where necessary as outlined in the Ecological Impact Statement. This should be demonstrated in the **applicant's next submission.**

Sustainable Movement & Transport

The Roads Department have noted the following in their report summarised below and contained in full in the relevant appendix:

1. All link roads throughout the site are to be tied in to existing roads to match existing conditions such as road finishes, permeable paths and grass verges.
2. All roads layouts are to align with the final draft of the Clondalkin LAP.
3. All permeable and cycle routes shall align with the approved Clondalkin LAP.
4. The minimum width of footpaths shall be 2.0m wide to aid mobility impaired users.
5. The applicant to provide a robust traffic analysis for the area.
6. The applicant shall submit a Stage 1 & 2 Road Safety Audit.

7. The applicant shall relocate the perpendicular car parking from the main - east-west link street.
8. The applicant shall submit a revised layout of not less than 1:200 scale showing the location and number of parking spaces to be provided at the development. Please refer to Table 12.25 and 12.26: Maximum Parking Rates – from the SDCC County Development Plan 2022-2028.
9. The applicant shall submit a revised layout of not less than 1:200 scale showing the location and number of Bicycle parking spaces to be provided at the development. Please refer to Table 12.23: Minimum Parking/Storage Rates – from the SDCC County Development Plan 2022-2028.
10. Should the applicant wish to consider areas for taking in charge: a. all items and areas for taking in charge shall be undertaken to a taking in charge standard. b. 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.
11. The applicant shall provide details of how the refuse collection service will operate.
12. The applicant shall submit a revised layout of not less than 1:200 scale, showing a swept path analysis drawing (i.e. AutoTRAK or similar) demonstrating that fire tenders and large refuse vehicles can access/egress the site.
13. Prior to commencement a Public Lighting Design for the development must be submitted and agreed by the South Dublin County Council Lighting Department

The applicant should address the above, and other relevant items contained in the Roads report, in submitting their **next submission.** It is noted that no details in relation to dedicated creche parking has been provided, the applicant should address same in their **next submission.**

The applicant is providing a car parking ratio of 0.45 and the SDCC roads department have noted a desire for a higher parking ratio of 0.65 given the site's location, with a five year review of parking rates with a view to reduce parking figures to align with future transport provision; however, as noted previously, the proposed site layout is not acceptable and appears to be dominated at the level of the streetscape by surface car parking.

Given the two pieces of feedback contained in this report, that:

- The car parking layout is not acceptable due to its impact on the internal streetscapes;
- The car parking ratio needs to be increased;

the implication of this combined feedback is that car parking is a constraint on residential density at this site to achieve a sustainable integration of land use and transport. The applicant should address the approach to car parking and residential in **their next submission.**

<u>Infrastructure and Environmental Services</u>

Water Services

The Water Services Report requires further information for the **applicant's next submission** as set out in Appendix 5. The final application should address the concerns of Water Services, as this is necessary to allow for full assessment of the application.

Uisce Éireann (Irish Water)

Uisce Éireann has submitted a report as set out in Appendix 9. The applicant is requested to review and address the comments of Uisce Éireann in the **applicant's next submission**.

Environmental Assessment and Screening

Screening for Appropriate Assessment

Particulars submitted included an Appropriate Assessment Screening report prepared by Altemar.

The report concludes:
'The construction and operation of the proposed development will not impact on the conservation interests of any European site in the absence of mitigation.'.

The **final application** will be screened for Appropriate Assessment, and an Appropriate Assessment Screening Report should be provided.

Environmental Impact Assessment

The proposed development is for 415 no. units and therefore is below the threshold as described in Schedule 5 of the Planning and Development Regulations for an Infrastructural project of 500 dwelling units to require an Environmental Impact Assessment (EIA); however the **final application** will be screened for Environmental Impact Assessment, and an EIA Screening Report should be provided.

SECTION 4: CONCLUSION AND RECOMMENDATIONS

Taking into account the discussion held at the s32C LRD Meeting, and the particulars received for the purpose of that meeting, it is the conclusion of the Planning Authority that the submitted particulars alone and in their present form **does not constitute a reasonable basis** for making an LRD planning application.

In the event that the applicant proceeds to submit a planning application, the LRD application should include:

- A statement of response to the issues in the LRD Opinion
- A statement that in the applicant's opinion, the proposal is consistent with the relevant objectives of the development plan.

The applicant may wish to avail of an additional Stage 2 LRD Meeting and Opinion process prior to lodging an application.

The above assessment highlights those areas in which the proposed development, in its current form, does not demonstrate compliance with the South Dublin County Development Plan 2022 – 2028 or other relevant national, regional and local policies and guidelines. In particular:

- In terms of urban design and pedestrian safety and comfort, and the allowance of space for users and uses other than car parking, the quantity and arrangement of car parking in the scheme is excessive, and this is considered to constitute a constraint on residential density;
- In relation to residential density, the net site area (which indicates the appropriate density under the Residential Development and Compact Settlement Guidelines 2024) should exclude the area in which development is restricted due to presence of overhead cables. This may indicate that a reduction in residential density is appropriate.
- The site's red line boundary should be extended to take in the access road to the west, to better configure the junction at the site access, and to provide for improvements to the public realm west of the site.
- A more generous provision should be provided for the main east-west pedestrian and cyclist route through the site, facilitating a link to the east with a safe, comfortable and open character.

In addition, this report has identified a number of areas in which the particulars submitted are lacking, or those issues which remain to be reconsidered or addressed by the applicant in the proposed development and in any documents submitted with a future planning application. These items are summarised as follows:

- Landscape and Visual Impact Assessment should be submitted including photomontages and CGIs which show the entire scheme and accurately depict the proposals.
- A revised Social Infrastructure Audit providing details on current capacity/no. of spaces available within the 18no. existing creche facilities within a 2km radius of the proposed development site. A creche to serve the childcare need of the proposed development of 43no. spaces should be provided and evidence of thorough consultation with the South Dublin Childcare Committee submitted along with floor plans and the proposed design, usability and boundary treatments of the open space for the creche.

- Inactive facades and material treatment of facades should be reconsidered as per the recommendations in this report. Revised floor plans and updated CGIs showing same should be submitted.
- Revised, clear and coherent Housing Quality Assessment and Schedule of Accommodation are required. These should demonstrate full compliance with the relevant guidelines. The applicant should satisfy themselves that they are complying with the most relevant Apartment guidelines at the time of making an application.
- Updated sunlight and daylight assessment is required to account for any design changes. The applicant should provide reasonable justification for the 2no. areas of proposed open space that do not meet the Sun on Ground daylight requirements.
- Revised Architectural Design Statement to show how the 8 key principles underpinning 'The Plan Approach' has been taken into consideration within the proposed design, and reconsider the design as necessary to incorporate any revisions required to meet this approach.
- The applicant should detail compliance with the relevant policies and objectives of the Clondalkin Local Planning Framework as well as include details of how the scheme will integrate and reflect the historic Clondalkin Village.
- The applicant should provide calculations and breakdown of the public open space within the proposed site area, displaying compliance with Table 12.11 and COS5 Objective 4,5 and 6 of the South Dublin Development Plan 2022-2028.
- The applicant should ensure compliance with the relevant standards for communal amenity space overall, and block by block.
- The proposed development shall have to deliver an adequate quantum of public open space as per County Development Plan policy, and in calculating this quantum the applicant must be clear in excluding those areas that have already been counted towards provision on other sites, i.e. that double-counting is not taking place. The applicant should demonstrate compliance with all relevant standards in the County Development Plan, including the relevant special local objectives, the on-site requirements in Table 8.1 of the Plan, and the requirement to deliver 2.4 ha. of public open space per 1,000 of population, on or off-site as per the requirements of the County Development Plan.
- Green Space Factor - The applicant shall submit a GSF calculation detailing how they have achieved the appropriate minimum Green Space Factor (GSF) scoring established by their land use zoning. This is to be accompanied by a green infrastructure map detailing all existing and proposed green infrastructure features on site and the surrounding area.
- Details of play spaces - The playspace shall adhere to the guidelines set out in SDCC's Play Policy. 1 LAP and 2 LEAPS are required for 415 residential units
- Response to recommendations of Roads, Parks, Water Services, and Uisce Éireann.

Specified Information required in addition to Article 23 of the Planning and Development Regulations (as per Article 16A(7))

The below list advises on particulars required, echoing and in addition to those particulars provided for the purposes of the LRD Meeting, or particular issues which may need to be addressed as part of those particulars. This list is not exhaustive and may not include such particulars as may relate to issues not covered in this report, or otherwise not apparent from the particulars already submitted.

1. Updated Development Statistics Table/Schedule of Accommodation to include all items (Table 1 of this report)
2. Housing Quality Assessment, to include full details of:
    a. Unit floor areas
    b. Private and communal amenity space
    c. Single and dual aspect units
    d. Provision of storage
    e. Demonstration of units which exceed minimum standards by 10%.
3. Schedule of Accommodation (including accurate calculations of the public open space on site)
4. Updated Site Layout Plan with amended red line boundary to account for changes requested.
5. Architectural Design Statement, to include details on how 'The Plan Approach' has been followed (see Policies QDP1 and QDP2 of the County Development Plan)
6. Visual Impact Assessment with CGIs and photomontages of development with views to include any modification to same as per other request/s.
7. Public Open Space layout plan which accurately details the proposed public open space on site and requested changes.
8. Green Infrastructure Plan and details of the impacts of the proposed development on GI on site.
9. Green Space Factor Calculations.
10. Street Tree Planting Plan.
11. Landscape Scheme, to include:
    a. Landscape Masterplan to include all requested change.
    b. Detailed cross Sections/Elevations through the landscape proposals,
    c. Planting plan:
        i. Location of species, types of plants, planting sizes and proposed numbers/densities,
        ii. Implementation timetables,
        iii. Proposals for future maintenance/management.
12. Tree Management Plan to include:
    a. Pruning and maintenance schedule
    b. Protection measures
    c. Monitoring and reporting
    d. Emergency response plan.
13. Tree and Hedgerow Protection Plan
14. Tree and Hedgerow Removal Plan
15. Arborists Report
16. Details of play space as requested which includes standard, accessible, and inclusive equipment as well as natural play elements.
17. Road and Site Layout Plans which comply with the following requirements:
    - All link roads throughout the site are to be tied in to existing roads to match existing conditions such as road finishes, permeable paths and grass verges.
    - All roads layouts are to align with the final draft of the Clondalkin LPF.
    - All permeable measures and cycle routes shall align with the approved Clondalkin LFP.
18. The minimum width of footpaths shall reflect the status of this site as a town centre site with a likely high level of usage and need to aid mobility impaired users.
19. A robust traffic analysis for the area.
20. Stage 1 & 2 Road Safety Audit.

21. (a) a layout of not less than 1:200 scale showing the location and number of parking spaces to be provided at the development. Please refer to Table 12.25 and 12.26: Maximum Parking Rates – from the SDCC County Development Plan 2022-2028.
    (b) The applicant shall relocate the perpendicular car parking from the main - east-west link street.
22. a revised layout of not less than 1:200 scale showing the location and number of Bicycle parking spaces to be provided at the development. Please refer to Table 12.23: Minimum Parking/Storage Rates – from the SDCC County Development Plan 2022-2028.
23. details of all items to be taken in charge.
24. details of how the refuse collection service will operate.
25. revised layout of not less than 1:200 scale, showing a swept path analysis drawing (i.e. AutoTRAK or similar) demonstrating that fire tenders and large refuse vehicles can access/egress the site.
26. Prior to commencement a Public Lighting Design for the development must be submitted and agreed by the South Dublin County Council Lighting Department
27. SUDs Strategy, to include:
    a. SUDs Design details. Note, sedum roofs are not preferable to the Planning Authority in the interest of biodiversity.
    b. Flow route analysis for site.
    c. Comprehensive surface water conveyance plan for the site.
    d. Drawing showing how much surface water is attenuated in m^3.
        i. Underground attenuation should be omitted.
    e. Revised report showing surface water attenuation calculations for proposed development.
    f. If underground tanks present, why these cannot be excluded from the design.
    g. SUDs Layout identifying the different types of SUDs features.
    h. Demonstrate adherence to SDCC SUDs guidance.
    i. Drawing showing plan and cross-sectional views of all SuDS features.
    j. Attenuation from green/blue roofs if proposed should be demonstrated.
28. Surface water layout drawing
29. Surface water attenuation calculations including drawings and details as requested by the Surface Water department.
30. attenuation plans and details
31. Drawing in plan and cross-sectional view to show what the size and slope of swales are.
32. Drawing to show where road gullies are relative to tree pits. Road gullies should not be in front of tree pits.
33. SUDS Management Plan.
34. Flood risk mapping and Assessment.
35. Confirmation of Feasibility from Uisce Éireann.
36. Appropriate Assessment Screening Report
37. EIA Screening Report
38. Ecological Impact Assessment (EcIA).
39. Updated Bat Survey (as required)
40. Updated Community and Social Infrastructure Audit, to include current capacity of nearby creches.
41. Part V Proposals.
42. Phasing strategy.
43. An updated Construction and Environmental Management Plan to include a developed Construction Traffic Management Plan.
44. Public Lighting Design.
45. Daylight/Sunlight Assessment

It is advised that the final application indicate the location/format of the above documents/information for the purpose of assessment.

Potential Pre-Commencement/ phased occupation Requirements

1. Public Lighting proposals
2. Mobility Management Plan
3. Construction Traffic Management Plan
4. Construction and Demolition Waste Management Plan
5. Construction details of all items to be taken in charge.
6. Contribution in Lieu of Community Infrastructure

Potential Pre-Occupancy Requirements

1. Delivery of the childcare facility.

And other items as will be set out in conditions of permission in the event of a grant of permission.

***The Planning Authority has set out its considerations in this report. The applicant is invited to address those issues identified. For more detailed consideration, the technical consultations received are included below in the appendices.**

Note: In accordance with Section 32D(4) of the Act, the applicant is hereby informed that the opinion is not issued within the specified period and that the Planning Authority proceeded to issue the opinion as soon as practical. The reason for the delay was unforeseen staff absences in the Planning Section.

William Byrne
A/Senior Planner

27th February 2026
DATE

Eoin Burke,
Director of Planning & Transportation

APPENDICES

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APPENDICES, PART A – PLANNING CONTEXT

Appendix 1 – Relevant Planning History

Subject site

SD21A/0122

Erection of a marquee type structure with a floor area of 618sq.m as an extension to the side and rear of existing warehouse buildings.

Permission Granted by SDCC.

SD06A/0429

Retention of 2.65 metre high palisade fence for an approximate length of 38 metres located in the southeast corner of the lands, and to the rear of house nos. 20-24 inclusive and part of house no. 19 Riversdale Road.

Permission Granted by SDCC.

Neighbouring Sites

SD25A/0082W - Units A1 & A2, Oakfield Industrial Estate, Ninth Lock Road, Clondalkin, D22 WA24.

Change of use from warehouse to self-storage use through the demolition of the existing mezzanine floor (c. 53 sqm), the construction of an additional floor measuring 797 sqm at 1st floor level, increasing the total gross floor area from 874.7 sqm to 1,618 sqm, associated site signage measuring at 9 sqm, minor internal and external alterations to facilitate the change of use from warehouse to self-storage use, all associated site development works including cycle parking provision.

Permission Granted by SDCC.

SD24A/0172 / ABP-321386-24 – Unit 25/26 & 24A, Dunnes Stores Cafe, The Mill Centre, Ninth Lock Road, Dublin 22.

Change of use and amalgamation of Unit 24A with Dunnes Stores Cafe (units 25/26) to increase the cafe's size from 257sqm to 368sqm, including an extended mall seating area and all other associated site works/services.

Permission refused by SDCC and granted on appeal by An Bord Pleanála.

SDCC reason for refusal:

The proposed development, by reason of design and layout on lands within the control of the applicant, fails to fully accord with the provisions of EDE11 Objective 3 of the 2022-2028 CDP which seeks 'To promote and encourage the enhancement and development / redevelopment of the identified retail / mixed use opportunity and other sites in the Core Retail Area of Clondalkin, including the Mill Centre lands, ensuring connectivity between sites and the town

centre, to serve the established and growing catchment population', and the provisions of QDP7 Objective 2 of the CDP which seeks 'To actively promote well-designed streets and public spaces that provide for active frontages and 'live' edges that feel safe, secure and attractive for all to use', and would thus be contrary to the proper planning and sustainable development of the area.

SD15A/0134 – Dunnes Stores, The Mill Centre, Clondalkin, Dublin 22.

Extension to supermarkets grocery stockroom (45sq.m) to provide online grocery storage area.

Permission granted by SDCC.

SD14A/0221 – Former CB Packaging Site, Ninth Lock Road, Clondalkin, Dublin 22.

Changes to previously approved permission Reg. Ref. SD13A/0100 consisting of a 300mm increase in width of the Aldi retail unit resulting in an increase in floor area of 18sq.m; alterations to elevations consisting of a 1.494m height reduction to parapets to west and south elevations and removal of 1 window to the south elevation.

Permission granted by SDCC.

SD14A/0207 – Former CB Packaging Site, Ninth Lock Road, Clondalkin, Dublin 22.

Changes to previously approved permission Reg. Ref. SD13A/0100 consisting of amendments to window opes to ground floor retail Units 2 and 3; alterations to elevations and amendments to window opes to first floor offices on elevations and car park elevation resulting in a reduction of office space of 24sq.m.

Permission granted by SDCC.

SD13A/0100 – Former CB Packaging Site, Ninth Lock Road and part fronting New

Nangor Road, Clondalkin, Dublin 22.

Retail/commercial development (3,099sq.m. gross floor area) comprising supermarket with ancillary off-licence sales area (net retail sales area of 1,288sq.m.), 3 no. retail units (totalling 485sq.m. gross floor area) and office (687sq.m. gross floor area) fronting Ninth Lock Road; a link road and new junctions on the Ninth Lock Road and New Nangor Road is proposed to connect these roads and provide access to the 120 surface car parking spaces serving the proposed development; this road is as previously approved under Reg. Ref. SD09A/0306 (Bord Ref. PL06S.236791); permission also sought for demolition of the existing substation (28sq.m.) and provision of new substation, bin store, delivery/service areas, plant room, signage, lighting, landscaping and associated site and development works; a site is reserved for a future building fronting the new access road.

Permission granted by SDCC.

SD09A/0306 / PL06S.236791 – Ninth Lock Road, Clondalkin, Dublin 22.

Demolition of the existing ESB substation and construction of a mixed use development with a gross floor area of 19361sq.m. comprising office accommodation (12,692sq.m.), a Discount Foodstore (1671sq.m.) and 4 no. Retail Units (total 4,723sq.m.) arranged in 2 no. blocks all over a single storey basement car park. Block A will consist of a 7,847sq.m., 4 storey building located adjacent to the existing Dunnes Stores building which will accommodate a 1,671sq.m. Discount Foodstore at ground floor with a public entrance off Ninth Lock Road, an associated service yard and plant to rear, enclosed moving walkway access to the basement car park an a trolley bay structure to the north side elevation. Block A will also accommodate a total of 6,158sq.m. office area over the 4 floors with ground floor entrance off Ninth Lock Road with an 82sq.m. south screened terrace at first floor, 87sq.m. east terrace at second floor and 79sq.m. north terrace at third floor with plant space provided at roof level with stair and lift access. Block B will consist of 11,514sq.m., 4 storey building located adjacent Block A which will accommodate 4 no. retail units (total gross floor area 4,723sq.m.) at ground and first floor with public entrances off Ninth Lock Road and the proposed new vehicular access road with associated service yard to the rear and public lift and stair access to basement car park on the south side elevation. Block B will also accommodate a total of 6,534sq.m. office area over the 4 floors with ground floor entrances off Ninth Lock Road and the proposed new vehicular access road with a 132sq.m. west terrace at first floor, 67sq.m. east terrace at second floor and 150sq.m. north terrace at third floor with 2 no. ESB substations and switch room at ground floor level onto the proposed new vehicular access road and plant space provided at roof level with stair and lift access. The basement car park will consist of 335 no. car spaces, 124 no. cycle spaces and storage area (200sq.m. including 100sq.m. bin storage) accessed by vehicular ramp to the rear of Block B with 3 no. single storey basement stair access structures to the western site boundary. 115 no. car spaces, 118 no. cycle spaces will be provided at ground level to the rear of Blocks A & B with public space, planting and landscaping and all associated site & development works. Permission is also sought to construct a new junction from the New Nangor Road and upgrade and relocate an existing access off the Ninth Lock Road, a pedestrian and cycle access is also sought off Ninth Lock Road all on lands at the former CB Packaging site, Ninth Lock Road and part lands fronting New Nangor Road (1.459 ha site area). Significant Further Information: the relocation to the south of the new access road by 40m, the omission of the basement car park and its substitution with two surface car parks. The effect of these changes is to separate the proposed development either side of the new access road, reduction in overall quantum of development from 19361sq.m. to 14172sq.m. with an enlargement of the site area within the applicants overall land ownership as outlined in blue on the lodged plans, in particular to accommodate surface car parking. Planning permission is now sought for the demolition of the existing substation and construction of a mixed use development with a gross floor area of 14172sq.m. and a total site area of 2.49ha. The development comprises 1 no. 3 storey block over Site 1A and 1 no. 3 storey block over Site 1B which consist of: office accommodation (6797sq.m.), Discount Food Store (1600sq.m.) and 14no. retail units (totalling 7375sq.m.); 386 surface car parking spaces and 178 cycle spaces provided over two car parks at ground level of Sites 1A and 1B with public space, landscaping and associated site and development works. Permission is also sought to construct a new junction from the New Nangor Road and upgrade and relocate an existing access off Ninth Lock Road, a pedestrian and cycle only access is also sought off Ninth Lock Road. Site 1A comprises 5838sq.m., located adjacent to the existing Dunnes Stores building and consists of: 1600sq.m. Discount Food Store and 6 no. retail units totalling 799sq.m. at ground floor level with public entrances from the new access road and ancillary service area and plant to the car park at the rear; 3439sq.m. office units over 3 storeys with ground floor entrances off Ninth Lock Road and the new access road; 1 no. substation and switch room at ground floor level

onto Ninth Lock Road; ancillary binstorage off Ninth Lock Road and the car park to the rear with plant areas at lower roof levels.

Site 1B comprises 8334sq.m., located to the north of the new access road and consists of: 8 no. retail units (total gross floor area 4976sq.m.) at ground and first floor levels with public entrances off the new access road and the surface car park to the north with ancillary service area within the building accessed from the car park; 3358sq.m. office over 2 storeys with ground floor entrances off new access road and car park; 1 no. substation and switch room at ground floor level onto Ninth Lock Road; internalised communal bin storage facilities accessed from car park and provision of a plant area within the courtyard at first floor level.

Permission refused by SDCC and granted on appeal by An Bord Pleanála.

1. The site area has been increased from 1.459 hectares to 2.49 hectares overall to facilitate revised and improved layout and allow for improved parking provision including surface car parking on the northern section of the extended site area below high voltage lines as detailed in the additional information submission. The enlarged site area is above the 2 hectare threshold for urban development which would require an Environmental Impact Assessment. Under Schedule 5 Part 2 (10b) (iv) of Planning and Development Regulations 2001 an Environmental Impact Assessment is required for Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere. (In this paragraph, 'business district' means a district within a city or town in which the predominant land use is retail or commercial use).

An Environmental Impact Assessment has not been carried out for the enlarged site area. It has therefore not been possible to fully and adequately assess proposed urban development in the absence of an Environmental Impact Statement.

2. The proposed urban development is in close proximity to a former landfill site associated with Clondalkin Paper Mill, over which the proposed link road passes. The proposed development is therefore in an area where it is necessary to limit the risk to human health and the environment. In the absence of an Environmental Impact Assessment it has not therefore been clearly established that the proposed urban development and construction of proposed development would not be prejudicial to public health.

SD07A/0377 / PL06S.228178 – Nangor Road, Clondalkin, Dublin 22.

Mixed-use, residential development comprising 322 residential units, 3655 sq.m. retail floor space in 12 retail units, crèche (506 sq.m.), medical clinic (340 sq.m.), Art Centre/Theatre/Community facility and ancillary uses (852 sq.m.) all over basement car park (18,400 sq.m.) containing 480 car spaces (with an additional 20 car parking spaces at surface level) and 317 bicycle spaces, 196 family unit stores, ancillary site development, roads and services, refuse and waste storage, plant, 2no. ESB substations and landscaping: the gross floor area of the development is 37,692.3 sq.m. The development layout comprises 5 blocks as follows: Block A ranges in height from 3, 4 & 5 storeys and comprises 5 three-bed apartments, 30 two-bed apartments and 6 one bed apartments with crèche (506 sq.m.) located at ground floor level; Block B ranges in height from 1,3, 4, 5 & 6 storeys and comprises 31 three bed units (including 10 town houses), 50 two-bed units (including 12 town houses), 1 one-bed apartment with retail unit (622 sq.m.) located at ground floor level; Block C ranges in height from 1,5, 6 & 7 storeys and comprises, 66 two-bed apartments and 8 one-bed apartments with 7 retail units

(597 sq.m.), medical centre (340 sq.m.), Arts Centre/Theatre and ancillary facilities (852 m.) located at ground floor level; Block D ranges in height from 1,4, 5 , 6 & 7 storeys and comprises 9 three-bed apartments, 2 two-bedroom town houses, 66 two- bed apartments and 7 one-bed apartments with 4 retail units (738 sq.m.) located at ground floor level. Block E ranges in height from 3 to 4 storeys and comprises 4 three bed apartment, 27 two-bed apartments and 10 one-bed apartments. All apartments have balconies or roof terraces at upper floor level: all on site of 39pprox.. 2.3858ha bounded to the north by the New Nangor Road, to the west by Millpark, to the south by the Old Nangor Road and Beech Row. Service commercial access is located from Nangor Road while residential access is from Old Nangor Road. This application is accompanied by an Environmental Impact Statement.

Permission granted by SDCC and refused on appeal by An Bord Pleanála.

ABP refused permission for the following reasons:

Having regard to the status of New Nangor Road as a major distributor road in the area, to the proposals for Y Phase 2 development of the overall site and to the proposed alignment of the Metro West public transport system at this location, it is considered that the additional traffic turning movements generated by the proposed development would endanger public safety by reason of traffic hazard and interfere with the carrying capacity of the road.

Furthermore, the proposed development of this junction would be premature pending the determination of vehicular access arrangements for the overall site and the configuration of the junction of Metro West with New Nangor Road.

The proposed development would, therefore, be contrary to the proper planning and sustainable development of the area.

Having regard to the location of the proposed entrance, between two houses to be retained, onto a section of Nangor Road deficient in width and alignment, the Board is not satisfied, on the basis of the submissions made in connection with the planning application and the appeal, that the improvements necessary to facilitate a safe junction can be carried out by the applicant. Accordingly, the additional traffic turning movements generated would endanger public safety by reason of traffic hazard. Furthermore, it is considered that the proposal for a new junction would seriously injure the residential amenity of the adjoining houses by reason of noise and general disturbance. The proposed development would, therefore, be contrary to the proper planning and sustainable development of the area.

Having regard to the proximity of the housing in the western part of Millpark and to the design and height of the proposed development, it is considered that the proposed development would seriously injure the residential amenity of the existing properties by reason of overlooking and loss of privacy and would, therefore, be contrary to the proper planning and sustainable development of the area.

SD07A/1005/EP – Dunnes Stores, The Mill Centre, Clondalkin, Dublin 22.

Extension of Duration sought for development previously approved under SD07A/1005.

Permission granted by SDCC.

SD07A/1005 – Dunnes Stores, The Mill Centre, Clondalkin, Dublin 22.

Change of use from existing restaurant to drapery retail (242sq.m.) at ground floor level, change of use from existing drapery stockroom to drapery retail (219sq.m.) at ground floor level, change of use from existing storage area to retail (2,454sq.m.) and restaurant use at first floor level (344sq.m.), construction of an external smoking platform and grocery stockroom (528sq.m.) above the existing grocery stockroom, construction of new entrance (146sq.m.), amendments to part of the existing drapery retail and grocery retail at ground floor level, proposed new lifts and stairwells and new fire escape staircase with associated roof over, new signage on south facade and refurbishment of existing signage on east facade and new lift enclosures.

Permission granted by SDCC.

SD06A/0123 – Dunnes Stores, The Mill Centre, Clondalkin, Dublin 22.

Relocation of the existing Timepiece restaurant into the adjoining retail unit (original Dunnes Stores Off-Licence Unit) as an amendment to previous planning application (Register Reference: SD05A/0742), change of use from drapery stockroom to drapery retail (249.5sq.m.), change of use from restaurant to drapery retail (220.6sq.m.), change of use from drapery stockroom to restaurant (150.4sq.m.), construction of a proposed first floor level drapery stockroom (328.1sq.m.) above the existing drapery stockroom area and amendments to part of the existing drapery stock room at ground floor level (107.9sq.m.).

Permission granted by SDCC.

SD05A/0742 – Dunnes Stores, The Mill Centre, Clondalkin, Dublin 22.

Change of use from retail use to restaurant use which involves relocating part of the existing Timepiece restaurant into the adjoining retail unit (original Dunnes Stores Off Licence Unit).

Permission granted by SDCC.

S02A/0093 – New Nangor Road, Clondalkin, Dublin 22.

Alterations to previously approved development under planning Reg. Ref. S99A/0963 consisting of; Block L a revised petrol service station layout to consist of, the construction of a revised retail shop building of 196 sq. metres, canopy to include for illumination, 40pprox.40t, underground tank farm, offloading slab, housed car wash facility, new service bay, trash compound, illuminated signage and ancillary works. Permission is also sought for the preparation of hot food for consumption off the premises for the petrol station and for the preparation of hot food for consumption off and on the premises for the fast food restaurant. Block L has a revised site layout for the siting of the petrol station and fast food restaurant along with associated revised car parking layout. Fast food restaurant consists of 106 sq. metres of public seating area with 226 sq. metre of gross floor space and illuminated signage. Block J alterations to elevational treatment and footprint, two retail units altered to one retail/showroom/offices of 763 sq. metres, plant of 35 sq. metres all at ground floor level, offices of 3,059 sq. metres on three floors over ground with 100 sq. metres of covered roof top plant above. Alterations to Block K in compliance with conditions 19 and 23 of planning Reg. Ref. S99A/0963, consisting of alterations to the footprint to address the access road and upper floors amended to residential use.

The building consists of 236 sq. metres of a space allocated for theatre, two retail/showroom/office units of 609 sq. metres and plant of 54.5 sq. metres on ground floor. There are 39 no. two bedroom apartments in a five storey building plus penthouse level. 49 surface car parking spaces are dedicated to the residential building together with allocated bin storage. The application includes all external works, and illuminated sign at the main entrance to the development, roundabout at New Nangor Road, 175m. Access road to the development with mini-roundabout and an ESB sub-station. The above forms the proposed Phase 1 of the development and has a total gross floor area of 8,131 sq. metres with 266 surface car parking spaces provided. An Environmental Impact Statement was submitted with the original planning application Reg. Ref. S99A/0963.

Permission granted by SDCC.

S01A/0572 – Townlands of Clondalkin and Clonburris Great, Co. Dublin.

Alter and divert the existing Griffinrath – Inchicore – Maynooth 110kV Double Circuit line to facilitate the mixed use development granted permission under planning Ref.

S99A/ 0963. The proposed alteration will be erected over or in the vicinity of the townlands of Clondalkin and Clonburris Great, Co. Dublin. The diversion will begin west of the New Nangor Road and will cross the road in the direction of the Ninth Lock Road for a distance of 150 metres 41pprox.. It will than proceed in a south easterly direction for 75 metres where it will re-connect with the existing line. The proposed development comprises of three lattice steel towers of a maximum height of 24 metres supporting the line which consists of six overhead steel reinforced aluminium conductors. One existing lattice steel tower will be removed.

Permission granted by SDCC.

S01A/0147 – New Nangor Road, Clondalkin, Dublin 22.

3.2 hectare (7.9 acre) site for a residential development at New Nangor Rd., Clondalkin, Dublin 22 providing for a total of ten 1, 2 and 3 bedroom apartments in one 2/3 storey building. The total gross floor area of development is 847 sq. metres. Thirteen car parking spaces are also proposed. Access to the development will be from a proposed roundabout on the new Nangor Road and a proposed mini roundabout located near the centre of the development. The application includes associated external works, landscaping and bin stores. The application is linked to current planning application (Planning registered reference S99A/0963) currently under consideration by South Dublin County Council.

Permission refused by SDCC.

Permission refused for the following reasons:

1. Having regard to the restricted nature of the subject site the proposed development would cause overlooking of and visual intrusion to the adjoining residential property and subsequent loss of privacy. As such the proposed development would seriously injure the amenities and depreciate the value of property in the vicinity. The proposed development would be inconsistent with existing permission S99A/0963 on the adjoining site with regard to car parking, building line and scale and would not contribute to the visual improvement or the integration of the site into Clondalkin Town Centre. Thus the proposed development would be contrary to the proper planning and development of the area.

2. The proposed development materially contravenes the zoning objective E ‘ to provide for Industrial and related uses’ and does not constitute exceptional circumstances at this juncture as the proposed development is premature pending the comprehensive redevelopment of the west side of Ninth Lock Road. Thus the proposed development would be contrary to the proper planning and development of the area.

S99A/0963 - New Nangor Road, Clondalkin, Dublin 22.

A mixed use district centre development. The development comprises a total of 219 no. 1, 2, and 3 bedroom apartments in eight blocks of 3, 4 and 5 storeys including a launderette and caretakers office in Block C: A mixed use commercial development to include 4 no. retail units (total 1030 sq.m.) 2 no. office buildings (5797 sq.m.), fast food outlet (325 sq.m.) petrol station (88 sq.m.) and a space allocated for a theatre (257 sq.m.). The total gross floor area of the proposed development is 25,626 sq.m. 614 carparking spaces are provided with 184 surface spaces. The application includes all associated external works, 2 no. E.S.B. Substations and Bin Stores. An Environmental Impact Statement was submitted with the planning application

Permission granted by SDCC.

Appendix 2 – List of Relevant Policies and Objectives

National and Regional Policy Documents of Relevance

Project Ireland 2040 National Planning Framework First Revision, Government of Ireland, 2025.

Regional Spatial & Economic Strategy 2019-2031, Eastern & Midland Regional Assembly (2019)

Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities (2023).

Planning Design Standards for Apartments Guidelines for Planning Authorities, 2025.

Urban Development and Building Heights – Guidelines for Planning Authorities' (2019),

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

Sustainable Residential Development In Urban Areas - Guidelines for Planning Authorities, Department of Environment, Heritage, and Local Government (December 2008).

Sustainable Residential Development and Compact Settlements - Guidelines for Planning Authorities, Department of Housing, Local Government and Heritage (2024).

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).

Design Manual for Urban Roads and Streets, Government of Ireland (2019).

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

OPR Practice Note PN01 Appropriate Assessment Screening for Development Management (March 2021).

OPR Practice Note PN02 Environmental Impact Assessment Screening – Practice Note (June 2021)

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

Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice, Building Research Establishment, Third Edition (2022).

Transport Strategy for the Greater Dublin Area 2022 -2042 (NTA)

National Cycle Manual – National Transport Authority (2023)

Delivering Homes, Building Communities 2025-2030, Government of Ireland

South Dublin County Development Plan 2022 – 2028
Chapter 2 Core Strategy and Settlement Strategy

Chapter 3 Natural, Cultural and Built Heritage
Policy NCBH1 Overarching
Policy NCBH2 Biodiversity
Policy NCBH3 Natura 2000 Sites
Policy NCBH4 Proposed Natural Heritage Areas
Policy NCBH5 Protection of Habitats and Species Outside of Designated Areas
Policy NCBH8: Dodder River Valley
Policy NCBH10: Invasive Species

Chapter 4 Green Infrastructure
Policy GI1 Overarching
Policy GI2 Biodiversity
Policy GI3 Sustainable Water Management
Policy GI4 Sustainable Drainage Systems
Policy GI5 Climate Resilience
Policy GI6 Human Health and Wellbeing
Policy GI7 Landscape, Natural, Cultural and Built Heritage

Chapter 5 Quality Design and Healthy Placemaking
Policy QDP1 Successful and Sustainable Neighbourhoods
QDP1 Objective 5: The Plan Approach
Policy QDP 2 Overarching – The Plan Approach
QDP2 Objective 1: The Plan Approach
Policy QDP3 Neighbourhood Context
Policy QDP4: Healthy Placemaking
Policy QDP5: Connected Neighbourhoods
Policy QDP7: High Quality Design – Development General
QDP7 Objective 7
Policy QDP8 Building Height and density Guide
Policy QDP9: High Quality Design - Building Height and Density
Policy QDP11: Materials, Colours and Textures
QDP16 Objective 2

Chapter 6 Housing
Policy H1 Housing Strategy and Interim Housing Need and Demand Assessment
Policy H2 Supply of Housing
H2 Objective 6
Policy H7 Residential Design and Layout
Policy H8 Public Open Space
Policy H9 Private and Semi-Private Open Space
Policy H10 Internal Residential Accommodation
Policy H11 Privacy and Security
Policy H12 Steep or Varying Topography

Chapter 7 Sustainable Movement
Policy SM1 Overarching – Transport and Movement
Section 7.5.2 Cycle South Dublin
Table 7.1 Cycle South Dublin Routes and Projects: Route 17
Policy SM2 Walking and Cycling
Policy SM3 Public Transport
Policy SM5 Street and Road Design
Policy SM6 Traffic and Transport Management
Policy SM7 Car Parking and EV Charging

Chapter 8 Community Infrastructure and Open Space
Policy COS1 Social Inclusion and Community Development
Section 8.4 Social / Community Infrastructure
Section 8.4.1 Social / Community Infrastructure Audit
Policy COS2 Social / Community Infrastructure
Policy COS5 Parks and Public Open Space – Overarching
Section 8.7.3 Quantity of Public Open Space
Table 8.2 Public Open Space Standards
Section 8.7.4 Contributions in Lieu
Section 8.7.5 Quality of Public Open Space
Section 8.7.6 Play Facilities

Chapter 12 Implementation
12.3.1 Appropriate Assessment
12.3.2 Ecological Protection
12.3.3 Environmental Impact Assessment
12.3.5 Landscape Character Assessment
Table 12.17: Landscape Character Types
12.4.2 Green Infrastructure and Development Management
12.5.1 Universal Design
12.5.2 Design Considerations and Statements
12.5.3 Density and Building Heights
12.5.4 Public Realm: (At the Site Level)
12.6.1 Mix of Dwelling Types
12.6.3 Unit Tenure
12.6.7 Residential Standards
12.6.8 Residential Consolidation
12.6.10 Public Open Space
12.7.1 Bicycle Parking / Storage Standards
12.7.2 Traffic and Transport Assessments
12.7.4 Car Parking Standards
12.7.5 Car Parking / Charging for Electric Vehicles (EVs)
12.7.6 Car Parking Design and Layout

12.10.1 Energy Performance in New Buildings
12.11.1 Water Management
12.11.3 Waste Management
12.11.4 Environmental Hazard Management
Appendix 4 Green Infrastructure Local Objectives and Case Studies
Appendix 10 Building Height and Density Guide

APPENDICES PART B – LRD PROCESS
Appendix 3 – s.247 Meeting Notes

SOUTH DUBLIN COUNTY COUNCIL PLANNING DEPARTMENT PRE-APPLICATION CONSULTATION REPORT FORM			
Pre-Planning Ref. No. LRDPP012/25	**ADVICE WITHOUT PREJUDICE**		Please note that advice or opinions offered at consultations is given in good faith and cannot prejudice the determination of a subsequent planning application in accordance with Section 247 of the Planning and Development Act
CONSULTATION:	**Meeting**	**Email**	
	X		

Full address of subject site	Lands at Elmfield, Ninth Lock Road, Clondalkin, Dublin 22.
Name/s of Applicant/s and/or Agents	Applicant: Iga Galaszewska & Donal Duffy – Downey Planning on behalf of Thornmeadow Developments Limited
Representatives of SDCC	Deirdre Kirwan – Senior Planner Colm Maguire – Senior Executive Planner Naoise O'Connor – Assistant Planner Nicky Cox – Roads Hannah Johnson – Public Realm Brian Harkin – Drainage Edel Dempsy – Housing

DESCRIPTION OF PROPOSAL
The proposed development will consist of the demolition of the existing warehouses and structures on site and the construction of a mixed-use residential led development comprising a total of 415 no. residential units and 1 no. childcare facility. This will comprise the following: 1. 30 no. studio units, 213 no. 1-bedroom units, 160 no. 2-bedroom units, and 1 no. childcare facility 300 sq.m. within 4 no. Blocks ranging in height from 4-8 storeys above ground level. 2. 12 no. 3-bedroom own-door 2 storey houses 8- no. semi-detached units and 4 no. terraced units. 3. The proposed development will also comprise all associated car parking 172 no. spaces, cycle parking 472 no. spaces, refuse and storage areas, plant, landscaping, open space, boundary treatment, public lighting, ESB substations, and site and infrastructural works necessary to facilitate the proposed development.

ZONING:
The site is subject to zoning objective 'TC' – 'To protect, improve and provide for the future development of Town Centers,' under the South Dublin County Council Development Plan 2022-2028.
LAND USE MATRIX: The use class 'Residential' is listed as 'Permitted in Principle' under the 'RES-N' zoning objective.

Record of Meeting

Comment where relevant:	<u>Presentation of development</u> • Building currently in use on site (demolition proposed) • Access off ninth lock road

- Retaining overhead lines
- Nearby retail units
- Incorporating draft Clondalkin LPF
- Sits strategically within the existing residential adjoining the site - connect to existing green space at Riverdale, removes cul-de-sac nature of the housing to the east
- West to east linkage – green infrastructure, green space follows pylons, with strong building frontages
- 2-8 storeys building height – responds to surrounding area/housing
- SUDS Blue and green roof on building and attenuation and swales at ground floor level
- Have COF from Uisce Éireann on foul and water supply
- Can reduce flood risk off site – mitigation solutions provided

<u>Drainage – Internal</u>

- Keep the natural flow of the site in so far as possible
- Welcome no underground attenuation
- Check flood risk – in flood zone B – Flood risk assessment required
- Set back distances from infrastructure
- Refer to SDCC SuDS document

<u>Planning Comments</u>

- Overhead pylons what are the advised setback distances?
    - ESB has advised 23m set back from centre line.
- East west permeability
- Usability of the green space and interactions of the units fronting the green space.
- Density to be assessed against compact settlement guidelines
- Surface level parking looks to dominate, in particular the central est-west route. Needs to be a place of comfort and safety for pedestrians along likely desire line (which is a straight line).
- Contradictions within submitted layout plans
- Clarity on the linkages across the site (part of application or future links)
- Try and ensure that development is not car-dominated at surface level.
- Consider crèche and communal open space interaction and how is creche accessed

<u>Public Realm - Internal</u>

- Usability of POS on the North of site
- Play close to the pylons – pull back from pylons, no activity areas under the pylons
- Existing treeline and hedgerow maintained – ideally not in peoples back gardens but don't want that connection being lost
- Green infrastructure links with surrounding area, green space factor
- Details of the play equipment (20 pieces of play equipment)
- Clear details of SuDS
- Consider reconfiguration of units along east of site to try and retain as much existing GI in public or communal open spaces as possible.

<u>Roads – Internal</u>

- Permeability and footpaths – need detail on where the footpaths are being proposed around carparking and streets (include measurements)
- Pedestrian crossings to be shown

	• Creche parking based on no. of rooms – details to be provided • If there are through roads – the no. of perpendicular parking along these roads is excessive • Check alignment with Clondalkin LPF • Swept path analysis and taking in charge map Housing • Proof of ownership • 10% social – engage with Housing Department – GF units welcomed (7% of the 20%) • Engage city valuers to assess current units on site

Colm Maguire
Senior Executive Planner

Appendix 4 – s.32C Meeting Notes

LRD Section 32B Meeting LRDOP008/25

Location: Lands at the Securispeed Logistics Site, Elmfield, Ninth Lock Road, Clondalkin, Dublin 22.

Proposal: The proposed development will consist of the demolition of the existing warehouses and structures on site and the construction of a mixed-use residential led development comprising a total of 415 no. residential units and 1 no. childcare facility. This will comprise the following: Block 1 A is an 8-storey apartment building comprising 56 units 28 no. 1 bedroom units, 28 no. 2 bedroom units 3 person units, with associated private balconies to the east and west elevations, bin store, plant and switch room, green roofs, pv panels at roof level and a childcare facility at ground level. Block 2 A - B is a 4-5-storey apartment building comprising 114 units - 30 no. studio units, 53 no. 1 bedroom units, 31 no. 2 bedroom units - 3 person units with associated private balconies terraces to the east, west and north elevations bin store plant and switch room green roofs and pv panels at roof level. Block 3 A - B is a 4-5-storey apartment building comprising 110 units 67 no. 1 bedroom units, 43 no. 2 bedroom units - 3 person units with associated private balconies terraces to the east, west and north elevations, bin store, plant and switch room, green roofs and pv panels at roof level. Block 4 A-B is a 4-5-storey apartment building comprising 124 units 82 no. 1 bedroom units, 42 no. 2 bedroom units-3 person units with associated private balconies terraces to each elevation, bin store, plant and switch room, green roofs and pv panels at roof level. 11 no. 2-storey houses comprising of own-door, 3-bedroom 5 person units 2 no. semi-detached units and 9 no. terraced units within 2 separate blocks, with associated private balconies terraces to the east, north and south elevations. The proposed development will also comprise all associated car parking 161 no. spaces, cycle parking 362 no. spaces, refuse and storage areas, plant, landscaping, open space, boundary treatment, public lighting, ESB substations, and site and infrastructural works necessary to facilitate the proposed development.

Meeting Date: Wednesday 28th January 2026 Online Microsoft Teams

Attendees:

External

Vincent Cronolly Bluemont - Developer
Keith Screeney Bluemont Developer
Donal Duffy DOWNEY - Planning Consultant
Iga Galaszewska DOWNEY - Planning Consultant
Paul Singleton McCloy Consulting Engineers (Flood Risk)
Samantha De Voest Walsh Austen Landscape Architects
Michael Hussey OMP Architects
Kristopher O' Ceallaigh OMP Architects
Liam Gleeson GK Consulting Engineers (civils and structure)
Sean O Connor GK Consulting Engineers (civils and structure)
Antonis Papadakis PMCE Consultants

Attendees:
Internal
Colm Maguire Senior Executive Planner
Naoise O'Connor Assistant Planner
Nicky Cox Roads
Brian Harkin Water Services
Hanna Johnston Parks
Nadine Fogarty Part V
Eugene Quinn Part V
Anne Hyland SEP Forward Planning
Jamie Ecclestone GP Forward Planning

Colm Maguire SDCC made introductions meeting commenced 14.35

Donal Duffy leading for Applicant and made introductions.

- Noted last, 247 meeting & general mix and overall framework of development seemed acceptable took it in a positive way and took on board comments and tried to refine it.
- Zoned town centre - 415 units mix of apartments, duplex town houses and studio units, Part V built into this and 1 no. childcare facility almost to the entrance of the site.
- Heights transitioned towards the east where 2 storey houses well established. Access off 9th Lock Road. Fundamental design and scheme similar to what was seen before – has been refined / approved.

Kristopher O' Ceallaigh OMP Architects

- Principles still holding – Located east of 9th Lock Road access through Oakfield was light industrial site currently in cul de sac sits between 9th Lock Road and large bank of residential lands presents an opportunity to provide better permeability and connectivity for existing residents/future residents and the amenities to the west of the site.
- Site strategy heavily conformed by the ESB cables running east to west left 46m wide area that no structures can be built on and landscaping must be a certain height. Noted this as opportunity and create east west green link through the site connecting to the residential neighbourhoods – green area east taken in charge hope to connect from there to Oakfield and onto 9th Lock Road.
- Parking on site to be broken up into small parking courts. General public open space at the heart of the scheme further underpinned by the organising principles initially the green network made of public open space, communal open space and some landscape thresholds which softens the impact of parking. Looked at future movement opportunities that were in the South Dublin Traffic Plan published last August, now strong east west link, but future opportunity to connect into the north or the south depending on how those lands develop.
- Edges and passive surveillance all overlooked by dwellings ensuring living spaces are overlooking all areas and not neglecting any corners.
- Road hierarchy shared surfaces have been incorporated to deal with the parking all of which is on surface minimise the impact by careful planting.
- Urban grain taking lead from existing context prominent 4.5 storey buildings along 9th Lock Road and sought to maximise the orientation by using courtyard blocks with smaller duplex terraces on the east of the site where it transitions into typical housing.

- Height strategy holding from stage 1 gradual transition from 2 storey on east of site 4 storey at perimeter blocks primary courtyard blocks 5 storey at heart of scheme and the tallest 8 storey building north of primary intersection of the scheme which has the creche housed at its base.
- Since last meeting considerable amount of work gone into open space strategy and some of the architecture also.
- Sought to use shared surfaces and planting to break up impact of parking on the scheme especially on the primary access east west and the north south shared surfaces which serves the blocks and future residents. Permeability kept in mind with the parking proposals. In previous meeting suggested if we could facilitate future opportunities even if we can't create connections yet to the north south that we allow for that in how we set out the parking in the scheme.
- Landscaping designed with permeability and inclusivity at its core. Some duplex units introduced on the east of the site previously housing backing onto the southeast boundary we sought to bring duplexes there to provide an accessible space to maintain e.g. communal garden, to give landscape buffer to those houses but allowed it to be more easily maintained than leaving it in the care of individuals with housing.
- Daylight and sunlight assessment has been carried out quite compliant but resulted in few units being moved out in the block southwest to ensure everyone is achieving compliant daylight levels in the units.
- Height strategy and stepping - prominent 4 storey block with pitched roof on 9th Lock Road sought to work with the prevailing heights and amplify it with tallest point on the scheme at northwest corner the block that houses the creche.
- CGI give sense of character main constraint on the site gives good opportunity to provide some connectivity and open space. In terms of materiality propose a brick plant at ground level to ground the large blocks which rise to 2 – 2.5 storeys. In some areas to give variety we have sought to use lighter material at upper levels to reduce the visual bulk of the scheme to also enhance daylight into the courtyard blocks.
- Shared surface street featured between blocks 1 and 2 and 3 and 4 on north south axis. Intent is to provide inclusive ground for pedestrians and cars alike.

Samantha De Voest Walsh Austen Landscape Architects

- Intention was to soften everything with planting and the overall soft landscape. There is improved permeability connectivity throughout the site with enhanced pedestrian and cycle routes and additional paths woven through the communal open spaces.
- The strategic planting softens hard landscaping while also providing buffers and passive security to the paths, privacy for ground floor homes and breaking up parking areas.
- Existing trees on the eastern boundary will be retained to maintain privacy and screening for the neighbouring properties.
- There is a long-term replacement strategy using higher quality native Irish trees which will enhance the landscape value further. Open spaces variety planting/pathways to create flexible multi use areas alongside informal natural play spaces all fully usable and accessible.
- Multipurpose areas include playgrounds, open green spaces for informal play, kick about areas and family gatherings.

Liam Gleeson GK Consulting Engineers (civils and structure)

- Engineering services strategy for the site – Road network east west is a kerbed road.
- Drainage – site serviced on northwest corner with a foul sewer 225 diameter and surface water sewer 450 diameter. SW strategy uses SUDS policies to retain and control the runoff from the site using linear detention basins and overland flow into tree pits, detention basins which is then held back with flow control to green fill run off rates and outfall into the 450-diameter sewer.
- Roofs are all extensive blue / green units all have storage on them.
- Have confirmation of feasibility from Uisce Eireann for existing services onto the site and will develop that up into more detail to get statement of design acceptance from UE.

Brian Harkin SDCC

- Site is in flood zone B area (some parts) – was flow route analysis conducted pre and post development? Will talk to GK Consulting Engineers offline re same.
- Advised we do not recommend building in flood zone A or B and in terms of calculations of different surface areas – GK Eng. confirmed this is on drawings.

Liam Gleeson GK Consulting Engineers (civils and structure)

- Will make a justification for it – have full flood risk analysis of the post development scenario – determined that beneficial effect for neighbouring areas reduced flooding in these areas. In SFRA there is flooding showing in the commercial area of the site 900mm flood zone B. We are increasing this by 70mm but reducing it in the residential areas by 150mm because of the introduction and infrastructure of this development. There is a beneficial effect there to neighbouring areas for existing flooding. Offline meeting would be helpful.

Colm Maguire SDCC

- Advised we will be putting our recommendations into the Opinion Report and will include a recommendation for documents/plans we expect to see in the final application.
- Advised at stage one the necessity to facilitate the east west and north south links/permeability.
- Potential for improvements to the access road to the west of site may consider what public realm improvements can be made for this and would it be beneficial for the application to include it in the red line the street is taken in charge and SDCC can provide letter of consent if required.
- Noted east west link glad to see there is a pathway and a shared surface. Concern is the design of the link is it been given enough space. Like to see the design of the link reflecting its function.
- North south links – there is a connection to the north does not appear to be connection to the southwest of the site where there is a street to the south of the site – would like to see this in there and details on how it will be facilitated.

Anne Hyland SDCC

- Local Planning Framework quite a number of objectives in relation to permeability, green links and connectivity. This site central to the LPF in terms of its location, is particularly important in terms of consolidating and ensuring the whole block can be integrated fully into the village. Check out chapter 5 of LPF if have not already done so. Need to future proof it for future connections and consolidation. Appear to be going in the right direction. Need to view the role of this site in terms of the future of Clondalkin.

Colm Maguire SDCC

- Permeability Links - Link to southwest blocked by parking as per site layout plans needs to be revisited. Want to deliver the links where we can. Investigating the ownership of piece of land to the east.

Liam Gleeson GK Consulting Engineers (civils and structure)

- Link to southwest can be achieved by relocating some parking spaces straight away. To the east going right up to the boundary to enable working towards whatever happens outside the site.

Colm Maguire SDCC

- Investigate street to the west and if it is suitable in its current status for pedestrians entering and exiting this development and if there are improvements needed.
- Urban Design Layout do not want the development car dominated at surface level. There is the middle reservation using it for open space and a lot of parking and the side streets. Noted this is to achieve the .4 ratio for density. If we feel the streets are not pedestrian friendly, we will be looking for a reduction in the parking and may have an impact on the overall density.

Nicky Cox SDCC

- Advised focus on the parking – we would not be in favour of so much parking on the main link streets may need to be revisited. East west and north south links in favour of them – need to see robust tie ins to the existing roads. Northern road link quite wide – consider street furniture to reduce speed etc. Parking ratio as it stands is good.
- Creche – do not have number of classrooms yet if there is to be any parking justify it against the CDP.
- North south links tie in with existing permeability of the site.
- Did not see any pedestrian crossings textile paving .

Liam Gleeson GK Consulting Engineers (civils and structure)

- Shared surface home zone type surface.

Nicky Cox SDCC

- Neighbouring junctions need to see Traffic Transport Assessment congested area already justify the traffic rates will not affect it.

Liam Gleeson GK Consulting Engineers (civils and structure)

- TTA Done already will update.

Nicky Cox SDCC

- Refuse collections couple of turning heads – will need to see swept path analysis for emergency vehicles and refuse vehicles and their collection points.

Colm Maguire SDCC

- In terms of RSA will they have to assume for the north south links being provided

Nicky Cox SDCC

- Analise in current design and factor into account through traffic

Liam Gleeson GK Consulting Engineers (civils and structure)

- What percentage of spaces need to be reduced in terms of east west parking?

Colm Maguire SDCC

- Do not have a figure – it will be the overall impact and design and how the space works for other uses. What suits within the place of the scheme in Clondalkin and the LPF.

Naoise O'Connor SDCC

- Creche is the access through the main apartments or is it separate.

Kristopher O' Ceallaigh OMP Architects

- It is separate. It is proposed at the north currently.

Naoise O'Connor SDCC

- Is the creche play space included in the communal open space calculations. Is it possible to move the access to the southeast corner. Ensure there is a few dedicated car parking/bike spaces for the creche.

Donal Duffy Downey / Michael Hussey OMP Architects

- Open space not for the public but for that block of apartments. There will be secure boundaries around the creche play area. Near the north because it is near a circulation zone but can move it to the southeast corner.

Colm Maguire SDCC

- This street will be linked to the north as well keen to have the frontage onto the street is active not too defensive bit of a challenge in that block with the creche and some of the ground floor uses and how that façade interacts with that street. Give attention to configuration of the open space as you have it there is it the best configuration, one option there but there are two linear spaces west and east of each other and maybe north and south of each other square box? Be clear in the final application what is the rationale for the layout in that area.

Naoise O'Connor SDCC

- Few points within the scheme where there are large blank facades on the corners of the apartment blocks.

Hanna Johnston SDCC

- Would like to see the red line boundary expanded to create a stronger green infrastructure link going out to the 9th Lock Road. Would be in favour of the removal of the buildings on the eastern boundary they create a no man's land and with the existing houses in Riversdale could cause future problems.
- Duplex on the south are removing any of the existing green infrastructure assets our policy is to retain and enhance as much as possible.
- Understand the constraints of the overhead wires the current open space is quite small in terms of playing / kickabout area it would not be possible there. There is a potential for a contribution in lieu can have offline discussion re what can be done.
- Would like to see a green space factor and green infrastructure plan with existing features of the site and one with the proposed assets and linking with the surrounding areas.
- Want full SUDS plan with the inclusion of sections and construction drawings for each element. Particularly across the public open space in the middle. What are the percentages of the public open space and public and communal space.

Donal Duffy / Liam Gleeson

- Total combined comes to 30% approx. Public is 20% at the moment.

Hanna Johnston SDCC

- If there is going to be a future link into Riversdale some of the footpaths and tree planting would be taken.

Michael Hussey OMP

- Have included the cycle pathway bringing it up to the boundary has sufficient width to be both path and cycle segregated.

Hanna Johnston SDCC

- Is there underground attenuation on site – NO (part of original pack)
- Would like to see details of play design both formal and informal.

Colm Maguire SDCC

- Advised at stage 1 mentioned how to best treat the public open space and the green infrastructure is the removal of those duplexes. Like to see sections on this in any event there are perhaps issues of overlooking of the houses to the east.
- Central open space raised the issue of the interaction between the residential blocks and the public open space. Lot more detail in the proposals from stage one.
- The way to avoid having that interaction between public and private seems to be very blank facades.
- Look again at the proliferation of it, bike stores and bin stores, one meter footpath between them and public open space. Want to see improvements.

Michael Hussey OMP

- Mixture of ground floor activities such as bike stores and big entrance lobbies on the corners gives a justification around the solid elements that form the corners so you have light boxes and in between tried to simplify it with entrance doors and bike stores and any other kind of bulk storage which needs to be accessible from outside. Creating a variety of different entrances and entrance ways culminating on the big entrance halls in the corners and in between you have mix of entrance doors and set back residential. Varied as it stands but maybe need to bring the detail out a bit more.

Donal Duffy

- If the corridor was more glazed, it might reduce the concern.

Colm Maguire SDCC

- Our concern was would there be some activity / passive surveillance of the space Appreciate it has developed but want to ensure it is not going too far the other way with blank walls adjoining the public open space.
- The central open space is directly north of those units we will be looking carefully at the sunlight access to that space. Northwards facing out there is a lack of balconies on those facades if you were looking to provide passive surveillance balconies at a lower level to elevate those facades.

Naoise O'Connor SDCC

- Make sure the CGI's reflect what is on site e.g. the large plant room block 2A glazing on the corner make sure it accurately reflects what is on site. Visuals of that helpful and the interactions of the block and the open space quite important.

Colm Maguire SDCC

- Clondalkin Local Planning Framework new document subject to material alterations at the moment going to be adopted very soon as a variation to our Development Plan

Anne Hyland SDCC

- Today's discussions around design, layout and details. Advised to revert to the Local Planning Framework in respect of how the new development integrates with the village – not sure how it can be resolved given how far it has gone and accepting it is a town centre zoning. Design statement needs to address how the development will reflect the existing character of the historic village.
- Densities and overall mix of units are good.
- Before final proposal address issue of the village ??? in terms of the heights there are arguments to be made.
- Would be good if there was some reflection of the village in the overall scheme.
- Need to acknowledge that Clondalkin Village is designated as a decarbonisation zone. An energy assessment and any proposals / thoughts how this scheme might align with the designation. Consider future proofing it for district heating and alternative energies.

Jamie Ecclestone SDCC

- Some specific objective relating to this site in terms of green infrastructure fig 4.6 in LPF shows the gaps in the GI network this site could potentially strengthen those gaps. Permeability mentions Oakfield area east west & north south Fig 5.9 of LPF shows this on a map. Objectives in relation to density etc. CHE 11 objectives in chapter 6 are particularly relevant.

Colm Maguire SDCC

- Will be assessing against that DP and CLPF – show you are complying with the policies and objectives.

Donal Duffy Downey

- Lawlors are engaged – energy and climate statements prepared as part of the pre planning these will be updated again considering the LPF when adopted.
- Solar panels are part of the scheme and solar safeguarding is part of the glint & glare assessment submitted.
- In terms of the village can we liaise with SDCC Forward Planning / Parks

Anne Hyland SDCC

- Can discuss it need to address it in your statement of compliance as it is a strong piece in the LPF. Maybe a matter of blocks where it adjoins other areas over time we will likely see these come forward in terms of regeneration – it would be really good to see if something can be done.
- Energy piece – first big development coming forward within the decarbonisation zone great opportunity to showcase some of the examples of how something can be done without major interventions.
- Understand layout is a certain format but in as far as possible there is not a lot of greenery on the site and anything that can be retained do so. Look carefully at the LPF – urban design and conservation chapter there may be relatively easy things that can help create that connection. Going forward the permeability and green infrastructure are a huge start if you want to give some thought to it and we can discuss. Make your case in the design statement.

Donal Duffy Downey

- Net gain in terms of biodiversity

Colm Maguire SDCC

- District heating element – in Tallaght we have applied a condition for future proofing these developments for district heating.

Anne Hyland SDCC

- Noted in the CDP E5 obj 5 requires the preparation of an energy assessment form which would be part of an energy statement. Pushing it because it is a DZ zone and first big application coming through on it and would help if it were addressed in detail and real actions.

Colm Maguire SDCC

- Part V - The proposal is noted; we appreciate the ground floor universal design units If you can send us a SOA of the part V units and negotiations can commence after grant.

Donal Duffy Downey

- Queried follow up with Brian Harking before the issuing of the opinion report – YES.

Anne Hyland SDCC

- Will need a Flood Risk Assessment – it was confirmed it was submitted as part of the preplanning.

- Meeting concluded at 15.40

Appendices Part C – Internal Consultee Reports

Appendix 5 – Water Services Report

Register Reference No.:	LRDOP008/25
Development:	"Thornmeadow Developments Limited intend to apply for permission for a Large-Scale Residential Development on lands at the Securispeed Logistics site, Elmfield, Ninth Lock Road, Clondalkin, Dublin 22. The proposed development will consist of the demolition of the existing warehouses and structures on site and the construction of a mixed-use residential led development comprising a total of 415 no. residential units and 1 no. childcare facility. This will comprise the following: Block 1 (A) is an 8-storey apartment building comprising 56 units (28 no. 1 bedroom units, 28 no. 2 bedroom units/3 person units), with associated private balconies to the east and west elevations; bin store; plant and switch room; green roofs; pv panels at roof level and a childcare facility at ground level. Block 2 (A-B) is a 4-5-storey apartment building comprising 114 units (30 no. studio units, 53 no. 1 bedroom units, 31 no. 2 bedroom units/3 person units) with associated private balconies/terraces to the east, west and north elevations; bin store; plant and switch room; green roofs and pv panels at roof level. Block 3 (A-B) is a 4-5-storey apartment building comprising 110 units (67 no. 1 bedroom units, 43 no. 2 bedroom units/3 person units) with associated private balconies/terraces to the east, west and north elevations; bin store; plant and switch room; green roofs and pv panels at roof level
Location:	Elmfield Industrial Estate, Ninth Lock Road, Clondalkin, Dublin 22
Report Date:	20th February 2026

Surface Water Report: Comments:

1.1. Natural Water section Recommend Refusal of proposed development because it is located in a Flood Zone B flood risk zone. South Dublin County Council County Development Plan 2022-2028 Strategic Flood Risk Report Section 5.2.2 part 3 page 31 states the following:

'Highly Vulnerable Development shall not be permitted in Flood Zone A or B'.

and

'Existing open spaces and water compatible uses in Flood Zones A and B should be retained to maintain flood storage areas.'

1.2. Surface water attenuation calculations are not clear. It is not clear what the areas of different surface types are in m^2 such as green roofs, roofs, roads, permeable paving grass and their respective run off coefficients. It is not clear in report submitted what surface water attenuation is required in m^3 or what surface water attenuation is provided in m^3.

1.3. There is no drawing showing where surface water will be attenuated or how much surface water will be attenuated in m^3. It is unclear if underground tank attenuation is proposed. Underground surface water tank attenuation is not allowed.

1.4. Petrol interceptors are not recommended and removal of hydro carbons should be by means of SudS (Sustainable Draiange systems).

1.5. Discharge points in swales should not be at the base of swales and should be on the side slopes of Swales or detention basins.

Flood Risk	**Comment**
2.1 The proposed development is in Flood Zone B and Natural Water Section do not recommend developing residential units in Flood Zone B as per County Development Plan 2022 to 2028.	

Signed: _____ Date: _____

Brian Harkin SEE

Signed: _____ _____

Lorcan Brennan SE Date:

Appendix 6 – Housing

INTERNAL MEMORANDUM

HOUSING DIRECTORATE 29th January 2026

Eoin Burke
Director of Land Use, Planning and Transportation Dept. of
Development, Economic & Transport Planning

FAO: Naoise O'Connor **Re Reg Ref:** LRDOP008/25

Location: Lands at the Securispeed Logistics Site, Elmfield, Ninth Lock Road, Clondalkin, Dublin 22.
Applicant: Thornmeadow Developments Ltd.

Subject to Contract/Contract Denied
Proposal: The proposed development will consist of the demolition of the existing warehouses and structures on site and the construction of a mixed-use residential led development comprising a total of 415 no. residential units and 1 no. childcare facility. This will comprise the following: Block 1 A is an 8-storey apartment building comprising 56 units 28 no. 1 bedroom units, 28 no. 2 bedroom units 3 person units, with associated private balconies to the east and west elevations, bin store, plant and switch room, green roofs, pv panels at roof level and a childcare facility at ground level. Block 2 A - B is a 4-5-storey apartment building comprising 114 units - 30 no. studio units, 53 no. 1 bedroom units, 31 no. 2 bedroom units - 3 person units with associated private balconies terraces to the east, west and north elevations bin store plant and switch room green roofs and pv panels at roof level. Block 3 A - B is a 4-5-storey apartment building comprising 110 units 67 no. 1 bedroom units, 43 no. 2 bedroom units - 3 person units with associated private balconies terraces to the east, west and north elevations, bin store, plant and switch room, green roofs and pv panels at roof level. Block 4 A-B is a 4-5-storey apartment building comprising 124 units 82 no. 1 bedroom units, 42 no. 2 bedroom units- 3 person units with associated private balconies terraces to each elevation, bin store, plant and switch room, green roofs and pv panels at roof level. 11 no. 2-storey houses comprising of own-door, 3-bedroom 5 person units 2 no. semi-detached units and 9 no. terraced units within 2 separate blocks, with associated private balconies terraces to the east, north and south elevations. The proposed development will also comprise all associated car parking 161 no. spaces, cycle parking 362 no. spaces, refuse and storage areas, plant, landscaping, open space, boundary treatment, public lighting, ESB substations, and site and infrastructural works necessary to facilitate the proposed development.

I refer to the above application for LRD Opinion under Reg Ref LRDOP008/25 and I wish to advise that a Part V condition should be attached to any grant of permission for this application.

The developer has been in contact with the Housing Directorate regarding their Part V proposal to provide 20% of units on site for acquisition to fulfil their Part V
Provision. In the proposed development of 415 units this equates to 83 units broken down as 54 x 1 Bed and 29 x 2 Bed units. They have also provided for 29 units on the ground floors of blocks 03.A, 04.A and 04.B that incorporate universal design which is welcomed.

The preferred option is to acquire units on site and is bound by the planning permissions granted. Therefore, South Dublin County Council can only agree in respect of the actual permitted development subject to costing approval from the Department of Housing, Local Government and Heritage. These negotiations will commence following any grant of planning permission.

The Part V percentage liability is dependent on the date the applicant purchased the subject site. The developer has provided a proof of date of land purchase to the Housing Directorate which states "upwards of seven years", in the event of any grant we will need an exact date to confirm their liability.

Please note that the Council would require a fully completed Part V submission prior to commenting on costs. Negotiations, to include the unit number, types, and locations of Part V units, will commence following any grant of planning permission.

Yours Sincerely, Audrey
Vickers Senior Staff
Officer Housing Part V
South Dublin County Council

Appendix 7 – Roads Department

Date: 28-Jan-2026

Register Reference: LRDOP008/25

Development: The proposed development will consist of the demolition of the existing warehouses and structures on site and the construction of a mixed-use residential led development comprising a total of 415 no. residential units and 1 no. childcare facility. This will comprise the following: Block 1 A is an 8-storey apartment building comprising 56 units 28 no. 1 bedroom units, 28 no. 2 bedroom units 3 person units, with associated private balconies to the east and west elevations, bin store, plant and switch room, green roofs, pv panels at roof level and a childcare facility at ground level. Block 2 A - B is a 4-5-storey apartment building comprising 114 units - 30 no. studio units, 53 no. 1 bedroom units, 31 no. 2 bedroom units - 3 person units with associated private balconies terraces to the east, west and north elevations bin store plant and switch room green roofs and pv panels at roof level. Block 3 A - B is a 4-5-storey apartment building comprising 110 units 67 no. 1 bedroom units, 43 no. 2 bedroom units - 3 person units with associated private balconies terraces to the east, west and north elevations, bin store, plant and switch room, green roofs and pv panels at roof level. Block 4 A-B is a 4-5-storey apartment building comprising 124 units 82 no. 1 bedroom units, 42 no. 2 bedroom units- 3 person units with associated private balconies terraces to each elevation, bin store, plant and switch room, green roofs and pv panels at roof level. 11 no. 2-storey houses comprising of own-door, 3-bedroom 5 person units 2 no. semi-detached units and 9 no. terraced units within 2 separate blocks, with associated private balconies terraces to the east, north and south elevations. The proposed development will also comprise all associated car parking 161 no. spaces, cycle parking 362 no. spaces, refuse and storage areas, plant, landscaping, open space, boundary treatment, public lighting, ESB substations, and site and infrastructural works necessary to facilitate the proposed development.

Location: Lands at the Securispeed Logistics Site, Elmfield, Ninth Lock Road, Clondalkin, Dublin 22.

Applicant: Thornmeadow Developments Limited

App. Type: LRD Opinion

Planning Officer: NAOISE O'CONNOR

Date Received: 28-Jan-2026

Decision Due Date: 25-Feb-2026

Prior to commencement of any works in the public domain, and in order to comply with The Roads Act 1993 Section 13 Paragraph 10, a Road Opening Licence must be secured from South Dublin County Council, Roads Maintenance Department.

Description

The proposed development will consist of the demolition of the existing warehouses and structures on site and the construction of a mixed-use residential led development comprising a total of 415 no. residential units and 1 no. childcare facility.

This will comprise the following:

- Block 1 A is an 8-storey apartment building comprising:

    - 56 units:
        - 28 no. 1 bedroom units,
        - 28 no. 2 bedroom units 3 person units, with associated private balconies to the east and west elevations,
        - bin store, plant and switch room, green roofs, pv panels at roof level and a childcare facility at ground level.
- Block 2 A - B is a 4-5-storey apartment building comprising 114 units
    - 30 no. studio units,
    - 53 no. 1 bedroom units,
    - 31 no. 2 bedroom units - 3 person units with associated private balconies terraces to the east, west and north elevations
    - bin store plant and switch room green roofs and pv panels at roof level.
- Block 3 A - B is a 4-5-storey apartment building comprising 110 units:
    - 67 no. 1 bedroom units,
    - 43 no. 2 bedroom units - 3 person units with associated private balconies terraces to the east, west and north elevations,
    - bin store, plant and switch room, green roofs and pv panels at roof level.
- Block 4 A-B is a 4-5-storey apartment building comprising 124 units:
    - 82 no. 1 bedroom units,
    - 42 no. 2 bedroom units- 3 person units with associated private balconies terraces to each elevation,
    - bin store, plant and switch room, green roofs and pv panels at roof level.
- 11 no. 2-storey houses comprising of own-door,
    - 3-bedroom 5 person units
    - 2 no. semi-detached units and 9 no. terraced units within 2 separate blocks, with associated private balconies terraces to the east, north and south elevations.
- The proposed development will also comprise all associated car parking 161 no. spaces,
- cycle parking 362 no. spaces,
- refuse and storage areas, plant, landscaping, open space, boundary treatment, public lighting, ESB substations, and site and infrastructural works necessary to facilitate the proposed development.

Access & Roads Layout:

The current layout of the site only has an access from the west from the existing Oakfield access. It is intended that an east-west link street will continue through this road to Riversdale Park. It is also anticipated that a north south link will be included to link with existing south access from New Nangor Road local to Lidl. These links are to align with the Clondalkin Local Area Plan (LAP). This plan has not yet been finalised. The applicant shall ensure these links align with the final confirmed LAP.



Fig 1: Site Layout Plan

It is noted the existing entrances mentioned above are wide industrial roadways. The applicant should incorporate features either side of these roads such as permeable paths, SuDS features and so forth to reduce the width of roadways to discourage speeding.



Fig 2: the current Oakfield access to the west of the proposed site



Fig 3: the current access New Nangor Road access to the north of the site

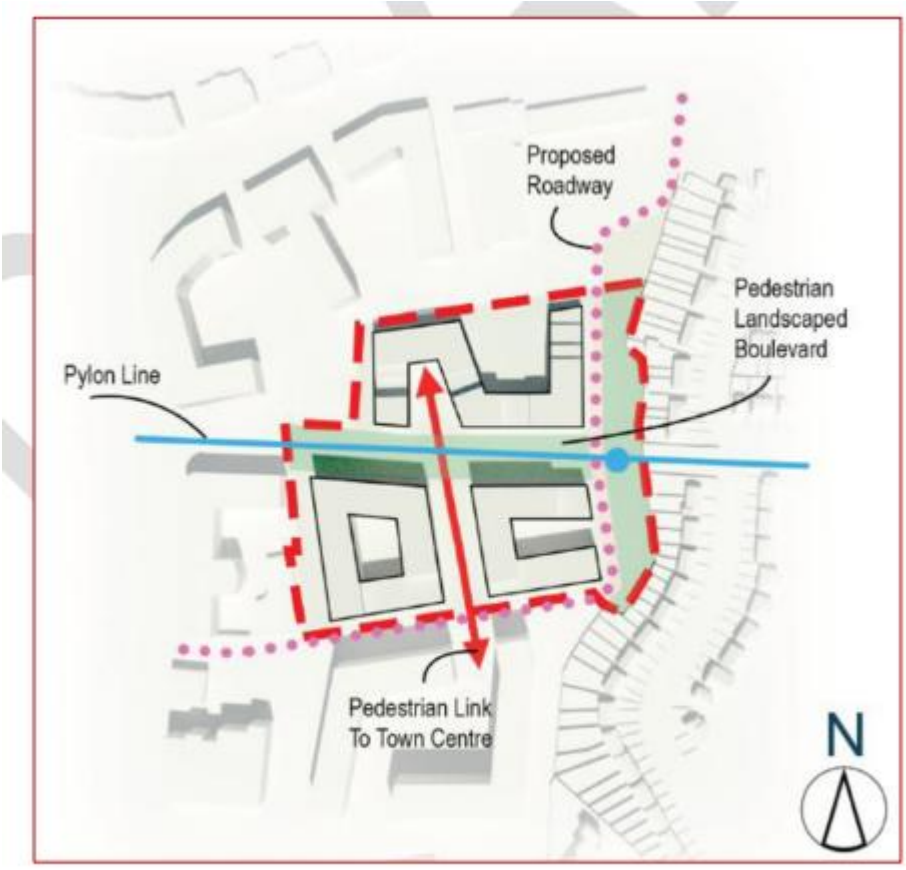


FIGURE 1-2 PROPOSED DEVELOPMENT SITE LAYOUT

Fig 4: proposed north-south link routes

Permeability:

The site is located near two cycle routes identified in the Clondalkin Local Area Plan (LAP):

- C2 cycle connection between Orchard Road & Watery Lane (may be too far south)
- C11 Future Cycle route east-west in Clondalkin LAP from the Oakfield entrance

These links shall align strictly with the approved Clondalkin LAP layout.

As noted above in Access & Roads Layout, the site shall align with the final roads layout in the Clondalkin LAP.

The link roads throughout the site are to be tied in to existing roads to match existing conditions.

The layouts do not show enough details of footpaths throughout the site. All footpaths shall be 2 metres in width to comply with DMURS standards.

Traffic and Transport Assessment:

The applicant has provided a Traffic and Transport Assessment for the site. The traffic analysis is based on surveyed traffic for similar development in similar locations. It is not clear what similar developments and areas these traffic counts are based on. Roads would like to see surveys of the current traffic in the area during peak hours as the Ninth Lock Road is currently a heavily trafficked road.

TABLE 4-3: SUMMARY OF TRAFFIC ANALYSIS AT SITE ACCESS JUNCTION

	12 Hours (07:00 – 19:00)			
	Queue (Veh)	Delay (s)	RFC	LOS
Stream	**2029 With Development**			
Site Access – L1026(S)	0.1	9.64	0.07	A
Site Access – L1026(N)	0.2	14.37	0.16	B
L1026(S) – L1026(N)/Site Access	0.2	5.35	0.10	A
Stream	**2029 Without Development**			
Site Access – L1026(S)	0.1	9.83	0.06	A
Site Access – L1026(N)	0.2	16.34	0.14	C
L1026(S) – L1026(N)/Site Access	0.2	5.35	0.10	A
Stream	**2034 With Development**			
Site Access – L1026(S)	0.1	9.84	0.07	A
Site Access – L1026(N)	0.2	14.90	0.17	B
L1026(S) – L1026(N)/Site Access	0.2	5.36	0.11	A
Stream	**2034 Without Development**			
Site Access – L1026(S)	0.1	10.02	0.06	B
Site Access – L1026(N)	0.2	16.83	0.15	C
L1026(S) – L1026(N)/Site Access	0.2	5.36	0.10	A
Stream	**2044 With Development**			
Site Access – L1026(S)	0.1	10.30	0.07	B
Site Access – L1026(N)	0.3	16.18	0.20	C
L1026(S) – L1026(N)/Site Access	0.3	5.38	0.12	A
Stream	**2044 Without Development**			
Site Access – L1026(S)	0.1	10.46	0.07	B
Site Access – L1026(N)	0.2	18.00	0.17	C
L1026(S) – L1026(N)/Site Access	0.3	5.38	0.12	A

- **LOS A:** Free-flow traffic with individual users virtually unaffected by the presence of others in the traffic stream (free-flow)
- **LOS B:** Stable traffic flow with a high degree of freedom to select speed and operating conditions but with some influence from other users (reasonably free flow)
- **LOS C:** Restricted flow that remains stable but with significant interactions with others in the traffic stream. The general level of comfort and convenience declines noticeably at this level (stable flow)
- **LOS D:** High-density flow in which speed and freedom to manoeuvre are severely restricted and comfort and convenience have declined even though flow remains stable (approaching unstable flow)
- **LOS E:** Unstable flow at, or near, capacity levels with poor levels of comfort and convenience (unstable flow)

Road Safety Audit:

In the Traffic and Transport Assessment provided, there is a section on Road Safety relating to sightlines only. The development falls under a number of categories that would deem the site required for a Road Safety Audit, such as pavement improvements, development and installation of kerbing and footpaths. The applicant shall provide a stage 1 and 2 Road Safety Audit for the development

Car Parking:
The site is adjacent to the Ninth Lock Road which is serviced by several high frequency bus services. This would deem the site zone 2 according to SDCC CDP 2022-2028 guidelines. The creche details provided are not satisfactory to calculate the relevant car parking allowance in relation to SDCC CDP 2022-2028 table 12.25 parking rates. Maximum car parking rates below are based on information provided for residential use only.

Block 1A:

28 No. 1-bed apartments	28 x 0.75	= 21
28 No. 2-bed apartments	28 x 1	= 28

Block 2A-B:

30 No. studio apartments (1-bed)	30 x 0.75	= 22.5
53 No. 1-bed apartments	53 x 0.75	= 39.75
31 No. 2-bed	31 x 1	= 31

Block 3 A-B:

67 No. 1-bed apartments	67 x 0.75	= 50.25
43 No. 2-bed apartments	43 x 1	= 43

Block 4 A-B:

82 No. 1-bed apartments	82 x 0.75	= 61.5
42 No. 2-bed apartments	42 x 1	= 42

11 No. 2 storey houses:

3-bed houses	11 x 1.5= 16.5	

TOTAL QUANTITY MAXIMUM = 355.5
The applicant has proposed 161 No. car parking spaces. This would give an overall parking ratio for the site of 0.45. This would be satisfactory.

SDCC Roads would desire a parking ratio of 0.65. This is due to public transport links not fully delivered at present and are in a transition period.
Roads would recommend a five-year review of the parking rates with a view to reducing the car parking provision and increasing cycle facilities where appropriate to align with better future transport mode share.

A large portion of the parking is located along the east-west link street of the site. This street is also to be designated as a future cycle route. SDCC Roads would not be in favour of this street having a "car dominated" appearance. SDCC Roads would suggest this parking were relocated away from this street.

Bicycle Parking:
1 per bedroom

Block 1A:

28 No. 1-bed apartments =	28 No.
28 No. 2-bed apartments =	56 No.

Block 2A-B:

30 No. studio apartments (1-bed) =	30 No.
53 No. 1-bed apartments =	53 No.
31 No. 2-bed =	62 No.

Block 3 A-B:

67 No. 1-bed apartments =	67 No.
43 No. 2-bed apartments =	43 No.

Block 4 A-B:

82 No. 1-bed apartments =	82 No.
42 No. 2-bed apartments =	84 No.

TOTAL MINIMUM BIKE SPACES: 505 No.

The applicant has proposed 362 No. bicycle spaces. This is below the minimum requirement in SDCC CDP 2022-2028 table 12.23 minimum bicycle parking rates.

Taking in Charge:
There are no areas identified for taking in charge for the development. As the site is intended to provide connectivity of roads and permeable links, the applicant should consider building these links to taking in charge standards as this will be used as a public link.

Waste Collection:
There are no details of refuse collection services for the development. The applicant should provide a plan for refuse collection services for the site.

Swept path analysis:
There are a number of areas across the site which have cul-de-sac and hammerhead turning areas and are not through roads. In these instances, it should be demonstrated that large vehicles, such as refuse trucks, fire tenders and emergency vehicles can safely access and egress these areas.

Public Lighting:
The applicant has provided a Lighting Impact Assessment Report and a Lighting Layout drawing.

The following items are suggested:

1. All link roads throughout the site are to be tied in to existing roads to match existing conditions such as road finishes, permeable paths and grass verges.
2. All roads layouts are to align with the final draft of the Clondalkin LAP.
3. All permeable and cycle routes shall align with the approved Clondalkin LAP.
4. The minimum width of footpaths shall be 2.0m wide to aid mobility impaired users.
5. The applicant to provide a robust traffic analysis for the area.
6. The applicant shall submit a Stage 1 & 2 Road Safety Audit.
7. The applicant shall relocate the perpendicular car parking from the main -east-west link street.
8. The applicant shall submit a revised layout of not less than 1:200 scale showing the location and number of parking spaces to be provided at the development. Please refer to Table 12.25 and 12.26: Maximum Parking Rates – from the SDCC County Development Plan 2022-2028.
9. The applicant shall submit a revised layout of not less than 1:200 scale showing the location and number of Bicycle parking spaces to be provided at the development. Please refer to Table 12.23: Minimum Parking/Storage Rates – from the SDCC County Development Plan 2022-2028.
10. Should the applicant wish to consider areas for taking in charge:
    a. all items and areas for taking in charge shall be undertaken to a taking in charge standard.
    b. 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.
11. The applicant shall provide details of how the refuse collection service will operate.
12. The applicant shall submit a revised layout of not less than 1:200 scale, showing a swept path analysis drawing (i.e. AutoTRAK or similar) demonstrating that fire tenders and large refuse vehicles can access/egress the site.
13. Prior to commencement a Public Lighting Design for the development must be submitted and agreed by the South Dublin County Council Lighting Department.

Appendix 8 – Public Realm Department

Comhairle Contae Átha Cliath Theas South Dublin County Council

INTERNAL MEMORANDUM

Public Realm Planning Report

Development: The proposed development will consist of the demolition of the existing warehouses and structures on site and the construction of a mixed-use residential led development comprising a total of 415 no. residential units and 1 no. childcare facility…
Location: Lands at the Securispeed Logistics Site, Elmfield, Ninth Lock Road, Clondalkin, Dublin 22.
Applicant: Iga Galaszewska & Donal Duffy

Reg. Ref: LRDOP008/25

Report Date: 10/02/2026

Planning Officer: Naoise O'Connor

Comments:

1. Eastern Boundary

Public Realm request the removal of the buildings along the eastern boundary. The construction of these buildings would result in the removal of the existing green infrastructure on site. It would also render the hedgerow unmaintainable.



2. Redline Boundary

Public Realm request the inclusion of the western entrance from the Ninth Lock Road within the red line boundary. This is to have street trees planted along the road side to help contribute to local green infrastructure.

3. SuDS

The applicant shall submit a drainage scheme which complies with the requirements of the SDCC SUDS Design Guide and with relevant policies in the CDP 2022-2028. A full SUDs plan, accompanied by sections and construction drawings are required.

4. Green Space Factor (GSF).

The applicant shall submit a GSF calculation detailing how they have achieved the appropriate minimum

5. **Public Open Space**

The current public open space does not meet the 2.4ha per 1000. A contribution in lieu shall be required.

6. **Play**

A detailed playspace plan must be submitted. The playspace shall adhere to the guidelines set out in SDCC's Play Policy. 1 LAP and 2 LEAPS are required for 415 residential units.

Hannah Johnston **Endorsed By: Laurence Colleran Assistant Parks and Landscape Officer**
Senior Executive Parks Superintendent

Green Space Factor (GSF) scoring established by their land use zoning.

Appendix 9 – Uisce Éireann

Issue Date: 10 February 2026
Development Location: Elmfield, Ninth Lock Road, Clondalkin, Dublin 22.
Development Description: A Large-Scale Residential Development consisting of the demolition of the existing warehouses and structures on site and the construction of a mixed-use residential led development comprising a total of 415 no. residential units and 1 no. childcare facility.

A Chara,

Uisce Éireann (UÉ) has reviewed the plans and particulars submitted with the pre planning application and has the following observations;

Infrastructure Connection
The applicant has engaged with Uisce Éireann via a Pre-Connection Enquiry and Uisce Éireann can confirm that a Confirmation of Feasibility CDS24007450 has been issued to the applicant advising that water and wastewater connections are feasible.

Water Connection
The development can be supplied from the existing 12'' AC trunk main on Ninth Lock Road. Connection main to be a 200mm ID main connected to the trunk main, with a meter and associated telemetry installed on the connection line.

Wastewater Connection
In order to accommodate the proposed connection, upgrade of the existing 225m sewer to 300mm ID pipe by approximately 150m is required. In order for the works to be carried out on private lands, permission from the landowners will be required. The developer will be required to fund the upgrade works.

Uisce Éireann Assets
It is noted that there are Uisce Éireann Assets within the development site. Uisce Éireann does not permit build over of its assets. Separation distances from public infrastructure, as per Uisce Éireann's Standards Codes and Practices must be achieved. The applicant must submit a diversion enquiry to Uisce Éireann Diversions Section (diversions@water.ie) prior to the lodgement of a planning application, where a potential build over of public assets is in question

and/or where the applicants proposals cannot achieve separation distances from public infrastructure as per UÉ Standards & Codes of Practice.

Queries relating to the terms and observations above should be directed to planning@water.ie

Yours sincerely,
Dermot Phelan
Connections and Developer Services

Advisory Note(s):
** Protection of drinking water source(s) from potentially adverse impacts is a priority for Uisce Éireann. It is Uisce Éireanns current policy to maintain safe and secure drinking water supplies and ensure that development will not give rise to any deterioration in water quality. Development proposals shall not impact public drinking water sources and/or abstraction point(s). It is also a requirement of the Water Framework Directive that waters used for the abstraction of drinking water are protected to avoid deterioration in quality. Development proposals shall not impact public drinking water sources and/or abstraction point(s).

Any person discharging trade effluent** to a sewer, must have a Trade Effluent License issued pursuant to section 16 of the Local Government (Water Pollution) Act, 1977 (as amended). More information and an application form for a Trade Effluent License can be found at the following link: https://www.water.ie/business/trade-effluent/about/ . Trade effluent is defined in the Local Government (Water Pollution) Act, 1977 (as amended).

Uisce Éireann does not permit surface waters into the public sewer network.

Appendix 10 – Department of Defence
Re: PLANNING REGISTRATION NO: SDCC ref: LRDOP008/25

Dear Sir/Madam,
I write with regard to the above planning application by Downey Planning, which includes the proposed development consisting of a total of 415 residential units ranging in height up to 4-8 storeys.

Location: Lands at the Securispeed Logistics Site, Elmfield, Ninth Lock Road, Clondalkin, Dublin 22.

Following consultations with our Air Corps colleagues at Casement Aerodrome,
The Department of Defence would like to make the following submission:

The Minister for Defence is responsible for the regulation of military aviation, whereas the Irish Aviation Authority (IAA) is responsible for the safety regulation of civil aviation including aerodromes. The IAA does not have remit for military aviation or installations. Safeguarding of military flight operations and installations is intended to protect both current and future aircraft operations and also to take account of the security requirements associated with some of those operations.

• Given the proximity to Casement Aerodrome, operation of cranes should be coordinated with Air Corps Air Traffic Services, no later than 30 days before use, contactable at airspaceandobstacles@defenceforces.ie or 01-4037681.
Please contact me if you have any queries in this regard.

Yours faithfully,
Sent via e-mail

_____
Damien Tyrrell.
Department of Defence
Station Road
Newbridge
Co. Kildare
W12 AD93
propertymanagementplanning@defence.ie