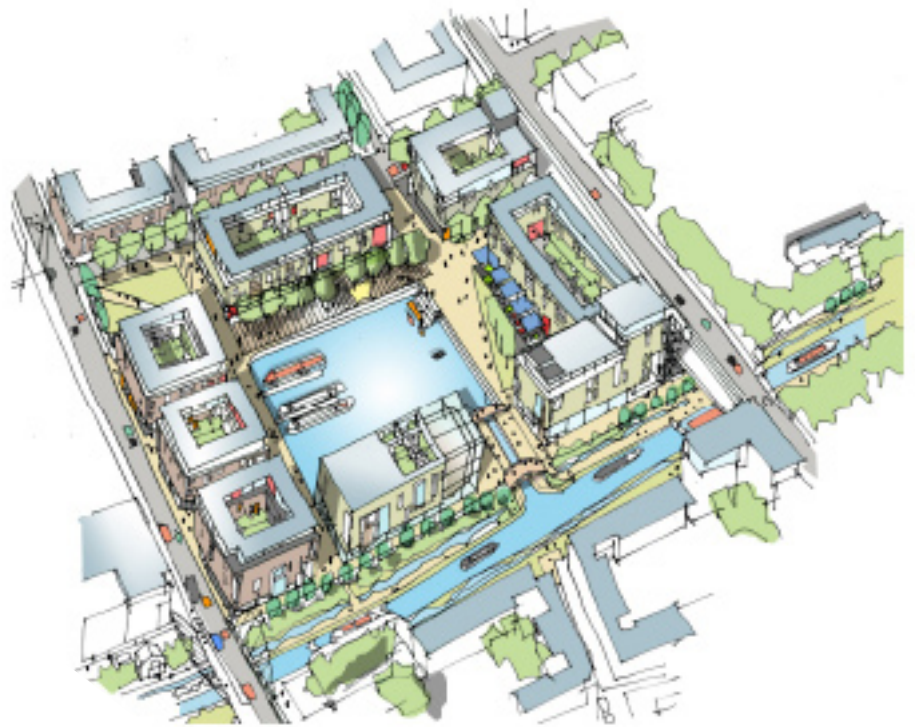




Clonburris

PROPOSED SDZ PLANNING SCHEME &
PROPOSED LOCAL AREA PLAN

Manager's Report on Submissions



Clonburris

Proposed SDZ Planning Scheme & Proposed Local Area Plan

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Appendix 1 – Summary of valid submissions on Proposed Clonburris Plan

Appendix 2 – Report on Public Consultation on Proposed Clonburris Plan

November 2007

1. Introduction

- 1.1 The Clonburris area which is the subject of this proposed Plan is located in the northern part of South Dublin County. The site occupies 265 hectares (656 acres) and is bounded by the existing communities of Clondalkin and Lucan and the emerging community at Adamstown. The site is bisected from east to west by the Kildare Rail and the Grand Canal, and north to south by two strategic roads – the Outer Ring Road and the Fonthill Road. Griffeen Valley Park, a regional open space is located to the west of the site.
- 1.2 The lands at Clonburris are zoned for residential, district centre and open space purposes in the South Dublin County Development Plan 2004 – 2010. Local Objective 26 of the South Dublin County Development Plan 2004-2010 requires a Local Area Plan to be prepared for lands at Clonburris.
- 1.3 On 31 July 2006, the Government designated approximately two-thirds (180 hectares) of the lands at Clonburris as a Strategic Development Zone (SDZ) under Part IX of the Planning and Development Act 2000. South Dublin County Council is the Development Agency for the Clonburris Planning Scheme. A draft Planning Scheme must be prepared for the Clonburris SDZ area within 2 years from SDZ designation, i.e. by 31 July 2008.
- 1.4 A strategic approach to preparing a plan framework to guide the future development of the Clonburris lands that encompassed both the SDZ and LAP areas was considered critical for a number of reasons:
- to maximise the opportunities provided by the significant public transport improvements that this area will benefit from - the upgrade of the Kildare Rail Line with two new stations located within Clonburris, the provision of Metro West, and in due course, a city centre rail interconnector line, along with major Quality Bus Corridor networks;
 - to create a sustainable, mixed use urban district that connects with neighbouring communities;
 - to set in place the necessary conditions to enable a sustainable community to develop, and provide opportunities for residents and visitors to use site resources in a sustainable way and enjoy a good quality of life;
 - to enable the impact of future potential development on all of the zoned lands in the Clonburris area to be properly assessed in a coherent and strategic way in respect of key areas such as transportation, land use and impact on surrounding communities.
- 1.5 The proposed Plan therefore addresses the sustainable development of the plan area as a whole by setting out an integrated master plan based on principles of environmental and urban design excellence. It includes specific guidance in the form of a Draft Planning Scheme for that part of the plan designated as a Strategic Development Zone (SDZ) in July 2006 under the Planning and Development Act 2000, and in the form of a Draft Local Area Plan (LAP) for the

remainder of the plan area as required by Local Objective 26 of the South Dublin County Development Plan 2004 - 2010.

- 1.6 The scale of the development proposed in the Plan requires that a Strategic Environmental Assessment be prepared in accordance with Directive 2001/42/EC and the Planning and Development (Strategic Environmental Assessment) Regulations 2004.
- 1.7 Work on preparation of a Plan for this area commenced in April 2006 with pre-plan consultation undertaken between April and July 2006. The draft Plan and accompanying SEA were prepared between August 2006 and July 2007 with assistance from consultants. The draft Plan and SEA were made available for public inspection between 20 August – 15 October 2007. A number of supporting studies and assessments were commissioned to inform the form and content of the draft Clonburris Plan – a Transport Assessment that considered both public transport and road network capacity and that informed the overall quantum and delivery of development in Clonburris; a Retail Study that looked at the quantum of retail floorspace that could be delivered on the site; and a Sustainable Energy Study that looked at how effective energy targets could be set for new buildings in Clonburris as part of a carbon reduction strategy adopted for development.

2. Report structure

2.1 The County Manager is required to prepare a report on any submissions and observations received during the public consultation period in respect of both a SDZ Planning Scheme and a LAP. In summary, the report on submissions and observations must:

- List the persons or bodies who made submissions or observations;
- Summarise the issues raised by the persons or bodies in the submissions or observations;
- Give the response of the County Manager to the issues raised, taking account of the proper planning and sustainable development of the area, the statutory obligations of any local authority in the area and any relevant policies or objectives for the time being of the Government or of any Minister of the Government.

2.2 This report addresses submissions and observations made in respect of both the SDZ and LAP parts of the Plan. The report structure is as follows:

- Section 3 of the report sets out a summary of the public consultation process undertaken in respect of the draft Plan;
- Section 4 of the report provides an overview of the number of submissions made. A summary of the key issues raised in each submission and observation made is set out in Appendix 1 of this report. Each valid submission or observation has been allocated a unique reference number.
- Section 5 of the report deals sets out the Manager's Response to the key issues raised through the consultation process using the various sections and topic areas of the draft Plan as headings for ease of cross-reference to the draft Plan. Recommended changes to the draft Plan are highlighted.

- Section 6 of the report sets out a summary of recommendations for changes to the draft Plan clearly differentiating between the SDZ and LAP elements of the Plan where appropriate.
- Appendix 1 contains a summary of the valid submissions and observations made. Sections of the Manager's Response that are particularly relevant to the issues raised in submissions are highlighted.
- Appendix 2 contains a detailed report on the public consultation undertaken in respect of the draft Clonburris Plan and SEA.

3. Consultation process

Pre-plan consultation

- 3.1 S.43 of the Planning and Development Act 2000 (as amended), require a Planning Authority to take whatever steps it considers necessary to consult the public before preparing a Local Area Plan. There is no legal obligation to carry out pre-plan consultation prior to preparing a draft SDZ Planning Scheme.
- 3.2 South Dublin County Council engaged in Pre-Plan Consultation with the public and a range of interested parties between April and July 2006. The period for making written submissions ran from 27 June – 21 July 2006. A report on the pre-plan consultation process and submissions made was presented to the Lucan Clondalkin ACM on 17 October 2006. A summary of the pre-plan consultation undertaken is set out below.

Pre-plan consultation process	Details
433 invitations sent out in relation to stakeholder workshop meetings	Sent to: <ul style="list-style-type: none"> • Community Groups • Councillors • Business Associations
Combined Business and Commercial Stakeholder workshop meeting for Liffey Valley and Clonburris	Best Western Hotel, Clondalkin on 16/06/06
Community and Residents Stakeholder workshop meetings <ul style="list-style-type: none"> • Clonburris plan • Liffey Valley plan 	Best Western Hotel, Clondalkin 16/06/06 Clarion Hotel, Liffey Valley 17/06/06
12,000 flyers circulated notifying residents & businesses about the consultation exercise & providing information on public exhibitions	Circulated during June 2006
Notices published in relation to consultation exercise & exhibitions for the proposed Plans and SEA	<ul style="list-style-type: none"> • Irish Times 27/06/06 • SDCC web site 27/06/06 • Clondalkin Echo 29/06/06 • Lucan Gazette 29/06/06
Public Exhibitions available between 27/06/06 – 17/07/06	<ul style="list-style-type: none"> • Liffey Valley Shopping Centre • Mill Centre, Clondalkin • Clondalkin Civic Offices

	<ul style="list-style-type: none"> • County Hall, Tallaght
Material on SDCC Web site	Details of public consultation, copies of exhibition material & web questionnaire
Meetings with stakeholders / interested parties between April – July 2006	<ul style="list-style-type: none"> • landowners for both sites • Dublin Transportation Office • National Roads Authority • Rail Procurement Agency • Waterways Ireland • CIE/Iarnrod Eireann

3.3 Further meetings took place with a number of local community groups and stakeholders in November / December 2006 as part of an interim consultation exercise.

Consultation on the proposed Plans

3.4 The obligations set out in S. 20 and 169 of the Planning and Development Act 2000 in relation to consulting with the public on a proposed Local Area Plan and SDZ Planning Scheme are similar and can be summarised as follows:

- to publish a notice of the proposed Local Area Plan or SDZ Planning Scheme in one or more newspapers circulating in the area advising of the place or places the proposed LAP or SDZ Planning Scheme may be inspected for a period of not less than 6 weeks and that submissions and observations made in respect of the proposed LAP or SDZ Planning Scheme during the consultation period will be taken into consideration in deciding upon the proposal;
- send notice and copies of the proposed LAP or SDZ Planning Scheme to the Minister, An Bord Pleanala and the prescribed authorities

3.5 The public consultation plan for the proposed Clonburris SDZ Planning Scheme and LAP had two key aims:

- To raise awareness of the consultation process, and
- To provide accessible information on the Plans.

3.6 The statutory 6 week consultation period on the proposed Clonburris SDZ Planning Scheme and LAP ran from 3 September to 15 October although the proposed Plan was on public display from 20 August. This reflects the re-advertisement of the statutory 6 week consultation period to take account of a printing error in the proposed Plan whereby a table detailing development parameters in the 'Kishoge Cross' Local Area Plan neighbourhood was not included on page 84 of the Planning Scheme/Local Area Plan document.

3.7 A summary of the consultation process currently underway is set out below:

	Consultation process	Details
1	Statutory press notices advertising consultation period, location & times of exhibitions & how to make	<ul style="list-style-type: none"> • Irish Times 13/08/07 • The Echo 15/08/07 • Liffey Champion 18/08/07 • Lucan Gazette 19/08/07

	<p>written submissions.</p> <p>New press notice in relation to revised consultation period for proposed Clonburris plan.</p>	<ul style="list-style-type: none"> • Irish Times 03/09/07 • The Echo 05/09/07 • Liffey Champion 08/09/07 • Lucan Gazette 09/09/07 <p>Copies of the advertisements are included in Appendix 2 of this report.</p>
2	Distribution of newsletter	Distribution of 18,000 newsletters to local homes and businesses in the vicinity of the Plan area detailing the consultation process and location and times of exhibitions. A copy of the newsletter is included in Appendix x.
3	Press packs	Sent to national & local newspapers
4	Information letters advising on consultation process & inviting submissions	Sent to elected members, statutory consultees, stakeholders, interested parties and local community groups with copies of the proposed Plans and Environmental Reports included.
5	Copies of proposed Plans & Environmental Reports made available for inspection by the public	<ul style="list-style-type: none"> • County Hall, Tallaght • Civic Offices, Clondalkin • Lucan library
6	Web sites	Copies of the consultation information, proposed plans, Environmental Reports & Clonburris information DVD were made available on the SDCC website and on a specific website set up for the Clonburris Plan - www.clonburris.ie
7	<p>Exhibitions of material relevant to the proposed Plans and information DVD in relation to Clonburris plan</p> <p>(these were advertised in the newspaper notices, newsletters and websites)</p>	<p>Exhibitions are available at the following venues between 20 August – 15 October</p> <ul style="list-style-type: none"> • County Hall, Tallaght • Civic Offices, Lucan • Lucan library <p>Exhibitions are available at the following venues between 23 August – 15 September</p> <ul style="list-style-type: none"> • Mill Shopping Centre, Clondalkin • Liffey Valley Shopping Centre <p>Council staff were available at the exhibitions in Mill Centre & Liffey Valley Centre to help the public with any enquiries on the proposed Plans at the following times:</p> <ul style="list-style-type: none"> • Mill Shopping Centre: <ul style="list-style-type: none"> – 12.00 – 20.00 Thursday 23/08/07 – 10.00 – 13.00 Saturday 25/08/07 – 12.00 - 20.00 Thursday 06/09/07 – 10.00 – 13.00 Saturday 08/09/07

		<ul style="list-style-type: none"> • Liffey Valley Shopping Centre <ul style="list-style-type: none"> - 12.00 – 20.00 Thursday 30/08/07 - 10.00 – 13.00 Saturday 01/09/07 - 12.00 - 20.00 Thursday 13/09/07 - 10.00 – 13.00 Saturday 15/09/07
8	Information packs sent to local schools	Information packs on the proposed Clonburris plan were sent to local primary and secondary schools in the area in early September
9	Presentations to community groups	In response to requests, SDCC staff met with a number of local community/stakeholder groups to discuss the proposed Plan.

4. Submissions received

4.1 In total, 907 valid written submissions or observations were received during the public consultation period. 36 submissions were received following the expiry of the consultation period and were therefore deemed invalid.

4.2 The 907 valid submissions were received from a variety of individuals and groups including local residents, landowners, statutory organisations, elected members and community interest groups, including:

- 9 from elected representatives
- 24 from community or interest groups
- 853 from local residents
- 11 from landowners/developers/commercial interests
- 8 from statutory organisations
- 2 group petitions

4.3 A list of the submissions and observations made is provided in Appendix 1 of this report. This sets out the name and address of the individual or group plus a summary of the key points raised by them. A response by the Manager to the issues raised is included.

4.4 Many of the submissions made dealt with a variety of aspects of the proposed Plan and SEA ranging from concerns about the proposed scale of development and potential impact on the road network to endorsement of the sustainable approach to development proposed. A broad breakdown of the content of valid submissions into key areas that relate to different parts of the Plan reveals that Part D - Development Framework and Part H – Delivery, Infrastructure and Phasing – attracted most comment reflecting concerns about the impact of development on neighbouring communities and how infrastructure delivery can be guaranteed. A breakdown of the proportion of comments made in respect each part of the Plan is set out below:

Part A: Introduction – 4.1%

Part B: Context – 4.3%

Part C: Vision and Masterplan – 6.0%
Part D: Development Framework – 47.7%
Part E: SDZ Neighbourhood Guidance – 10.1%
Part F: LAP Neighbourhood Guidance – 6.3%
Part G: Sustainability Toolkit and Design Standards – 1.8%
Part H: Delivery, Infrastructure and Phasing – 18.5%
Part J: Design Codes – 0.2%

5. Manager's Response to key issues raised

5.1 In order to facilitate a comprehensive approach to the assessment of the many issues raised during the public consultation process and summarised in Appendix 1, the issues are discussed in this section in the context of the various sections of the draft Plan:

Part 1 - Introduction

Part 2 - Context

Part 3 - Vision & Masterplan

Part 4 - Development Framework

Part 5 - SDZ neighbourhood guidance

Part 6 - LAP neighbourhood guidance

Part 7 - Sustainability Toolkit & Design Standards

Part 8 - Delivery, Infrastructure & Phasing

Part 9 - Design codes

Corrections & clarifications

5.2 The assessment of the main issues raised is laid out as follows:

- Response reference
- List of relevant submission numbers
- Summary of key issues raised
- The Manager's response to the key issues
- Recommended changes to address issues raised where appropriate

5.3 Issues have been grouped as far as possible under the most relevant section of the Plan. However, inevitably, some issues such as transport or traffic concerns may be relevant to more than one section of the Plan. In these cases, a Manager's Response and Recommendation is provided under the most relevant section heading, and cross-referenced if the issue is raised again in connection with another section of the Plan

5.4 Assessment and Manager's Response to key issues raised

A : Introduction

Response Reference : A.1	
Section : Why here, why now?	
Summary of key issues raised	
<ul style="list-style-type: none"> • Area should not be developed but should be retained as a green space for west Dublin • The County is overdeveloped and there is sufficient land zoned to meet housing needs • Plan for development premature prior to completion of Adamstown. • Preparation of Plan should be deferred until July 2008 in line with 2 year period for completing a SDZ Planning Scheme from date of designation to enable further assessment of implications of proposal. • Plan should be deferred until the RPA has selected a route for Lucan Luas. • No market demand for additional development of this scale at this point in time 	<p>Manager's Response</p> <p>A significant number of submissions related to the principle of permitting any development at Clonburris, and the timing of preparing a Plan for development of the lands at this stage. Particular concerns related to the fact that the Adamstown development which is located to the west of Clonburris is still in the early stage of delivery and therefore its true impact on issues such as traffic cannot be fully assessed, and that the selection of a route for the Lucan Luas line is still at an early stage.</p> <p>The lands at Clonburris are zoned for residential development (A and A1), district centre, and open space purposes in the County Development Plan 2004, and the principle of development in the area is therefore established. No restrictions have been placed on when these zoned lands should come forward for development. In fact part of the Clonburris site (between Fonthill Road and Ninth Lock Road), prior to the designation of a SDZ in the area, was zoned for residential development purposes without any requirement in the Development Plan for a Local Area Plan or other planning framework document to be in place in advance. In addition to the current zoning of the lands for development in the County Development Plan, two-thirds of the area was designated as a Strategic Development Zone (SDZ) by the Government in 2003. Section 166, Part IX of the Planning and Development Act 2000 states that SDZ status can be designated "where in the opinion of the Government, specified development is of economic or social importance to the state..."</p> <p>Adamstown is still at an early stage of development. Currently, four years following approval of the Adamstown SDZ, 1837 residential units have planning permission, 835 are completed and 415 are occupied. By 2012, it is likely that approximately 3700 units will have been completed in Adamstown, with the development likely to have been substantially completed by 2020.</p> <p>Clonburris is a large scale and long term project and will take between 15-20 years to develop out completely based on a construction rate of 800-850 new residential units per year. It is</p>

	<p>therefore unlikely to be fully completed until the mid-late 2020's.</p> <p>In preparing the draft Clonburris Plan which incorporates the SDZ Planning Scheme, the Council commissioned transport, retail and sustainability studies. These studies, along with the Strategic Environmental Assessment undertaken in respect of the Plan, have provided a robust basis for considering the form of future development of this area and have taken account of the impact of a fully built-out Adamstown development, and other large scale developments proposed or underway in the area. The phasing plan proposed as part of the Plan has taken account of the potential impact of the proposed development and clearly set out the infrastructure that must be in place at each stage of the development in order to minimise its impact.</p> <p>The Railway Procurement Agency announced a public consultation exercise on the selection of a route for Lucan Luas in September 2007. Neither of the two corridor options under consideration run through the Clonburris site.</p> <p>While, IX of the Planning and Development Act 2000, permits up to two years from the date of SDZ designation (i.e. by July 2008), for the preparation of a draft Planning Scheme, it is considered that the appropriate studies and assessment necessary to inform the future development of these lands have been carried out already, and there is no substantial reason for deferring the preparation and determination of a plan for the Clonburris area at this stage. The key benefit of preparing a plan for this area at this time is that it ensures that there is a statutory planning framework in place that will enable a high degree of control to be exercised over the type and quantum of development that takes place when landowners decide to bring forward the lands for development.</p>
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Response Reference : A.2

Section : Plan area and statutory context

Summary of key issues raised

- Support for the SDZ/LAP approach and the potential for delivery of sustainable development based on high quality public transport, provision of local facilities, creation of walkable neighbourhoods and the implementation of Eco-measures.
- The development of the lands under the SDZ/LAP plan will enhance existing business prospects in the area.
- Whole of area should have been designated as a SDZ

Manager's Response

Submissions relate to the endorsement of SDZ designation as a robust approach to large scale developments, the potential expansion of the SDZ boundaries to encompass a larger area including part of the surrounding hinterland, and potential difficulties in developing the SDZ and LAP areas simultaneously.

The designation of Strategic Development Zones is the responsibility of the Government where in its opinion, "...specified development is of economic or social importance to the state...". SDZs have been designated in cases where a substantive amount of new development is likely to come forward. They have not been used as tools to guide the development of substantially built-up areas where new development is largely limited to infill.

<p>to avoid confusion & allow greater control to be exerted over development as the separate LAP will result in LAP lands operating to a differential statutory timeline, which may affect delivery of both commercial and residential development.</p> <ul style="list-style-type: none"> • South West Lucan (Deansrath & Bawnogue) should be included within the SDZ designation. • Clonburris and Liffey Valley should not be taken in isolation and should be considered as part of an overall Clondalkin/Lucan Planning Scheme. 	<p>In the case of Clonburris, the Government designated a SDZ on approximately 180 hectares of land on 31 July 2006. The SDZ designation was viewed as complementary to the LAP plan framework that would be developed for the remaining 85 hectares of land within the same timeframe.</p> <p>A strategic approach to preparing a plan framework to guide the future development of this area encompassing both the SDZ and LAP areas was considered critical. The proposed Plan therefore addresses the sustainable development of the plan area as a whole by setting out an integrated master plan for the area as a whole that encompasses both an SDZ Planning Scheme and LAP for the two respective parts of the site.</p> <p>In preparing a plan framework for Clonburris, cognisance has been taken of its location within an existing built-up hinterland with existing communities and its relationship with and potential impact on Condalkin, Lucan, Adamstown and Liffey Valley and a key aim of the Plan has been to create a sustainable new district that connects with neighbouring communities given the close geographical relationship Clonburris will have with them.</p> <p>It is agreed that there are significant differences in how the SDZ Planning Scheme and LAP will operate in terms of development coming forward. However, it is considered that the spatial planning framework, and infrastructure phasing and delivery scheme aspects of the Plan are sufficiently robust to ensure that development in both the SDZ and LAP areas will occur in an integrated and timely way.</p>
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Response Reference : A.3

<p>Section : Methodology and Approach</p> <p>Summary of key issues raised</p> <ul style="list-style-type: none"> • Essential background research, structures, information and resources, as well as physical infrastructure to underpin the Plan are not in place. • Lack of detail in the scheme that makes it impossible to comment on the design and layout of the dwellings. • An Environmental Impact Assessment should be carried out. • The retail capacity study carried out is inadequate as it 		<p>Manager's Response</p> <p>The proposals for development set out in the draft Clonburris Plan have been informed by a number of studies to ensure it is robust, in particular in the areas of traffic assessment and public transport capacity, retail capacity and energy sustainability. In addition, a Strategic Environmental Assessment was undertaken in respect of the Plan and an extensive amount of research and evaluation of local conditions across a variety of areas was examined as part of this.</p> <p>While the majority of infrastructural elements identified as being required to support the new community at Clonburris and reduce its impact on the environment are not currently in place, a detailed Infrastructure Phasing and Delivery Scheme has been included as part of the plan. This will ensure that development will not proceed without the necessary infrastructure to support it</p>
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<p>relies too heavily on previous retail strategy which did not properly evaluate potential of Clonburris as town centre.</p> <ul style="list-style-type: none"> • A full multi-modal transport study for Lucan, Clondalkin, Tallaght & Clonburris is needed to properly take into account existing traffic congestion and impact of proposed development. 	<p>being in place.</p> <p>The level of information contained within the draft Clonburris Plan is guided by and complies with Sections 18 and 165 of the Planning and Development Act 2000 which relate to LAPS and SDZ Planning Schemes respectively. The Plan provides a robust framework to guide development on the ground, and subsequent planning applications which will set out detailed development proposals before development takes place will need to take full account of the relevant guidance set out in the Plan.</p> <p>Legislation requires that a Strategic Environmental Assessment be prepared for this Plan and one has been undertaken & is available for inspection. A full statutory EIS is not required for a plan of this nature. However, the completion of a Planning Scheme or LAP does not preclude or negate the necessity for an EIS to be prepared for individual development projects if they are above the prescribed threshold requirements listed in relevant EIS legislation. It is proposed to amend the draft Plan to provide clarity on this.</p> <p>The retail assessment undertaken in respect of the Clonburris Plan draws on a number of strategic policy and plan documents as well as empirical research. It is considered that it provides a robust assessment of the capacity and impact issues relating to retail issues in the area.</p> <p>A multi-modal transport study was undertaken in respect of the draft Clonburris Plan. The study looked at the potential impact of development on the road network of the County and further afield, and the capacity available on public transport to support development in this location bearing in mind other developments such as Adamstown that will have access to aspects such as rail improvements. The approach taken to the Clonburris transport assessment was discussed with the Dublin Transport Office and consultation took place with other transport operators such as the NRA, Irish Rail, Railway Procurement Agency and Dublin Bus. No objections or criticisms have been raised by any of these bodies to the transport assessment undertaken and it is considered to provide a very robust basis for planning the future of this area, understanding the impact the proposal will have on the transport network, and informing the measures proposed in the draft Plan to manage travel and transport arising from the Plan proposals.</p>
<p>A.3</p> <p>SDZ & LAP</p>	<p>Recommendations</p> <p>No. 1</p> <p>Add the following text to Section A.2 on page 5 :</p> <p>“ A Strategic Environmental Appraisal has been prepared for this Plan in accordance with Directive 2001/42/EC and the Planning and Development (Strategic Environmental Assessment) Regulations 2004. The completion of this Plan does not preclude or negate the necessity for Environmental Impact Assessments to be prepared for development projects within the Plan</p>

	area if they are prescribed above the threshold requirements listed in the Schedules to the "Environmental Impact Assessment Regulations implementing the EC Directives 85/337/EEC and 97/337/EU."
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B : Context

Response Reference : B.3	
Section : Regional context	
Summary of key issues raised	
<ul style="list-style-type: none"> • Potential for detrimental impact on viability of Clondalkin Village from new development. • RAPID designation should be applied to Bawnogue/Deansrath area to compensate for lack of facilities in existing area. • Postal code boundaries should be established 	<p>Manager's Response</p> <p>The potential impact of commercial development at Clonburris on existing centres, particularly Clondalkin Village was examined in a retail study commissioned by SDCC. The study found that the amount of retail development proposed at Clonburris could be accommodated without having a detrimental impact on the vitality and viability of Clondalkin Village.</p> <p>The designation of RAPID status for an area is made by the Dept. of Community, Rural & Gaeltacht Affairs. SDCC would support in principle any bid made to the Dept. for RAPID status. SDCC is committed to assisting in the long term improvement of the Bawnogue/Deansrath area, for example, the current proposal for an all-weather pitch & other improvements in the vicinity of St Cuthbert's Park.</p> <p>An Post has indicated that post codes for the development will not be assigned until the first units are close to occupation.</p>

Response Reference : B.5	
Section : Transport Context	
Summary of key issues raised	
<ul style="list-style-type: none"> • Support for the provision of public transport infrastructure in the area. • What guarantees are here that the Transport 21 projects will happen? • Operational capacity of new Transport 21 projects for 	<p>Manager's Response</p> <p>The Transport 21 projects identified in the draft Plan are either under construction (Kildare Route Project) or well advanced in planning stages (Metro West) or committed to (Interconnector). The phasing element of the Plan has been specifically structured so that the quantum of development that takes place will not proceed beyond the delivery of the T21 project needed to support it.</p> <p>A public transport capacity assessment was undertaken for the three development scenarios</p>

<p>development should be indicated. Need to ensure that Adamstown capacity is not undermined.</p> <ul style="list-style-type: none"> • Another rail station should be provided midway between Fonthill & Kishoge & Clondalkin rail station reopened. • Proper links should be made to Liffey Valley Centre. • Provision should be made for Luas to run along the canal 	<p>proposed in Clonburris as part of the transport study. The assessment concluded that the public transport trips likely to arise in Clonburris in the future could be accommodated by the major public transport projects underway or proposed plus additional bus services during the morning and evening peak hours. The public transport capacity assessment took account of the patronage from Adamstown. It is proposed to amend Part H of the draft Plan to include reference to the public transport capacity required to support each of the three development scenarios proposed.</p> <p>The number & location of rail stations to be provided along the Kildare rail line and the closure of the existing Clondalkin Station was proposed by Irish Rail & examined at an oral hearing in 2006. The Rail Order for the upgrade of the Kildare rail line was made in December 2006. It is not intended to close the existing Clondalkin Station until the new station at Fonthill Road has opened and a new pedestrian access will be provided from Clondalkin to the new Fonthill Station. Over 90% of the Clonburris site will be within a 5-10 minute walk distance from either Fonthill Road or Kishoge Station which are located less than 2.0km apart, and there is no demonstrable need for an additional station between them.</p> <p>Clonburris will be well connected to the Liffey Valley Centre in a number of ways – by Metro, bus (via a QBC) & pedestrian/cyclist links. It is not considered that any further linkages are required.</p> <p>There are currently no plans to run a Luas link along the canal & this route is not one of the options being considered by the RPA for the Luas. A recent report commissioned by South Dublin County Council into the feasibility of such a route along the canal highlights the constraints that such a proposal would entail.</p>
<p>B.5</p> <p>SDZ & LAP</p>	<p>Recommendations</p> <p>No. 2</p> <p>Insert the following additional bullet point to section H.6.2 on page 110:</p> <p>“Written confirmation that the public transport capacity requirements for the related modes of transport underpinning the new scenario for development in Clonburris, i.e. rail, bus, and Metro, identified in JMP ‘Technical Note 4 – Public Transport Capacity Assessment’ dated August 2007 will be available for development in Clonburris.”</p>

Response Reference : B.6

Section : Site Appraisal and Opportunities

Summary of key issues raised

- Plan does not address the inadequacy of infrastructure in the surrounding area.

Manager's Response

As part of the preparation of the Clonburris Plan, an assessment was made of the infrastructure that would be needed to meet the needs of the new community. These are identified in the Plan (Part D: Development Frameworks) and Part H of the Plan addresses the phasing and delivery

<ul style="list-style-type: none"> • Insufficient consideration as been given to the heritage, bio-diversity, culture and community • A Health Impact Study should be carried out. • The likely impact on flora & fauna should be assessed. • Cappagh Stream should be protected in entirety & not culverted. • Archaeological features should be retained & protected. • The use of the name 'Clonburris' has given rise to confusion as an existing area is called Clonburris. • The Council should appoint a Heritage Officer to oversee the protection of heritage features 	<p>of he identified infrastructure. A key aim of the proposed Plan is to ensure that good linkages are created between the Clonburris development and existing neighbouring communities to ensure that the latter would be able to access development and facilities within the Clonburris area.</p> <p>The potential impact of development proposed in the Plan in respect of the natural and built heritage was assessed as part of the SEA undertaken. The SEA includes recommendations to ensure these aspects are properly evaluated and managed when development takes place. The Plan requires that detailed ecological surveys, assessment and management plans are undertaken and prepared prior to development.</p> <p>The SEA undertaken in respect of the draft Clonburris Plan looked at the potential impacts of development on the local environment including the human environment. It is considered that this is the appropriate level of assessment required for a Plan of this nature and that a Health Impact Study is not required.</p> <p>In view of its habitat importance, the Plan proposes the retention & protection of the Cappagh Overflow Stream in entirety with the exception of a short section (max distance of 30m) to be culverted to facilitate the creation of a water link between the Grand Canal & the proposed marina basin. The proposed marina basin is an important element of the strategy for bringing more life to & use of the canal & it is considered that the proposed culvert can be created without a significant detrimental impact on the overflow stream. It is proposed to highlight the need to liaise with relevant wildlife bodies in respect of the design of the culvert of the Overflow Stream.</p> <p>The Plan proposes that a co-ordinated database of baseline survey information is established. The information to be collected includes fauna and flora, and architectural and archaeological heritage. It is proposed to amend the text to make it clear that such a database must be established prior to commencement of development on the site.</p> <p>The name proposed for the new development – Clonburris – is taken from the townland of Clonburris Little located within the boundaries of the site. The use of local place names is encouraged, and it is considered that the use of the Clonburris name for this overall development is appropriate.</p> <p>It is not envisaged that a Council Heritage Officer is required specifically to oversee the implementation of the Clonburris Plan; however, the advice of the Heritage Officer would be sought where appropriate when appointed.</p>
<p>B.6</p> <p>SDZ</p>	<p>Recommendations</p> <p>No. 3 Insert the following additional text to bullet point 3 for Design Code I.04 – Canal Basin: “When designing the culvert, liaison and consultation should be undertaken with relevant</p>

LAP & SDZ	<p>national and local wildlife authorities.”</p> <p>No. 4 Amend the first sentence of the last paragraph in section G.4.1.1 on page 89 as follows: “Surveys of existing site characteristics identified above will need to be commissioned and undertaken for the site as a whole prior to the formulation and submission of planning applications for any development proposals at Clonburris to populate the database.”</p>
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C : Vision and Masterplan

Response Reference : C.1

Section : The vision	
Summary of key issues raised	
<ul style="list-style-type: none"> Support for the aim to develop the SDZ/LAP lands as a Eco-district. Implementation of the Eco-designation must be given resources and focus by South Dublin County Council. Support for the plan aim to establish a pattern of public transport based living, based around the integration of land use with public transport nodes. The development should be designed to discourage car usage. 	<p>Manager's Response</p> <p>The Clonburris Plan sets out a vision for a highly sustainable new urban district. Support for this planned and sustainable approach to the development of a large site with the potential for excellent public transport links is welcomed.</p> <p>Car usage will be discouraged through the promotion of and ease of access to alternative means of transport, the provision of accessible facilities within easy walking distance of homes, and the restriction of car parking in high density areas adjacent to public transport nodes.</p>

Response Reference : C.3

Section : The Clonburris Eco-District Master Plan	
Summary of key issues raised	
<ul style="list-style-type: none"> Inadequate amount of green space proposed in development. It is more appropriate for a town centre to be designated at Clonburris rather than Liffey Valley. 	<p>Manager's Response</p> <p>Quantum of green space</p> <p>A substantial proportion of the Clonburris development area will be retained and laid out as green space to provide both active and passive recreational opportunities. The open space will be provided as a mix of major parks where the main recreational facilities will be provided, local neighbourhood parks where local playgrounds will be sited, local open spaces, structural landscaped spaces and green links which will be available for a mixture of ecological and</p>

<ul style="list-style-type: none"> • Town centre should be located at western end of the site. • Flexibility required to accommodate Metro Project & 18m wide wayleave for Metro West should be factored in. • A development restriction distance of 90m should be maintained between base of 220kv pylons & occupied structures until they are undergrounded. 	<p>sustainable urban drainage purposes as well as passive recreation. A new canal basin is also proposed which will act as a focus for water based recreational activities.</p> <p>The designated major and neighbourhood parks alone will provide a minimum of 41.3 hectares and account for at least 15.5% of the gross development area of Clonburris. This more than meets the County Development Plan minimum open space requirement for 14% of the gross area of sites zoned for A1 uses and 10% of the total site area in other cases.</p> <p>In addition to setting out a strategy for the provision of open space, the Clonburris Plan also addresses the phased provision of the key elements of the open space and provides a list of the recreational facilities that will be required to be provided on a phased basis. The importance of providing local play facilities for children is identified and the development will be required to comply with the Council's Guidance on the Provision of Play Facilities in New Developments.</p> <p><u>Location of town centre</u></p> <p>The main district centre in Clonburris is located around the Fonthill Road station primarily because this is the best connected area of Clonburris in public transport terms. The Clonburris Plan proposes that a significant local centre will be developed around the Kishoge Station at the western end of the site. It will accommodate over 10,000m² of retail floorspace and 30,000m² employment/commercial floorspace, as well as residential development.</p> <p><u>Wayleaves/restriction zones</u></p> <p>The concern expressed in relation to locating buildings in proximity to overhead power lines in the context of perceived risks from Electro Magnetic Fields (EMF) is understood. There has been significant research into the effects of EMF and proximity to power lines. In 1998, the International Commission on non-ionising radiation protection (ICNIRP) published guidelines on exposure to electric, magnetic and electromagnetic fields. For the general public these are 5kV/m for electric fields and 100 microtesla (uT) for magnetic fields respectively.</p> <p>It is generally accepted that a minimum 30m distance from 220kv powerlines for permanently occupied development is appropriate and a restriction zone has been identified in the Clonburris Plan along the 220kv line. SDCC will explore the medium-long term ambition to underground this 22kv line with the ESB. It is proposed to amend the text to clarify that a minimum 30m distance should be maintained between the powerlines and the closest occupied development unless they are diverted or undergrounded.</p> <p><u>Facilitating Metro West</u></p> <p>Delivery of Metro West is a key element of the transport strategy for Clonburris. A zone for Metro West along the western side of Fonthill Road has been identified in the proposed Plan. The detailed design of the Metro West project has evolved since the draft Plan was prepared and is likely to continue evolving over the course of the coming months. The current design indicates</p>
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	<p>that the Metro West route, while mainly located parallel and next to the Fonthill Road in the vicinity of Clonburris, will sweep to the west of the Fonthill Rail Station before rejoining the Fonthill Road. This will provide a more generous public realm area in the vicinity of both the station and Metro stop and it is recommended that the layout of the development around the station (predominantly in the Clonburris Cross neighbourhood) be amended to accommodate the change. The proposed amendment will result in the following major changes to the layout of this area:</p> <ul style="list-style-type: none"> - Station Road which provides an important east-west pedestrian, cycle and vehicle link (incorporating a QBC) across the development, will now cross the Fonthill Road at grade instead of via an underbridge; - A large proportion of the Clonburris Cross neighbourhood area will be raised to the same level as Fonthill Road to accommodate the at-grade crossing. - The Clonburris Triangle will continue to form a main public square focus in this neighbourhood. <p>It is expected that a certain element of flexibility will be required with the proposed Plan to address any further changes to the Metro West wayleave requirements and it is recommended that the text is amended to highlight this. A number of amendments will be required to the Design Codes and neighbourhood guidance for Cappagh to reflect the proposed changes to the neighbourhood structure in Clonburris Cross.</p>
	<p>C.3</p> <p>SDZ & LAP</p> <p>SDZ</p> <p>SDZ</p> <p>Recommendations</p> <p>No. 5 Add the following text to both section D.8.8 on page 67 and Site Sensitivity 1 on page 84: "Permanently occupied buildings shall not be constructed within 30m of the 220kv powerline that traverses the northern part of Clonburris."</p> <p>No. 6 Amend the neighbourhood structure plan for Clonburris Cross on page 75 to show:</p> <ul style="list-style-type: none"> • A revised alignment and reservation for the Metro West route to the west of the Fonthill Road Rail Station. The reservation should be a minimum of 12m wide with the construction reservation zone indicated as 18m wide; • A rail overbridge over the Kildare line between the Fonthill Road Station and the Main Street with potential development over; • A variation to the minor street connections in the vicinity of these to accommodate the revised Metro alignment and block structure arising. • Amend the Urban Movement Grid, Public Transport Grid and Pedestrian and Cycle Network Plans to show that Station Road will cross the Fonthill Road at grade. <p>No. 7</p>

	<p>Amend the text relating to the Clonburris Cross neighbourhood on page 74 as follows:</p> <ul style="list-style-type: none"> (i) Delete reference to Fonthill Road underbridge in Proposed Infrastructure and on structure plan (ii) <u>Delete bullet point 4 in Continuity and Enclosure</u> (iii) Delete "...and negotiate a number of key changes in level" from bullet point 2 in Quality of the public domain. (iv) Delete the artist's impression of Clonburris Triangle on this page and where included elsewhere in the draft Plan. <p>No. 8</p> <p>Amend the text relating to Cappagh neighbourhood on page 70 as follows:</p> <ul style="list-style-type: none"> (i) Delete reference to Fonthill Road underbridge in Proposed Infrastructure and on structure plan. (ii) Amend the Urban Movement Grid, Public Transport Grid and Pedestrian and Cycle Network Plans to show that Station Road will cross the Fonthill Road at grade. (iii) Add the following bullet point to Ease of Movement section – "Eastern section of Station Road to cross the Fonthill Road at grade and ramp gently down into Cappagh neighbourhood" <p>No 9</p> <p>Amend the neighbourhood structure plan for Clonburris Lock neighbourhood on page 73 to show:</p> <ul style="list-style-type: none"> • A revised alignment and reservation for the Metro West route to the west of the Fonthill Road Rail Station. The reservation should be a minimum of 12m wide with the construction reservation zone indicated as 18m wide; • A rail overbridge over the Kildare line between the Fonthill Road Station and the Main Street with potential development over; • A variation to the minor street connections in the vicinity of these to accommodate the revised Metro alignment and block structure arising. • Amend the Urban Movement Grid, Public Transport Grid and Pedestrian and Cycle Network Plans to show that Station Road will cross the Fonthill Road at grade. <p>No 10</p> <p>Amend the text relating to Clonburris Lock neighbourhood on page 72 as follows:</p> <ul style="list-style-type: none"> (i) Add additional bullet point to Ease of Movement – "A rail overbridge between Fonthill Road Station and Main Street will provide the potential for direct linkages from Clonburris Lock to the rail station and Metro Stop." <p>No 11</p> <p>Amend first two sentences of fixed strategic infrastructure item 3 on page 114 as follows: "Station Road East (M.03.e) with QBCs from Neilstown Road to the western extent of the SDZ</p>
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	<p>boundary where it will link with the western half of Station Road. This to include an at grade junction with Fonthill Road, provision for a junction with the Metro West route and junction with Ninth Lock Road (NLR.01).”</p> <p>No 12 Design Code M.03.e for Station Road East: (i) Amend drawing S.2 to show raising of land level under Station Road in vicinity to facilitate at grade crossing with Fonthill Road (ii) Delete Main Street bridge from view of Station Road East (iii) Delete third sentence from Movement Function and replace with “The Outer Ring Road underbridge and an at-grade crossing with Fonthill Road allows Station Road to provide a direct east west link through the site and to areas beyond.”</p>
<p>SDZ</p>	<p>No 13 Design Code M.05 for Fonthill Road: (i) Delete tramway reservation from drawings S. 1 and S.2 (ii) Amend first sentence of Movement Function to read “it is planned that Metro West will run parallel to Fonthill Road except in the vicinity of the Rail Station where is will run to the west of the station.” (iii) Add additional sentences to the Movement Function to read “Station Road will cross Fonthill Road at grade. The new junction should be designed to provide priority for east west bus movements and restrict general turning movements in and out of Clonburris.”</p>
<p>SDZ</p>	<p>No 14 Design Code S.01 for Clonburris Triangle: (i) Amend drawings to delete significant level difference across Clonburris Triangle (ii) Delete street link between Main Street and Station Road (iii) Amend text in Landscape Function to read “The Triangle is strategically located adjacent to Clonburris Main Street and the rail station/Metro interchange in the heart of the main shopping area. The space offers many opportunities for seating, planting, lighting and other landscape elements.”</p>
<p>SDZ</p>	<p>No. 15 Design Code 1.03.a for Fonthill Road Underbridge: (i) Delete this design code</p> <p>No. 16 Design Code for Railway Overbridges 1 – 3: (i) Delete reference to Station Road/Fonthill Road underbridge from drawings.</p>

<p>SDZ</p>	<p>No 17 Add two new Design Codes for: Fonthill Rail Bridge Fonthill Road/Station Road junction</p> <p>No 18 Amend the Movement Framework to reflect the replacement of the Station Road/Fonthill Road Underbridge with an at grade crossing as follows: (i) Add the Station Road/Fonthill Road junction to the list of junction proposals for Fonthill Road in Table 14 on page 31. (ii) Delete references to the Fonthill Road Underbridge from the 'Over- and under-bridge' section on page 32. (iii) Delete the Fonthill Underbridge reference from Table 15 on page 32.</p>
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<p>Response Reference : C.4</p>	
<p>Section : Proposals for development</p>	
<p>Summary of key issues raised</p> <p><u>Overall quantum of development proposed</u></p> <ul style="list-style-type: none"> Quantum of development proposed amounts to over-development of the site – should be reduced to between 8,000 – 12,000 residential units. <p><u>Residential development</u></p> <ul style="list-style-type: none"> Should be 20% difference between min & max residential floor area & unit numbers to encourage diversity of unit type Average size of residential unit is specified as 100m2 which is inconsistent with DoEHLG guidelines <p><u>Retail development</u></p> <ul style="list-style-type: none"> Insufficient retail floorspace provided does not respond to the exceptional public transport opportunity accessibility at Fonthill Station. Retail floorspace should not be set as a cap but as a guidance figure Should increase retail floorspace to 65,000m2 to ensure viability of centre in light of Liffey Valley Centre growth. 	<p>Manager's Response</p> <p><u>Overall quantum of development proposed</u></p> <p>A significant amount of the submissions made in respect of the draft Plan state that the quantum of development proposed, particularly in relation to the ultimate number of residential units, is excessive and should be significantly reduced. Reasons given include the adverse impact this quantum of development will have on already congested roads, the lack of capacity on public transport systems to accommodate the number of people expected to use it; the resulting increase in height and density of development required to accommodate the proposed development which is felt to be out of character with the surrounding area.</p> <p>The quantum and type of development proposed at Clonburris has been influenced by a number of factors including:</p> <ul style="list-style-type: none"> The major public transport projects under construction or planned for this area which will significantly increase the public transport accessibility of the area. It makes sense to locate a substantive proportion of the new residential development needed in the County close to excellent public transport connections; Government policy promoting sustainable forms of development and higher density of development around public transport nodes. This has translated to a vision in Clonburris of a sustainable community in this area by providing a density and mix of development to provide the potential for residents to live, work, shop and access community facilities within the area, thus reducing the need to travel by private car. A detailed multi-modal transport assessment including a public transport capacity

<ul style="list-style-type: none"> • Retail allocation should not include retail services <p><u>Commercial floorspace</u></p> <ul style="list-style-type: none"> • More commercial floorspace required to provide flexibility to accommodate the knowledge economy 	<p>assessment, traffic modelling in relation to the road network that demonstrates that the proposed quantum and mix of development can be accommodated.</p> <p>Clonburris is a large scale project and will take in the region of 15-20 years to complete. It is fully accepted that if the 16,000 residential units and other development proposed in the draft Plan were to be provided with no supporting public transport or other infrastructure, then the impact on the surrounding area and infrastructure would be completely unacceptable. However, the overall quantum of development proposed for Clonburris has been broken down into three development scenarios, each tied to the delivery of the major public transport and other facilities required to support new development, and the Plan clearly states that development cannot proceed beyond a phase until the specified for that phase as been delivered.</p> <p>The three development scenarios have been informed by a detailed public transport capacity and road network assessment so that the quantum of development permitted at each stage is clearly related to the capacity available on public transport and the surrounding road network. The phasing plan clearly ties the amount of development that is permitted to the public transport project needed to support it. It is considered that the amount of development permitted under each of the three scenarios is appropriate. However, a number of amendments are recommended to the draft Plan to address the concerns raised – these include a reduction in the number of residential units permitted under Scenarios A and B; and a requirement that public transport capacity (see Recommendation No. 2) and evaluation of modal share are addressed before permission is given to move from one development scenario to the next.</p> <p><u>Residential development</u></p> <p>The Plan proposes a 10% variation between residential floorspace and unit numbers to facilitate variety in unit types and size. It is agreed that a 20% variation would provide the potential for a greater variation across the site, and an amendment to this effect is proposed.</p> <p>An average residential unit size of 100m² has been used for the purposes of calculating floorspace and plot ratio guidance for Clonburris. Actual unit size within Clonburris will be governed by the standards referred to in Part G of the draft Plan.</p> <p><u>Retail development</u></p> <p>The quantum of retail floorspace proposed for the district centre around Fonthill Station is considered appropriate at this point in time. However, with a development of this scale and timeline, it is acknowledged that circumstances may change that may facilitate additional retail floorspace to be provided in the future. This issue can be reviewed as part of the planned reviews of the Plan and any proposed change to the quantum of retail floorspace in the district centre dealt with would be required as a formal amendment to the Plan with appropriate public consultation.</p>
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	<p>With respect to the quantum of retail floorspace permitted at Kishoge local centre, over 10,000m² is permissible under the draft Plan. In view of the aspiration that this be a small but vital centre serving the western part of Clonburris and including among other uses, a small foodstore, it is proposed to increase the retail floorspace in Kishoge local centre by a further 5,000m².</p> <p>In light of the retail study undertaken for Clonburris, it is agreed that the retail floorspace allocation should not include retail services and an amendment to this effect is proposed.</p> <p>Employment/commercial floorspace</p> <p>The quantum of employment floorspace proposed in the plan is sufficient to provide a sustainable level of employment for this development. However, it will be appropriate to include some flexibility within the Plan to permit additional employment floorspace instead of residential units.</p>
<p>C.4</p> <p>SDZ & LAP</p>	<p>Recommendations</p> <p>No 19</p> <p>Make the amendments to the text listed below to reflect the following change to the quantum of residential development permitted under development scenarios A and B proposed in the Plan: Scenario A – reduce the number of residential units permitted from 11,800 to 10,000 units Scenario B – reduce the number of residential units from 14,800 to 13,000 units Scenario C – retain as up to 16,000 residential units</p> <ul style="list-style-type: none"> (i) Amend Table 8 on page 22 to reflect the above changes to Scenarios A and B. (ii) Amend Table 9 on page 22 to reflect the above changes to Scenarios A and B on a pro rata basis across each neighbourhood. (iii) Amend the Development / Phasing Strategy for the LAP area on pages 112 and 113 to show that: <ul style="list-style-type: none"> - 'Metro West station at Clonburris operational' is moved forward from Phase 4 to Phase 3 (1601 - 3000 residential units); - 'City Centre Rail Interconnector operational' is moved forward from Phase 5 to Phase 4 (3001 – 3600 residential units). (iv) Amend the Development / Phasing Strategy for the SDZ area on pages 120 and 121 to show that: <ul style="list-style-type: none"> - Metro West Station at Clonburris is moved forward from Phase 10 to Phase 8 (6001 – 7000 residential units); - 'City Centre Rail Interconnector' is moved forward from Phase 12 to Phase 10 (8001 – 9400 residential units) - Phase 11 is amended to include 9,401 – 10,200 residential units;

	<p>- Phase 12 includes 10,201 – 11,000 residential units.</p>
<p>SDZ & LAP</p>	<p>No 20 Amend section H.6.2 on page 110 to include the following additional bullet point: “An evaluation of the performance of the development to date against the Travel Mode Splits set out in Table T5.6 of the Mobility Management Plan Framework and Strategy dated August 2007 prepared by JMP; and the identification of any additional measures required to ensure that the Travel Mode Splits are met; and a plan for the implementation of such measures.”</p>
<p>SDZ & LAP</p>	<p>No 21 (i) Amend paragraph 2 of section C.4.4 on page 22 to indicate that a 20% variation between the minimum and maximum levels of development allowed under each scenario.</p>
<p>SDZ & LAP</p>	<p>(ii) Amend Table 9 on page 22 to show a 20% variation between minimum and maximum levels of development.</p>
<p>SDZ & LAP</p>	<p>No 22 Amend the footnote under Table 12 on page 25 to delete “and retail services”.</p>
<p>SDZ & LAP</p>	<p>No 23 Amend Tables 8, 9 and 12 on pages 22 and 25 to indicate an increase in net retail floorspace of 2,500m² permitted in both Kishoge Cross and Kishoge Bridge neighbourhoods.</p>
<p>SDZ & LAP</p>	<p>No 24 Add the following paragraph to the section on Transferable floorspace on page 23: “Up to a maximum of 250 residential units permissible in the Kishoge Grange, Kishoge Cross, Kishoge Bridge, Cappagh, Gallanstown and Clonburris Little neighbourhoods may be transferred to employment use on the basis of 125m² gross employment space per residential unit. Such a transfer is subject to the following conditions:</p> <ul style="list-style-type: none"> • A maximum of 250 residential units in each neighbourhood can be transferred; • Employment floorspace cannot be transferred to residential units; • The transfer will result in a net decrease in the number of residential units permissible in the neighbourhood and an increase in employment floorspace; • The transfer must be agreed in writing in advance with the Development Agency. <p>The transfer will not have the effect of reducing the minimum size or number of community sites, facilities or floorspace required in any neighbourhood.</p>

D : Development Framework

Response Reference : D.2	
Section : Movement Framework	
Summary of key issues raised	Manager's Response

<ul style="list-style-type: none"> • Need to improve road infrastructure and provide a new access to the M50 & a new vehicular bridge across Liffey Valley. • Need to avoid rat-running through new development & existing areas. No vehicular access should be permitted across canal & no road access should be permitted through Bawnogue to avoid rat-running. • No vehicular access should be created to existing cul-de-sacs & estates adjoining the development. Links to neighbouring estates should only be made if residents want them. • Good pedestrian/cycle links to Liffey Valley, Park West & Grange Castle, along railway & canal should be provided. Also routes should integrate with Green Route along south side of canal. Cycle and pedestrian pathways should be clearly distinguished & facilities for secure cycle parking provided. • Potential barrier effect of Fonthill Road should be minimised by moving station westwards or considering undergrounding of Fonthill Road. • Support for the minimisation of parking provision due to increased public transport provision and that parking spaces provided should be maximised in terms of use. • Multi-functional car park strategy should be developed for the whole district. • Park & Ride car parks should be peripheral to the stations they serve to make most efficient use of land. Need to provide Park & Ride parking for Metro stop. • Impact of construction traffic should be addressed • Traffic management plan required 	<p>The transport assessment undertaken in connection with the Plan identified the need for the current major improvements underway to the M50 and N4 roads to be completed before a substantial amount of development was delivered. The infrastructure phasing section of the draft Plan will be amended to clarify this. SLO 27 in the County Development Plan seeks the provision of an additional junction with the M50 at Cloverhill. The transport assessment for this Plan does identify the creation of such a junction for traffic management purposes as being necessary but equally it does not preclude the provision of a junction in the future. The provision of an additional north-south link west of Adamstown linking the N7 & N4 to Fingal across the Liffey is a Long Term Road Objective identified in the County Development Plan. No detailed route alignment has yet been identified for this proposed link. The transport assessment for the Clonburris Plan does identify the creation of such a junction for traffic management purposes as being necessary, and the absence of any certainty over their future provision means that it would be unreasonable to require their delivery as part of the infrastructure phasing requirements for this Plan.</p> <p>The Plan indicates that bus gates will be used within Clonburris to prevent rat-running by general traffic through the site while providing priority to buses, cyclists & pedestrians. Three bridges are proposed across the canal onto the Bawnogue Road – 1 will be for pedestrian & cycle usage only, 1 will also facilitate bus use by buses, and the third will be designed to allow general traffic usage. The proposed vehicular bridge will provide good access to facilities in Clonburris for example, a supermarket, and the traffic assessment undertaken for this Plan demonstrates that there is sufficient traffic capacity on Deansrath Road to facilitate the link. However, it is proposed to amend the text to provide clarity on the provision of bus gates within the development to prevent rat-running and give priority to bus, pedestrian and cyclist movement.</p> <p>A key aim of the Clonburris plan was to provide good connections to existing communities to facilitate ease of access for residents to the rail stations, Metro West stop & other facilities to be provided in Clonburris. It is not intended to provide any direct vehicular access between Clonburris and neighbouring cul-de-sacs and the text of the Plan will be amended to clarify this position. The Plan proposes that pedestrian links could be made into existing developments to the north of Clonburris via open spaces and it is considered that this should be retained as an option for facilitating direct and safe access from existing communities to facilities and public transport and can be made without undermining the safety and security of surrounding areas.</p> <p>The Plan incorporates a comprehensive network of pedestrian & cycle routes both around Clonburris and to adjoining areas. Routes are shown parallel to the railway and along the Fonthill Road. A pedestrian towpath currently runs along the northern side of the canal. In the interest of minimizing impact of the habitat, it is not proposed to significantly upgrade this towpath except towards the eastern end of the site in the vicinity of the proposed marina. However, a 'Home Zone' type route called the Grand Canal Way is proposed to run parallel to the canal further north to facilitate east-west pedestrian and cyclist movement. It is proposed to</p>
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<p>amend the Plan to clarify that any new pedestrian and cycle routes and bridge crossings should provide connections to the Green Route proposed along the southern bank of the canal.</p> <p>The location of Fonthill Station was fixed following the oral hearing into the Rail Order for the Kildare Route Project. The draft Plan proposes an underbridge under Fonthill Road north of the rail line to facilitate ease of movement east-west across the site. More detailed route plans for Metro West and its integration with the rail station are emerging and the implications of these for the development framework in the Clonburris Cross neighbourhood are currently being examined.</p> <p>The Plan includes a requirement to agree a parking strategy for the District Centre and other high accessibility areas on page 104. This requirement will be clarified in other parts of the Plan as appropriate.</p> <p>The location of public transport foci is combined with district and local centres. In order to maximize the use of car parking by taking account of different patterns of usage, it is considered most appropriate to amalgamate P&R car parking within district/local centre parking as part of a combined car parking strategy as set out in the Plan, rather than provide separate P&R parking facilities at the periphery of centres.</p> <p>A Mobility Management Framework including a traffic management plan has been produced as part of the transport study for the Clonburris Plan and the Sustainability Toolkit requires that Travel Plans based on the Mobility Management Framework be developed, implemented and monitored for developments with Clonburris.</p> <p>With respect to the impact of construction traffic, this will be most appropriately dealt with as part of the consideration of specific planning applications for development in Clonburris.</p>	
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D.2

SDZ

Recommendations

No 25

Add the following paragraph to section D.6.2 on page 54:

“Getting the urban form in Clonburris District Centre right is critical. The district centre crosses a number of different landownerships and incorporates a variety of constraints and opportunities. A comprehensive approach to the layout and urban form of the Clonburris district centre must be taken and therefore it is a requirement of this Plan that prior to any built development taking place in the Clonburris District Centre, that an Urban Form Development Framework for Clonburris District Centre be developed and agreed with the Development Agency/Planning Authority. Based on the Clonburris Plan, the Framework will address the following aspects of layout and urban form: street network; public transport interchange including provision for buses; urban blocks; urban grain; height scale and massing; building typologies; the design and treatment of squares and the public realm. As part of the Framework plan, a Traffic Management Scheme will also be developed including a car parking strategy for the district centre that addresses the number of carparking spaces to be provided; the location and usage of car parks and on-street parking; initiatives to promote shared use of car parking in the district centre; and traffic management measures along the Main Street to provide priority for pedestrians, cyclists and public transport.”

Response Reference : D.3	
Section : Accessibility, density and landuse	
Relevant submissions	
Summary of key issues raised	Manager's Response
Issue	Assessment
<ul style="list-style-type: none"> • Density of residential development too great on this site • Supports higher densities of development around Metro and Dublin-Kildare railway line. • Plot ratios allocation should be greater along QBC • Plot ratios proposed will not yield the quantum & type of development envisaged • Both ends of the Main Street should be anchored with substantive retail uses • Clarification required on mix of employment & retail uses proposed along north of rail line • Employment uses should not be clustered around the stations • Space extensive uses should not be provided close to rail stations. • Zoning for retail uses should be extended along Station Road • Provision should be made for a national arena on the site • Provision should be made for a 3rd level college on the site 	<p><u>Intensity of development</u> The quantum of development proposed is driven by a number of factors. Firstly, the public transport merits of this area mean that it will be one of the best connected sites in public transport terms outside Dublin City Centre. In the interest of promoting sustainable transport patterns, it therefore makes sense to locate a substantive proportion of the new residential development needed in the County to meet housing need close to excellent public transport connections. Secondly, to ensure that development at Clonburris is sustainable, the Plan proposes a significant amount of commercial development within the Plan area to provide the potential for residents to work, shop and access community facilities within the area, thus reducing the need to travel by private car. The three development scenarios have been informed by a detailed public transport capacity and road network assessment so that the quantum of development permitted at each stage is clearly related to the capacity available on public transport and the surrounding road network. The phasing plan clearly ties the amount of development that is permitted to the public transport project needed to support it. Recommendation No. 2 proposes amendments to the phasing of development in relation to the delivery of public transport.</p> <p><u>Plot ratios</u> Plot ratios across the site have been informed by a Public Transport Accessibility model which relates development intensity for approximately 50 plots of land across the site to relative accessibility to public transport facilities, considering modal delay and headway. This is considered to be a robust and sustainable way of allocating development on this site and factors in the relative impact of the various public transport improvements proposed for the site. The plot ratios identified for each Accessibility Index in Table 19 specifically relates to the accessibility level. This information has then been distilled to a neighbourhood basis to provide guidance across each neighbourhood; hence the variation between Table 19 and neighbourhood guidance on plot ratio as each neighbourhood will enjoy a range of accessibility levels. It is accepted however, that the maximum plot ratio achievable should be identified for each neighbourhood and an amendment to this effect is proposed.</p> <p><u>Landuse allocations</u> The proposed land use strategy plan on page 42 of the Plan is intended not as a strict zoning plan, but as a strategy plan indicating where the key and predominant uses should cluster. The</p>

<p>vision for Clonburris is that it should be a mixed use community at all levels, and therefore it is expected that there will be residential use in the employment, mixed use, and retail areas, and equally that small low key employment and other commercial uses that will not be detrimental to residential amenity will be able to locate in residential areas. It is proposed that further clarification is added to the text on page 43 to this effect.</p> <p>Clonburris Main Street will function as the main artery of Clonburris. The landuse strategy plan on page 42 makes it clear that retail uses can be developed at both ends of the Main Street. It is expected that primary retail floorspace will predominantly locate in close proximity to the Fonthill Station and Metro Stop, while the southern part of the Main Street, building on the proposed canal basin and canal-side setting will have a greater proportion of leisure uses with some retail.</p> <p>The area north of the railway is located immediately adjacent to a QBC and stretches from Clonburris Main Street to Kishoge Station. It is intended that this zone will accommodate a range of uses, predominantly employment. It is agreed that space extensive uses should not be located in a corridor that is highly accessible by public transport and it is therefore proposed to delete this reference from the text. It is proposed to provide further clarification on the type of uses that will be permitted in this zone and to extend the mixed use/retail/commercial/leisure land use allocation further west along Station Road from the Main Street.</p> <p>Section B.1 on page 43 of the Plan clarifies that the employment proposed in the vicinity of Fonthill Station is high density office floorspace in order to maximize the excellent accessibility here and add to the mix of uses in the district centre.</p> <p><u>Provision of major additional uses such as an arena or 3rd level institution</u></p> <p>Section E on page 43 states that the Gallanstown neighbourhood and western part of Clonburris Cross neighbourhood would be suitable locations for large scale institutional or other uses that require easy access to excellent public transport facilities, and the urban structure in these neighbourhoods has been designed to facilitate the development of such uses if required. It is also stated in this section of the land that the area to the east of the canal basin is a suitable location for a cultural anchor use of national or regional significance. Such a cultural use could include a large scale performance facility such as an arena.</p> <p>In terms of urban structure, large scale uses such as a 3rd level institution or an arena, could be accommodated in Clonburris in areas where they would have good access to the excellent public transport facilities available. Such uses would be welcomed should they choose to locate in Clonburris. However, the lack of certainty over the delivery of such uses at the present time means that it is inappropriate to allocate sites for such uses. It is proposed to amend Section E on page 43 to make specific reference to a 3rd level institute and arena as examples of the type of large scale use that could be accommodated on the site, and that if proposals for such uses come forward, they would need to be accompanied by a multi-modal transport assessment</p>	
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demonstrating their impact in transport terms.

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D.3	Recommendations
SDZ	<p>No. 26 Amendment to plan 'Proposed land use strategy for Clonburris Eco-District' on page 42: Change 'Employment' allocation of area bounded by Station Road, Main Street and proposed Recycling Centre to 'Mixed Use/Retail/Commercial/Leisure'</p>
SDZ & LAP	<p>No. 27 Amendment to Strategy section on page 43: Add following text to second paragraph: "The plan showing 'Proposed landuse strategy for Clonburris Eco-District' on page 42 is not a landuse zoning plan. Rather, it indicates the general distribution of different types of uses across the site. Clonburris is planned as a mixed use district, and therefore it is not intended to have substantive mono-use areas within the district. Residential uses will be encouraged within the mixed use, employment and primary retail areas, and equally employment and other commercial uses that will not have a detrimental impact on residential amenity will be encouraged to locate within the residential areas indicated."</p>
SDZ & LAP	<p>No. 28 Amend section 8.3 'Employment landuses' on page 43 to delete the words "space extensive retail" and insert and additional sentence – "Residential use may also be appropriate in this zone if it is designed to minimise any adverse impact resulting from close proximity to the rail line."</p>
SDZ	<p>No. 29 (i) Amend paragraph 1 of the Cultural, community and institutional' section on page 43 to include the words "such as a third level educational institute or large arena" after 'access to excellent public transport facilities'. (ii) Amend paragraph 2 of the Cultural, community and institutional' section on page 43 to include the words "such as a large arena" at the end of the second sentence. Add an additional sentence at the end of paragraph 2 of the Cultural, community and institutional' section on page 43 – "Any large scale landuse proposed in Clonburris such as a third level institution or arena, will require a multi-modal transport assessment to be undertaken to demonstrate their impact."</p>

Response Reference : D.4
Section : Landscape Structure, Major Parks & Neighbourhood Open Space
Summary of key issues raised
Manager's Response

<p><u>Parks</u></p> <ul style="list-style-type: none"> • Parks not well distributed around the site • Major parks in scheme should be linked • List of recreational facilities to be provided in the parks should be included including allotments. • What measures will be put in place to ensure that parks are properly managed & maintained? • The extension of Griffeen Valley Park is welcomed. • Land between Ashwood & the canal should be developed as a park • Open space adjacent to Kilcronan Estate contains pipelines and therefore cannot be developed <p><u>Play facilities</u></p> <ul style="list-style-type: none"> • Play areas should be provided close to housing • Play spaces should accommodate persons with disabilities 	<p><u>Parks</u></p> <p>The location and distribution of the Main Parks was in part informed by the presence of the existing Griffeen Valley Park and the opportunity to extend and SLO No. 6 in the County Development Plan which seeks to enhance the amenity of the Grand Canal. The Grand Canal provides a significant structuring, visual amenity and pedestrian link through the site and thus the location of the main parks in Clonburris are strung along it. The main parks are supplemented by the neighbourhood parks, local spaces and structural green spaces distributed throughout the rest of Clonburris. Key 'park links' are identified routes in the urban structure (page 46) to ensure that there are safe, convenient and easy walking routes to green spaces and recreational facilities by residents. The Plan proposes to link major and neighbourhood parks to provide pleasant green circuits throughout the urban district. All parts of the district will be within a maximum 10 minute walking distance of either a main or neighbourhood park.</p> <p>The recreational facilities required to be provided in Clonburris parks are set out on page 60. The delivery programme for the main parks is included in the phasing scheme included in Part H of the Plan. The Plan seeks the development of a landscape strategy for the Clonburris parks that incorporates allotments/community gardens in parks</p>
<p><u>Canal related issues</u></p> <ul style="list-style-type: none"> • Proposed recreational uses of canal may conflict with its pNHA status. Navigation of canal should not be interfered with. • Visual impact of proposed development on canal should be assessed • Need for better security & CCTV along canal • A 200m buffer zone should be allocated along the canal – to be free from development • Good walking routes along canal prior to occupation of houses • The canal should not be developed <p><u>Nature</u></p> <ul style="list-style-type: none"> • Site should be designated a National Nature Reserve • Wildlife habitats should be retained • Surface water drainage should run through a reed bed filtration system • The location of the plover's/lapwing feeding grounds is incorrectly identified on the plan. • Water features should be an extension of the same habitat type 	<p>With respect to the issue of management and maintenance of the parks, Section G.6.4 on page 105 of the Plan clearly states that management and maintenance plans will need to be agreed for all landscaped areas.</p> <p>LZO 4 in the County Development Plan envisages limited development on the lands south of the canal. SLO 6 refers to making full use of the amenity of the canal. The Draft Plan proposes that the majority of these lands be developed as a major park with recreational facilities (Grand Canal Park) which will be accessible to both new and existing residents in the area, but that some development take place on land at the eastern end of the current green area south of the canal north of the Ashwood Estate and adjacent to the Fonthill Road. Development immediately adjacent to the Ashwood estate is limited to two-storey in height which it is considered will provide a good buffer and defensible boundary to the existing two-storey houses. Elsewhere within this area, development is limited to a maximum of 6 storeys plus 2 storey setback and could be a mix of residential/canal side recreational uses.</p> <p>It is considered that permitting some development in this area is beneficial in that it will help improve surveillance and use of the adjoining park, streets and canal, and act as a 'bridge' between the existing residential areas south of the canal and Clonburris. However, it is considered that in the interest of bridging the height differential between the new buildings in Clonburris and the existing development in Bawnogue and Deansrath, that some reduction in building height can be facilitated, and a green link achieved between Grand Canal Park and the Fonthill Road to continuous green links in the area.</p>

- Integration of biodiversity into the area
- A Biodiversity Action Plan should be prepared

It is not proposed to develop lands between Kilcronan Estate and the canal.

Play areas

It is agreed that play facilities should be provided close to homes and the Plan proposes that a variety of play facilities are located in both the main and neighbourhood parks and local open spaces. It is proposed to provide further clarity on the need to adequately provide for children's play in a variety of ways and to make reference to the application of the Council's 'Planning Guidance on the Provision of Children's Play Facilities in New Developments'. This guidance document requires that the needs of disabled children be addressed in the design, layout and equipment provided in play areas.

Canal related issues

The pNHA status of the Grand Canal and associated banks does not preclude the use of the Canal and towpaths for recreational use. Achieving a balance between the recreational needs of the proposed and existing inhabitants of the area and the need to protect the canal should be possible under the relevant legislation. The pNHA legislation requires certain activities which may cause pollution, or disturbance to the pNHA/Canal to be subject to licensing and remedial procedures. In this manner, the integrity of the pNHA is maintained. It is not proposed to impede the navigation of the canal in any way.

Development to the north side of the canal will be set back from the canal by approximately 30-50 metres or more. It is considered that the proposed setback, lower land levels to the north of the canal, and tree line will act to reduce the visual effect of development on the canal, and specifically when viewed from the canal banks. In addition, the design codes within the plan document detail specific building heights and design features to be maintained in proximity to the canal. The development of a varied building line, either located along canal side walks, or stepped back from the canal as at the northern edge, will create permanent levels of passive observation of the canal and bankside walks. This will create better security for the canal through increased usage and observation.

The amenity value and statutory protection of the Grand Canal is recognised within the SEA. The SEA informed the development of the masterplan layout, taking into account the differences in land levels between the canal and the lands to the north, the amenity and biodiversity value of the intact hedgerow and bank to the north of the canal, as well as the reduced biodiversity value of the fractured and disturbed southern bank and hedgerow. The proposed retention of the northern bank and hedgerow led to proposals to provide a 'Structure' or linear landscape space along the whole of the northern side of the canal which will link substantial green spaces to the north and south of the canal with other open spaces within the plan area. Section D4 acknowledges the need to retain ecologically sensitive zones along the canal. The structure space is intended to provide a buffer between the edge of development to the north, and the canal of between 30-50 metres. The differing land levels have been maintained as have the

<p>mature tree line/hedgerow which will act to screen the maximum potential development heights of up to 6 storeys + setback along the canal. In addition, a number of sections of the structure space step back significantly from the canal in order to accommodate specific spaces or habitats of value identified within the SEA. It is considered that these measures are appropriate to protect the habitat value of the canal but also enhance its future usage.</p> <p>The area to the south of the canal, while subject to protection under the pNHA designation does not possess the same levels of biodiversity as the northern bank and hedge. A recent gas pipeline routed through the existing open space removed much of the hedgerow enclosure of the southern bank area. In the interests of providing visual and physical connection in addition to creating differing areas of interest within the plan lands, it is intended to develop lands between the Ashwood Estate and the canal, providing overlooking of the canal, creating a design connection between the higher density area around the canal basin and the low density Ashwood Estate, while retaining the remaining lands along the southern side of the canal as a part of the Grand Canal Park. The landscape design of the Grand Canal Park will facilitate the creation of visual and physical buffers to development.</p> <p><u>Nature/wildlife issues</u></p> <p>National Nature Reserves are usually sites of significance importance on botanical, ornithological, zoological or geomorphological grounds. There is no indication from the research undertaken as part of the SEA exercise for the Clonburris Plan, that the lands meet the criteria required for such a designation.</p> <p>The SEA undertaken for the plan lands identified areas of habitat and biodiversity value to be retained. The masterplan layout took the location of these areas into account. It is considered that the retained areas, including the Grand Canal and associated north bank, the Cappagh Overflow and the 'Square Pond Field' are of ecological sensitivity, and that a Biodiversity Action Plan to include a survey of the outlined areas, and plans for the management and maintenance of the identified sites during and after construction should be proposed to be undertaken at an early stage in the development of the Plan. Areas used by bird species such as lapwing and plover have been generally identified within the Plan – ecological surveys are required to be undertaken across the site prior to development which will more closely identify the specific breeding grounds of such species (see Recommendation 4).</p> <p>The section of the scheme dealing with design codes indicates outline landscape design requirements for the 3 major parks within Clonburris. These include differing types of recreational facilities. It is considered that the major parks facilities will be subject to further design, possibly in the form of a competition, as within Adamstown. The requirements of the Community and Parks Departments relating to facilities most suiting community needs are taken into account at this stage. It is considered that this forms a more appropriate way of assessing the need for facilities, due to changing requirements over time.</p>	
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A substantive Sustainable urban Drainage System (SuDS) is being proposed to filter the majority of surface water drainage through out the plan area. The SuDS will be located along linear landscapes utilising riparian planting, wetlands, tree planting and formal water features to filter the received waters in a similar manner to reed beds.

<p>D.4</p>	<p>Recommendations</p>
<p>SDZ</p>	<p>No. 30 Amend the neighbourhood guidance for Clonburris Lock Neighbourhood on pages 72 and 73 as follows:</p> <ul style="list-style-type: none"> (i) Amend the structure plan for the neighbourhood on page 73 to show a green link with a minimum width of 10m running parallel to the east-west street linking Grand Canal Park to Fonthill Road, and returning southwards to the east of Ashwood to tie in with the existing green area adjacent to Ashwood. (ii) Reduce the maximum building height specified in the Development Schedule in respect of development south of the canal to 4 storeys plus 2 storey setback.
<p>SDZ & LAP</p>	<p>No. 31 Amend the text in section D.4.4 on page 45 as follows:</p> <ul style="list-style-type: none"> (i) Add an additional bullet point to the first paragraph – “The implementation of the Council’s ‘Planning Guidance on the Provision of Children’s Play Facilities in New Developments’ (ii) Delete ‘greens and landscaped space’ in the first sentence of paragraph 2 and replace with “parks will be available in Clonburris supplemented by landscaped and other green spaces”.
<p>SDZ</p>	<p>No. 32 (i) Add the following additional target to Sustainability Indicator UR.EC.01 on page 94: “Development and implementation of a Biodiversity Action Plan in respect of the Grand Canal and associated banks (north and south) within the Clonburris site, the ‘Square Pond Field’, and the Cappagh Overflow.”</p> <p>Add the following Means of Assessment to Sustainability Indicator UR.EC.01 on page 94: “Submission of a Biodiversity Action Plan to the Planning Authority/Development Agency prior to commencement of development of lands adjoining the Grand Canal.”</p>

Response Reference : D.5	
Section : Public Squares Framework	
Summary of key issues raised	Manager's Response
<p>Need to reconsider the classification of some of the squares, e.g. Fonthill Cross should be re-designated a district square in view of its significance.</p> <p>District squares should be larger than neighbourhood squares.</p> <p>Redesign of Clonburris Triangle needed – difficulties arising from changes in level across it.</p>	<p>District Squares are defined as the main civic spaces in Clonburris and are located within areas of significant pedestrian movement. While Fonthill Cross will have an important gateway function for Clonburris, it does not meet the requirements for a district square in terms of significant pedestrian movements and therefore is designated a neighbourhood square.</p> <p>The plan does not prescribe specific sizes for the proposed squares in Clonburris as each will need to be dealt with on its own merits in terms of design depending on its location and function.</p> <p>While it is considered that the design of Clonburris Triangle as proposed in the draft Plan will result in an interesting and usable public square. However, as a result of changes to the alignment of Metro West in the vicinity of Fonthill Station, a redesign of this area is proposed as an amendment (see Recommendations 6 – 18).</p>

Response Reference : D.6	
Section : Urban Form	
Summary of key issues raised	Manager's Response

<p><u>Height</u></p> <ul style="list-style-type: none"> Proposed height of development adjacent to existing areas too great Development should not exceed 131.6m O.D. (airport safeguarding requirement) Greater variety in building height should be provided to encourage variety in streets Building height restriction zones should be extended to 200m from existing housing areas Development will dominate the skyline. <p><u>Landmark buildings</u></p> <ul style="list-style-type: none"> Location & maximum height of landmark buildings should be reconsidered. Landmark building in Kishoge Cross should be deleted & others moved or enlarged. Landmark buildings should contain community uses & be eco-friendly Landmark buildings can function satisfactorily as stand-alone buildings Landmark building should be reduced to 5-6 storeys Landmarks do not have to be buildings Location of landmark building adjacent to Clonburris Triangle should be moved <p><u>Block structure</u></p> <ul style="list-style-type: none"> Proposed block structure is very inflexible. Grid based urban form does not allow for the creation of larger floor plates Some triangular blocks in east and west of site difficult to develop. May restrict access to areas of the site. Some triangular plots should be subdivided, in order to avoid the creation of overly large block structures. <p><u>Public realm</u></p> <ul style="list-style-type: none"> Protection and enhancement of the public realm High quality of design and building materials Buildings should conform with Part M Wheelchair accessibility to the front of each dwelling unit 	<p><u>Height</u></p> <p>The Plan proposes that development adjoining existing residential developments be a maximum of two storey in height. It is considered that this will create a good visual and amenity buffer between existing areas and the higher density parts of Clonburris and that increasing the width of the zone to 200m is not necessary.</p> <p>Guidance on building heights have been set out in the Neighbourhood Guidance section of the plan. In addition further guidance is given within section D6 regarding urban form and section J relating to design codes. Each of these sections indicates that minimum and maximum heights are given within the neighbourhoods and along particular streets allowing for variations in height. In addition variation to the built form can be achieved through utilising differing shoulder heights, use types, setbacks, roof profiles and other design features.</p> <p>The airport safeguarding requirement will be added to the Plan.</p> <p><u>Landmark buildings</u></p> <p>Landmark buildings may be identified by way of height, design and materials. These building forms assist legibility and create distinctiveness. Guidance within Part D.6.4 indicates that only in a very limited number of instances will a single building be permitted to occupy a whole block, in all other cases tall buildings should be integrated into blocks.</p> <p>Landmark buildings are not just structures distinguished by height, they can be important because of their use. The landmark buildings within the district can incorporate community uses where this is appropriate and the proposed Plan provides an incentive for incorporating community uses into landmark buildings by allocating additional floorspace where this occurs (page 23). All buildings in Clonburris, including landmark buildings, will be required to comply with the relevant sustainability guidelines in the Sustainability Toolkit.</p> <p>Landmark buildings have been located away from existing development areas so that they will not adversely affect residential amenity through overlooking or overshadowing. Particular concern has been raised in connection with the proposed landmark building identified to the north of the Fonthill Link Road/Outer Ring Road junction. As a local landmark, it can be developed to a maximum height of 6 storeys plus 1 setback. The site of this building is over 80m away from the existing two storey development of Foxborough. It is considered that the provision of a landmark building on this site will provide a visual gateway feature at this important junction within the development, and that the building would be sufficiently far away from the Foxborough development to avoid adversely affecting residential amenity through overlooking or overshadowing. However, it is accepted that a lower well-designed building on this corner could equally provide a landmark function, and an amendment to the Plan is proposed.</p> <p>With respect to the location of the landmark building adjacent to Clonburris Triangle, this is</p>
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intended to mark the rail station/metro interchange. However, there is some flexibility over the exact location of the landmark building in the vicinity.

Block structure

It is considered that the block structure as proposed within the Plan provides for the creation of well overlooked, vibrant public streets and public spaces and a clear separation of 'public' and 'private' space. Some variations are permitted in the form of pavilion and tall buildings.

The triangular plot noted at the east of the subject landholding is considered to be of sufficient size to allow for the creation of a landmark structure within an overall block. The land to the west of the holding is provided within a large block of land with no access points provided within the primary urban structure. This plot of land could in the future provide for a large single use, or be adapted to allow for smaller blocks. It is considered that the orthogonal grid layout will provide for a more varied streetscape and allow for each neighbourhood to develop a more individual character. The triangular plots force the creation of more interesting responses to particular site constraints, resulting in distinctive design proposals, which aid the creation of a sense of place.

Public realm

The choice of materials will be informed by the objective to achieve a sustainable district and built form, environmentally benign materials; ethically sourced to high levels of environmental and building performance are promoted.

The need to protect and enhance the public realm is maintained throughout the Plan. It is considered that the perimeter block as proposed within the Plan provides for the creation of well overlooked, vibrant public streets and public spaces and a clear separation of 'public' and 'private' space.

All buildings in Clonburris will be required to be designed and constructed to comply with Part M of the relevant Building Regulations legislation. Section D.6.8 on page 59 makes it clear that access to properties from the public realm will be required to meet the appropriate disabled access requirements.

D.6

LAP

SDZ & LAP

Recommendations

No. 33

- Amend the Development Schedule for Kishoge Cross on page 84 to indicate that the maximum height for the local landmark building north of the Fonthill Link Road and east of the Outer Ring Road is 5 storeys plus 1 storey setback.

No. 34

- Amend Table 3 on page 13 to include requirement that "Development on the site should not exceed 131.6m O.D. (airport safeguarding requirement)."

Response Reference : D.7

<p>Section : Community Summary of key issues raised</p>	<p>Manager's Response</p>
<p><u>Community uses</u></p> <ul style="list-style-type: none"> • New development will result in great inequality with surrounding areas in terms of facilities. • Additional community uses requested: <ul style="list-style-type: none"> Hospital; Nursing unit; Ambulance Centre; Pitch & putt facility; Community farm; FAS training & local employment opportunities Enterprise park; Cinema; Additional recycling facility Leisure centre Garda Station Library Post Office Sports stadium Football, hurling, rugby pitches No bars or pubs At least 4 pubs/restaurants at either end of the development Swimming pool Gymnasium Hotel Supermarkets Fishing and boating facilities should be retained Lodge used as a club house • Provision should be made for stables for a Horse Project on the site. • Community facilities should be designed with the disabled in mind. • Community Trust should be established 	<p><u>Community uses</u></p> <p>The type and size of community facilities identified in the draft Plan have been designed to meet the needs of the new community at Clonburris. A key aim of the plan was to provide good connections to surrounding communities to facilitate ease of access to the rail stations, Metro West stop & other civic facilities to be provided in Clonburris.</p> <p>Most of the community and other uses identified have already been accommodated in the draft Plan. The Health Service Executive has not identified a need for a new hospital in Clonburris, and sufficient community floorspace has been allocated to accommodate facilities such as a nursing unit if required at a later date.</p> <p>With respect to stables, SLO 20 in the County Development Plan refers to the facilitation to a horse project in the North Clondalkin area. SDCC Community Services Department is currently investigating funding sources to undertake a feasibility study into the best location, & potential sources of capital & revenue funding for a horse project in the North Clondalkin area.</p> <p>Any community buildings provided would be required to comply with Part M of the Building Regulations to ensure disabled access. Car parking and access to such buildings would also need to be fully accessible – this is recognised in the draft Plan.</p> <p>The establishment of a Community Trust for Clonburris could be very beneficial and it is proposed to amend the Draft Plan to facilitate a feasibility study into such a Trust.</p> <p>The Plan recognises Omer's Lock House as an important local historical building associated with the Canal. The building is also a protected structure. The Plan proposes that the Lock House will be refurbished appropriately and reused as a focus for uses such as arts, culture or canal information centre. It is considered that the space and context proposed for the Lock House in the Plan provides satisfactory space to accommodate flexibility around its refurbishment and reuse.</p> <p>Provision has been made to reserve a site for a fire station at the request of the Fire Service. A review of fire service needs for this area of West Dublin by the Fire Service is on-going and when complete determines whether a fire station is required in Clonburris.</p> <p>Public art should be an integral part of the new development of Clonburris and is referred to in the draft Plan. It is proposed to amend the Plan to require a Public Art Strategy to be developed.</p>

<ul style="list-style-type: none"> Omer's Lock House refurbishment as community facility should be enlarged Review of fire service provision needed to inform plan Need for public art programme <p><u>Education facilities</u></p> <ul style="list-style-type: none"> Support for the provision of schools facilities within the SDZ/LAP plan in a phased manner. Secondary school should also be provided for South Lucan area as part of proposal. Inadequate no. of schools proposed to cater for new & existing population. Need for a Gael Scoil <p><u>Housing</u></p> <ul style="list-style-type: none"> Social housing provision should be increased to 25% & owner occupied units should amount to 50% Transitional houses for the homeless and housing for the elderly should be provided. Why are the 2 existing traveller sites included in the social & affordable housing requirements? 	<p><u>Education Facilities</u></p> <p>Up to 6 no. primary schools and 3 no. post primary schools are included as part of the infrastructural requirements for Clonburris. The number of school proposed meets the Department of Education & Science's planning requirements for the eventual population of Clonburris. The Patron Bodies for schools would be selected prior to schools opening.</p> <p>One of the proposed post primary school sites is located in Kishoge Grange neighbourhood in the LAP area adjacent to the Griffeen Valley Park (as extended). Access to this school is proposed via a pedestrian and cycle bridge across the Kildare rail line from the Adamstown Link Road and vehicular access from the Outer Ring Road. Thus, this school would be accessible to the wider area. The Infrastructure Phasing Scheme requires that this school be provided no later than Phase 4. The school could be provided sooner than this, if required and, if appropriate access arrangements were in place. It is proposed to amend the Draft Plan to move the Kishoge Grange Post Primary school forward in the Phasing Scheme and to advise that temporary pedestrian, cyclist and vehicular access arrangements to the school could be facilitated if required.</p> <p><u>Housing</u></p> <p>The Draft Plan requires that 15% of all residential units in each neighbourhood be social and affordable housing. This is in accordance with the South Dublin County Council Housing Strategy and is considered an appropriate proportion that will contribute to the overall mix of housing tenure on the site. Sustainability Indicator QL.SC.01 requires that a Clonburris Social and Affordable Housing Strategy be developed to provide guidance on the mix, type and location of social and affordable housing across the site to ensure that a strategic approach is taken to addressing housing need.</p> <p>It is not possible through a Plan of this nature to control the number of owner occupied units on the site.</p> <p>The two traveller sites on the site are included in the social and affordable housing requirements given that they have recently been constructed.</p>
<p>D.7</p> <p>LAP</p> <p>SDZ & LAP</p>	<p>Recommendation</p> <p>No. 35 Delete the requirement to provide Post Primary School No. 1/LAP from Phase 4 on page 113 and insert in Phase 3 on page 112. Add the following text "(temporary pedestrian, cyclist and vehicular links to the school will be facilitated if required)."</p> <p>No. 36 Add the following additional targets to Sustainability Indicator QL.SC.04 on page 99</p>

	(i) "Undertake a feasibility study into the establishment of a Community Trust for Clonburris." (ii) "Develop and implement a Public Art Strategy for Clonburris."
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Response Reference : D.8

**Section : Services & Infrastructure Framework
Summary of key issues raised**

Support for the introduction of Sustainable urban Drainage Systems (SuDS), specifically those which could incorporate wetland biodiversity. Surface water drainage should run through a reed bed filtration system.

How will flood problems in area be dealt with?

What impact will the development have on the water supply & sewage system for Dublin?

The 220kv line should be undergrounded as part of this development

The provision of locations for satellite dishes on buildings or a central cabled satellite service should be dealt with.

Manager's Response

Drainage/water supply/sewage issues

The surface water strategy proposed for the Clonburris development is set out on pages 64 and 65 of the draft Plan. Drainage will be dealt with via a mix of conventional and sustainable measures including the use of Sustainable Urban Drainage Systems (these would include a variety of measures including reed bed systems). It is recognised that the drainage system for Clonburris will need to be designed to comply with the recommendations of the Greater Dublin Strategic Drainage Study and implemented in a strategic cross-cutting manner - such an approach is highlighted in the phasing scheme for infrastructure on the site. A key sustainability indicator identified in the Sustainability Toolkit (R1.W.01) requires that the drainage system for Clonburris is designed to ensure that peak rates and annual volumes of run-off are no greater than pre-development conditions on the site and that flood-risk is not increased.

A number of options are identified on page 66 of the draft Plan relating to the potential design of the sewage system for Clonburris. Again the need for agreement of detailed strategies taking into account the findings of the Greater Dublin Drainage Study has been highlighted and identified in the proposed phasing scheme set out in Part H of the draft Plan.

With respect to potable water supply to the site, the need for a new water main is highlighted on page 64 of the draft Plan and its delivery phased in as part of the Phase 1 infrastructural requirements of the SDZ Phasing Scheme in Part H of the Plan.

ESB overhead powerlines

The undergrounding of the 220kv powerlines crossing the northeastern quadrant of the site is identified as a long term aim in the draft Plan. In the meantime, a minimum 30m restriction zone between the 220kv powerlines and the closest permanently occupied development on either side is indicated in the Masterplan. The Council will continue to explore the medium-long term ambition to underground this 22kv line with the ESB.

Cable provision

The Plan proposes the development of a data infrastructure spine through the development which could accommodate a number of communication mediums. Such a system would be available to service providers to use.

E : SDZ Neighbourhood Guidance

Response Reference : SDZ.01	
Section : Cappagh	Manager's Response
Summary of key issues raised	
Proposed density too high. Additional link between Fonthill Road & 9 th Lock Road will result in rat-running & congestion. Access onto 9 th Lock Road should be moved further south. Cappagh Bridge and Cappaghmore House should be retained. Existing trees north of Cappaghmore should be retained to minimise impact of new development on the estate. Wildlife habitat area should be designated around Cappaghmore.	A number of aspects of the guidance set out in respect of the Cappagh neighbourhood have been raised. Cappagh is identified as a high density neighbourhood in view of its close proximity to the Fonthill Rail Station, Metro Stop and district centre thus making it one of the best connected parts of the site in terms of access to public transport and facilities. The density proposed for this area reflects this high level of accessibility. Where development adjoins the existing Cappaghmore Estate, it is restricted to two-storey in height in order to safeguard the amenity of this existing estate. The main street (Park Avenue) which will run between Fonthill Road and the Ninth Lock Road is an important piece of street providing access to this area and access from the adjoining areas of Clondalkin into Clonburris. Park Avenue is planned to have signalled junctions at either end which will effectively control traffic entering of leaving the street onto the adjacent roads, which in turn will deter rat-running through the area. Irish Rail have requested that the junction of Park Avenue with Ninth Lock Road be moved further south to link in with the improvement works currently underway in the vicinity of the Ninth Lock Bridge. There is no objection to this in principle and an amendment will be proposed to accommodate this. Cappagh Bridge is being widened as part of the Kildare Route Project. Cappaghmore House is located within the SDZ designation. However, it is identified on page 13 of the Plan that the Plan structure is sufficiently flexible to allow retention of existing houses on the site if so desired. The Plan proposes that existing trees that may be suitable for retention will be retained. This will be extended to include trees to the north of Cappaghmore Estate. The research undertaken as part of the SEA for Clonburris, did not highlight the presence of significant wildlife habitats in the vicinity of Cappaghmore, with the exception of the Cappagh Overflow Stream, therefore a habitat protection zone has only been identified in respect of the latter.
SDZ.01	Recommendations
SDZ	No. 37 Amend the neighbourhood structure plan for Cappagh on page 71 to show the junction between

SDZ	<p>Park Avenue and Ninth Lock Road moved further south.</p> <p>No. 38 Add an addition to no. 2 denoting trees that may be worthy of retention to the north of Cappaghmore Estate. Add the following text to the relevant site sensitivity on page 70: "A tree survey should be undertaken prior to development and trees worthy of retention identified and incorporated into the new development"</p>
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Response Reference : SDZ.02	
Section : Clonburris Lock	
Summary of key issues raised	
Manager's Response	

<p>Existing open space between Ashwood & the canal should be retained as green open space.</p> <p>Existing trees should be protected & new trees should be planted along the boundary with Ashwood.</p> <p>Prefer houses rather than apartments to be developed between Ashwood and the Canal.</p> <p>Would like a railing/wall to the front of Ashwood Estate and along the side of Lindsifame for safety reasons.</p> <p>No vehicular link should be made to Bawnogue to avoid traffic congestion – bridge should be pedestrian/cyclist only.</p> <p>Buildings along canal too high & will visually impact on canal & views of surrounding features, e.g. Clondalkin Round Tower & Dublin Mountains.</p> <p>Marina development unrealistic.</p> <p>Development along canal may increase anti-social behaviour.</p>	<p>LZO 4 in the County development Plan envisages limited development on the lands south of the canal. SLO 6 refers to making full use of the amenity of the canal. The draft Plan proposes that the majority of these plans be developed as a major park with recreational facilities (Grand Canal Park) which will be accessible to both new and existing residents in the area, but that development will take place on land at the eastern end of the current green area south of the canal north of the Ashwood Estate and adjacent to the Fonthill Road. Recommendation No. 31 deals with proposed amendments to the Plan in response to the concerns raised about development in this area. An amendment in respect to trees on the boundary is also recommended.</p> <p>With respect to the addition of railings between estates and Bawnogue Road, the Ashwood and Lindsifame Estates are set back from the road and separated from it by a wide verge. None of the houses front directly onto Bawnogue Road. It is therefore considered not necessary to require railings along the edge of the Bawnogue Road in the interest of safety.</p> <p>A key aim of the plan was to provide good connections to surrounding communities to facilitate ease of access to the rail stations, Metro West stop & other civic facilities to be provided in Clonburris. 4 bridges are proposed across the canal – 2 are for pedestrian & cycle usage only, 1 also facilitates use by buses, and the fourth will be designed to allow general traffic usage. A series of bus gates will be provided within the Clonburris development to prevent rat-running to surrounding developments including Bawnogue & Deansrath. The proposed vehicular bridge will provide good access to facilities in Clonburris for example, a supermarket, and the traffic assessment undertaken for this Plan demonstrates that there is sufficient traffic capacity on Bawnogue Road and proposed new road link to the Fonthill Road to facilitate this vehicular link.</p>
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<p>Omer's Lock House should be retained.</p>	<p>No views from the site are identified as being worthy of protection in the County Development Plan. While development on the site will impede views of features outside the site from various vantage points, it will also provide new or improved vantage points. For example, many of the streets run on a north-south alignment thus facilitating views of Dublin Mountains beyond, while the retention of the northern canal bank and raising of land levels within the site in the vicinity of Fonthill Road will facilitate new views of the Condatkin Round Tower.</p> <p>The Canal Basin will be required to be provided as part of Phase 4, 2401-3200 dwelling units. The Canal Basin is the key waterfront amenity in the Eco-District. Located north of the Cappagh Overflow Stream, the basin is surrounded by new development and accessed from the canal via a narrow access channel. The basin provides a distinctive waterside location for a mix of leisure, entertainment and residential uses. This and other development proposed along the canal will help make the canal and its towpaths more secure for users and reduce incidences of anti-social behaviour through bringing more activity to the canal edge as well as providing passive surveillance through overlooking.</p> <p>The Plan recognises Omer's Lock House as an important local historical building associated with the Canal. The building is also a protected structure. The Plan proposes that the Lock House will be refurbished appropriately and reused as a focus for uses such as arts, culture or canal information centre. Omer's Lock House is to be refurbished as part of Phase 6.</p>
<p>SDZ.02 SDZ</p>	<p>Recommendations</p> <p>No.39 Add an additional site sensitivity no. 6 denoting 'trees that may be worthy of retention to the north of Ashwood' to the structure plan for Clonburris Lock Neighbourhood on page 72. Add the following text to the relevant site sensitivity section on page 72: "6 - A tree survey should be undertaken prior to development and trees worthy of retention identified and incorporated into the new development".</p>

Response Reference : SDZ03

Section : Clonburris Cross

Summary of key issues raised

Support for the creation of a multi-modal public transport interchange at Fonthill and the provision of high density development around such a node.

Rail station should be moved further west of Fonthill Road to facilitate a better interchange arrangement.

The design of Clonburris Triangle & location of the landmark building is problematic

What is role of Main Street & how will traffic movement be managed along it?

How will barrier effect of Fonthill Road be reduced?

Underbridge under Fonthill Road should be deleted because of likely anti-social problems & an at-grade junction provided instead

Bus priority should be provided at the station

Park & Ride facilities should be provided at the station & Metro Stop

Road crossings of the future Metro West line should be minimised & sufficient wayleaves be provided to ensure space for construction of Metro West.

More retail development should be permitted at Fonthill.

Scale & density of development should be greater given the excellent public transport links

Manager's Response

The decision on the location of rail stations to be provided along the Kildare rail line was examined at an An Bord Pleanála oral hearing into the Kildare Route Rail Order in 2006. The location of the station adjacent to Fonthill Road allows a double sided station to be developed which will facilitate access from both east and west of Fonthill Road. The Kildare Railway improvements including the new stations are currently under construction. The design and layout of the area around Fonthill Station and Clonburris Triangle have been reviewed in light of the emerging detailed route alignment for Metro West. A number of amendments to this area are proposed (Recommendations 6-18) that will also address issues such as the potential barrier effect of Fonthill Road, alternatives to the proposed underbridge, provision for the emerging route design of Metro West and the design of Clonburris Triangle. Bus priority measures will be provided at the interchange. A park and ride car park for the rail station has been approved as part of the Rail Order.

Clonburris Main Street is at the heart of the new Clonburris District. It will contain the primary retail and civic facilities for the district. The street is designed to function as an artery through the area. It will be a broad boulevard that will prioritise pedestrian, cyclist and bus transport along its length through wide pavements and the use of bus gates to prevent through traffic. In view of the importance of this street and the multiplicity of landownerships it passes through; Recommendation No. 25 requires that a detailed design masterplan and comprehensive traffic and carparking management strategy are developed prior to its development.

The primary retail area of the Eco-District will locate around the catchment of Fonthill Road Station and stretch both along Main Street and Station Road. It is proposed that Main Street will rise from a low level and wrap around the Triangle to form the major public space in Clonburris. The upper level of Main Street will be characterised by active frontage of high quality retail units comprising a range of comparison and convenience retailing including food shopping, department store, clothes shopping and destination shopping.

The quantum of retail floorspace proposed is considered appropriate at this point in time. However, with a development of this scale and timeline, it is acknowledged that circumstances may change that would permit additional retail floorspace to be provided in the future. This issue can be reviewed as part of the planned reviews of the Plan. It should be noted that, following a review, any proposed change to the quantum of retail floorspace would need to be dealt with as a proposed formal amendment to the Plan.

The quantum of development proposed in this neighbourhood is considered appropriate in view of its public transport benefits and role in the Clonburris area.

Response Reference : SDZ.06	
Section : Kishoge Bridge	
Summary of key issues raised	Manager's Response
<p>More floorspace for non-residential uses should be allocated around Kishoge Station.</p> <p>That the 3 no. blocks to the south of Kishoge Train Station be indicated as non-residential uses within the Plan.</p> <p>Greater building height along canal should be permitted.</p> <p>Clarification needed on facilities required for Clonburris Park.</p> <p>The Great Park should be included within the list of Common Infrastructure to be paid for by all developers.</p>	<p>It is considered that the amount of development permitted under each of the three scenarios is generally appropriate. However, it is intended to write in more flexibility to the Plan to allow additional employment uses to be developed in place of residential units in the vicinity of Kishoge Station and the area identified for mixed use adjacent to Kishoge Station will be increased to facilitate this. Any further retail development will be considered as part of formal reviews of the Plan.</p> <p>Building heights in the Kishoge Bridge Neighbourhood are limited to a maximum height of 4 storeys plus 1 storey set back. It is proposed to amend the Plan to permit an additional storey to buildings west of the Outer Ring Road along the canal given the building typology and height context of the Grange Castle Business Park on the other side of the canal.</p> <p>Clonburris Park will form a great urban park of mixed character and function connecting existing and proposed neighbourhoods. It is proposed that the northern area will take the form of contemporary parkland and will accommodate a variety of intensive amenity uses including playing fields, games courts, and playgrounds, surrounded by landscaped open space at edges of the park. The park may also be used for large periodic uses such as funfairs, performances or circuses.</p> <p>It is agreed that the main parks in Clonburris should be identified as items of cross-cutting infrastructure given their significance to the overall development and an amendment will be proposed to section H.4 on page 109 to this effect.</p>
SDZ.06	Recommendations
SDZ	<p>No. 40 Amend the Development Schedule on page 80 to indicate that buildings west of the Outer Ring Road adjacent to the canal can have a maximum height of 5 storeys plus 1 storey set back.</p>
SDZ & LAP	<p>No. 41 Amend Section H.4 on page 109 to include the following additional bullet point: "The three main parks proposed in the Plan."</p>

F : LAP Neighbourhood Guidance

Response Reference : LAP.01

Section : Kishoge Cross	Manager's Response
<p>Summary of key issues raised</p> <p><u>Building heights</u></p> <ul style="list-style-type: none"> • Restricted height zone should be increased to 200m • Landmark building north of Fonthill Link Road should be deleted • Additional landmark building should be allocated north of station to anchor this area visually • The landmark building at Kishoge Station cannot be built due to design of station currently under construction. <p><u>Links</u></p> <ul style="list-style-type: none"> • Station links should not be created to existing estates • Existing boundary walls to existing estates should be retained & no access made to existing cul-de-sacs • Additional footbridge to station should be created. • Proposed road link to Foxborough Road should be deleted • Additional road access to Station Road should be identified to service lands • Proposed road link between Fonthill Road & Balgaddy Road should be deleted as this compromises the potential for these lands to provide a secondary school. <p><u>Parking</u></p> <ul style="list-style-type: none"> • Park & Ride facility should be provided • Dual use of parking facilities should be accommodated • Measures should be put in place to prevent station users parking in Foxborough Estate <p><u>Landuses</u></p> <ul style="list-style-type: none"> • Support for the provision of education facilities in this 	<p><u>Building heights</u></p> <p>The building restriction zone requires that development backing on to existing development respects existing context building heights, i.e a maximum of two storeys. It is considered that this will be sufficient to protect residential amenity and that extending the zone would have no clear benefits.</p> <p>Particular concern has been raised in connection with the proposed landmark building identified to the north of the Fonthill Link Road/Outer Ring Road junction. Recommendation 33 proposes an amendment to this to address the concerns raise.</p> <p>Kishoge Station will form the heart of the Kishoge local centre and it is considered appropriate that a landmark building be located in the immediate vicinity of the station – the plan indicates the general location of the landmark building here but its specific location will be subject to the detailed design of this area. It is recognised that in view of the surrounding street network in this area, that it is appropriate to indicate an additional site for a land mark building immediately east of the Outer Ring Road underbridge to visually connect this part of the development to the remainder of the local centre and an amendment to the Plan to deal with this.</p> <p><u>Links</u></p> <p>Links to adjacent cul-de-sacs and estates - see Response Reference D.2</p> <p>It is proposed to create an additional access to Kishoge Station from Station Road to the west of the Outer Ring Road to facilitate access from Kishoge Neighbourhood. There is no objection to this in principle and the development framework set out in the draft LAP is sufficiently flexible to accommodate such an access. Such a bridge could be continued across the rail line to Kishoge Grange Neighbourhood to the south to facilitate better access to the station from there.</p> <p>A key aspect of the Clonburris Plan is to develop a robust street network to facilitate access within the site and links to roads and streets adjoining site. To this end the link proposed to Balgaddy Road is important in terms of providing access to and from the wider area.</p> <p>The proposal to create an additional street link from Station Road to the development lands on either side is acceptable in principle. The proposed LAP development framework is sufficiently</p>

<p>neighbourhood.</p> <ul style="list-style-type: none"> • Secondary school should be provided to serve South Lucan • Carline Centre should be retained • More retail floorspace should be provided around station. • Phasing restrictions concerning location of initial development should be relaxed <p><u>Density & plot ratio</u></p> <ul style="list-style-type: none"> • Guidance on density & plot ratio should be deleted from LAP & made subject of subsequent planning applications • Height restrictions set out may not allow quantum of development proposed to be achieved <p><u>ESB/masts</u></p> <ul style="list-style-type: none"> • 220 KV ESB line should be undergrounded • Distance of 90m should be maintained between base of 220kv pylons & occupied structures until they are undergrounded. • Existing mobile phone mast should not be moved closer to existing housing 	<p>flexible to accommodate this and the details of location and design will need to be addressed at the detailed planning stage.</p> <p><u>Parking</u></p> <p>A Park and Ride car park will be provided at Kishoge Station on land to the south of the station as part of the Kildare Upgrade project. There is no objection in principle to the provision of some limited additional car parking for rail users as long as such parking has a dual use function and is available to others such as residents, visitors to the local centre, etc. It is proposed that an amendment be made to the draft Plan requiring that a Parking Strategy be developed prior to any development taking place in the Kishoge Cross Neighbourhood. Such a strategy should take account of the maximum parking standards set out in Part G of the draft Plan, the nature and layout of the Kishoge Local Centre as a whole, and the provision of shared parking facilities for residents and visitors.</p> <p>The provision of Park and Ride facilities at Kishoge Station should accommodate rail users. In the event that it was demonstrated that in the future car parking associated with rail station usage was taking place in neighbouring estates and residential areas, the Council could consider a range of parking management measures in these areas to deal with the problem.</p> <p><u>Landuses</u></p> <p>Provision for a site for a secondary school has been made in the Kishoge Grange neighbourhood and the phasing scheme requires that this be delivered, at latest by Phase 4 (3000-3600 units). There is no reason why this item of infrastructure cannot be delivered sooner than Phase 4 if appropriate access is put in place, however, Recommendation No. 35 is proposed to amend the infrastructure and phasing Scheme to require that the secondary school be provided at latest by Phase 3 of the LAP (1601 - 3000 residential units).</p> <p>The removal or relocation of the Carline Centre is not proposed in this Plan.</p> <p>Over 10,000m² retail floorspace is proposed for the Kishoge local centre which is intended to function as a secondary centre for Clonburris. It is intended that Kishoge Centre should contain a small supermarket and range of local shops and businesses to underpin the station and centre. It is considered that in order to ensure that there will be sufficient retail floorspace both north and south of the rail station to accommodate the proposed retail uses that an additional 5000m² be provided, split between Kishoge Cross and Kishoge Bridge neighbourhoods.</p> <p>A key aspect of the proposed infrastructure and phasing scheme is that the first phase of development in the LAP area should take place within close proximity (200m) of the rail station to ensure ease of access to good public transport facilities. Given that this neighbourhood is truncated by a number of large roads, it is accepted that the zone specified for the first phase of development should be enlarged to facilitate a mix of development taking place. It is therefore</p>
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	<p>proposed that the development zone for the first phase of development be increased to within 400m of Kishoge Station and Station Road.</p> <p><u>Density and plot ratio</u></p> <p>Development density and plot ratio across the Clonburris site has been devised in accordance with Public Transport Accessibility Levels (Part D.3 of the draft Plan) so that the highest density and plot ratio relate to high levels of public transport accessibility. Given that the quantum and density of development permissible at Clonburris is directly related to public transport accessibility, it is considered appropriate that guidance on density and plot ratio be included in the Plan.</p> <p><u>ESB/masts</u></p> <p>See Response Reference D.8 in respect of ESB powerlines. SDCC will continue to explore the medium-long term ambition to underground this 220kv line with the ESB.</p> <p>There is no proposal in the Plan to relocate the mobile phone mast closer to existing housing. The mast is subject to planning permission and any future planning applications relating to it will be dealt with on their merits.</p>
<p>LAP.01</p> <p>LAP</p> <p>LAP</p> <p>LAP</p>	<p>Recommendations</p> <p>No. 42 Amend the neighbourhood structure plan on page 85 to show an additional District Landmark located to the east of the Outer Ring Road Underbridge.</p> <p>No. 43 Amend the neighbourhood structure plan on page 85 to shown a potential pedestrian bridge link to the western platform of the rail station, with potential to also link into Kishoge Grange neighbourhood to the south.</p> <p>No. 44 Add additional text to the Ease of Movement section on page 84: "A car parking strategy to determine the number of carparking spaces required in the vicinity of the station and local centre and promoting the use of shared parking will need to be agreed prior to development".</p>

Response Reference : LAP.02	
Section : Kishoge Grange	
Summary of key issues raised	Manager's Response
<ul style="list-style-type: none"> Wildlife corridor should be provided between Griffeen Park & Kishoge Grange Connection to Corkagh Park should be facilitated 	<p>The northern bank of the canal will be retained and managed as a wildlife corridor providing a green link from Griffeen Valley Park to the east.</p> <p>Cycle and footpath facilities have been provided along the Outer Ring Road which facilitates the most direct access between Clonburris and Corkagh Park.</p>

G : Sustainability Toolkit & Design Standards

Response Reference : G.4	
Section : The Clonburris Sustainability Toolkit	
Summary of key issues raised	Manager's Response
<p><u>Management of implementation of Sustainability Toolkit</u></p> <ul style="list-style-type: none"> More information required on how proposed Sustainability Management and Appraisal Committee will operate? Clarification needed on who will be represented on monitoring groups. Local community groups, stakeholders & landowners should be represented. <p><u>Sustainability targets</u></p> <ul style="list-style-type: none"> Support for the levels of sustainable development included within the plan, including reductions in energy usage and monitoring of such. Sustainable heating and energy production methods should be used in Clonburris. Support for energy ratings targets to be achieved by residential buildings, and that such targets should also be applied to commercial buildings. Target should be provided for use of environmentally sourced cement Modal split for public transport usage is far too high & unrealistic. More precise breakdown of modal split targets required. 	<p><u>Management of Sustainability Toolkit</u></p> <p>A Sustainability Management and Appraisal Committee (SMAC) is proposed to champion, oversee and ensure compliance with the various standards set out in the Sustainability Toolkit. The key purpose of the Committee is set out page 90 of the draft Plan. It is envisaged that the SMAC will be complementary to the proposed Clonburris Steering Group. The Steering Group will have overall responsibility for monitoring delivery of the Clonburris Plan, while the SMAC will have a more technical role in relation to advising on and guiding compliance with the sustainability targets. It is envisaged that the SMAC would comprise Council staff, sustainable design experts, representatives from relevant stakeholder groups, and from the various landowners and developers engaged with rolling out development on the site. The SMAC would report to the Clonburris Steering Group on the extent of compliance with the sustainability targets specified in the Plan.</p> <p><u>Sustainability targets</u></p> <p>Specific energy targets are set out for both residential and non-residential buildings in the Toolkit – see indicator UR.ENE.01.</p> <p>Indicators R1.Mat.01 and R1.Mat.02 encourage the use of environmentally sourced, low carbon impact materials in Clonburris. The use of environmentally sourced cement and such other products is therefore actively encouraged. It is considered that the targets set out for these two indicators are satisfactory.</p> <p>With respect to Indicator UR.TR.02 which deals with public transport and modal shift, the targets</p>

<ul style="list-style-type: none"> • Requirement for dual aspect buildings should be relaxed particularly in high density areas • Specific guidance on housing tenure required. Owner occupancy should be encouraged. • Gated communities should not be permitted. <p><u>Building Design Standards</u></p> <ul style="list-style-type: none"> • Proposed apartment sizes should be larger & adequate facilities should be provided within apartment blocks <p>Housing units should be designed to accommodate families High standards of apartments One bedroom units should be kept to a minimum Visual impact of balconies Washing and drying facilities should be screened</p> <p><u>Parking standards</u></p> <ul style="list-style-type: none"> • Use of maximum parking standards encouraged with most restrictions in highest accessibility areas. 	<p>identified are the ultimate targets to be achieved under Scenario 3 when the major public transport projects are in place. The approach to development at Clonburris has been driven by the need to actively promote and encourage high levels of walking, cycling and public transport use in order to maximise the advantages offered by the excellent public transport accessibility available on the site and to minimise the impact of development on the surrounding road network. The modal share set out is ambitious but reflects the sea change required at Clonburris from the start. It is achievable and recent residential developments in Galway and commercial developments in Dublin demonstrate that significant reduction in car usage can happen if the conditions for promoting walking, cycling and public transport are in place. Clonburris has been designed with this in mind in a number of ways – ensuring that the mix of residential, commercial and supporting infrastructure is such that there are increased opportunities for residents to live, work, recreate and access community and educational facilities within a 10 minute walk distance from their homes, locating facilities and creating a strong walking, cycling and public transport network to make it easy to get around the site without a car, and tying in the delivery of development to the availability of excellent public transport facilities. Recommendation No. 20 requires a modal share assessment of development based on the more detailed modal share information in the Mobility Management Plan before development is permitted to move to the subsequent development scenario.</p> <p>Indicator QL.BU.02 relates to daylighting standards for new homes. It is important that homes are designed to a high level of comfort. It is recognised that in limited cases, single aspect units may be required as an outcome of achieving other design priorities especially in high density areas. However, as each neighbourhood in Clonburris will contain development built to a range of densities, it is considered that the target of 90% overall for a neighbourhood is achievable. It is proposed to amend the text to state that where single aspect units are provided, they should be predominantly south or west facing. Other sustainability indicators deal with the provision of satisfactory study space and private space to facilitate well-designed new homes.</p> <p>Indicators QL.SC.01 and QL.SC.02 sets targets for the differing types of housing mix and sizes to be delivered in Clonburris to facilitate the delivery of units which can accommodate the differing needs of different household typologies, allowing for a healthy demographic mix.</p> <p><u>Building Design Standards</u> All residential units are required to comply with the recently released Sustainable Urban Housing: Design Standards for Apartments and Quality Housing for Sustainable Communities, produced by the Department of the Environment. These are considered to produce good standards for new homes. It is proposed to amend the text to ensure that any future revisions of these guidance documents also apply to development at Clonburris. Sustainability indicators deal with the provision of satisfactory study space and private space and levels of daylighting to be provided in order to ensure well-designed new homes in Clonburris.</p>
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<p>G.4</p> <p>SDZ & LAP</p>	<p>Recommendations</p> <p>No. 45</p> <p>Amend Target No. 3 for Sustainability Indicator QL.BU.02 on page 100 to add the following text: "Where single aspect units are proposed, they shall be predominantly south or west facing."</p>
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H : Delivery, Infrastructure & Phasing

<p>Reference :</p>	
<p>Section :</p>	
<p>Summary of key issues raised</p> <p><u>Delivery & Management Structures</u></p> <ul style="list-style-type: none"> • S.49 Schemes for Metro West & KRP required to assist with funding of projects • What guarantees are there that development will happen in accordance with the Plan? • Smaller phases should be used with respect to roll-out of infrastructure • Measures to penalize non-cooperative landowners should be more severe & Council should be willing to use CPO powers • Temporary infrastructure should be permitted pending delivery of permanent infrastructure where problems arise with providing permanent infrastructure. • Given scale of project, some flexibility is needed over future roll-out <p><u>Infrastructure phasing</u></p> <ul style="list-style-type: none"> • Support for the linking of development to the provision of public transport infrastructure. • Upgrade of surrounding road network essential – should occur before any development takes place. • Development should not happen until M50 & M4 upgrades are completed, new road across Liffey Valley is in place & KPR is in place. 	<p>Manager's Response</p> <p>The key purpose of the Development and Infrastructure Phasing Scheme is to prioritise and clearly set out the timetable for delivery of appropriate infrastructure, services, facilities and amenities in tandem with the roll out of development. Early provision of strategic infrastructure such as bus and rail based transport, a strategic street network, and strategic non-residential uses, including community facilities clustered around main transport interchanges are all key delivery objectives and priorities of the phasing system. The Plan makes it clear that development cannot move beyond a specified phase without the specified infrastructure in place. Adamstown has demonstrated the benefit of using this approach to control development.</p> <p>The proposed infrastructure and phasing scheme is a balance between securing the delivery of supporting infrastructure up front and ensuring that sufficient development can take place to fund its delivery. The size of the phases proposed reflects this balance and are considered to be appropriate given the scale of the overall development.</p> <p>It is agreed that a long term development of this nature requires some flexibility and a structure of formal reviews of the Plan is included (page 122) to facilitate this. The issues to be considered at these reviews will be further elaborated.</p> <p>The success of this Plan depends on co-operative working between landowners in the delivery and funding of elements of infrastructure – particularly in the early days. Agreement of an appropriate delivery mechanism before any development starts is critical as set out on page 109. The Council intends to use whatever powers it has available to secure strategic delivery of this Plan (see Section H.3) including using CPO powers, proposing Section 48 and Section 49 Schemes and establishing delivery vehicles. Notes 1 & 2 on page 104 highlight a number of</p>

<ul style="list-style-type: none"> • As all 3 Transport 21 projects are likely to be rolled-out, no scenario restrictions are necessary • Capacity requirement for each phase of public transport should be specified • No more than 800 units should be constructed before Metro is operational • Scenario 3 should be dependent on electrification of rail line • More specific proposals needed in respect of future bus routes. Contracts should be put in place to ensure services will happen. • Integrated approach to public transport provision is required. Should provide for integrated ticketing. • Community facilities should be provided up-front. • Too much infrastructure is required for Clonburris Cross & Gallans town neighbourhoods in Phases 1 & 2 compared to other neighbourhoods – should be reduced or amount of development permissible in these phases increased. • Health Centre should be delivered at earlier stage • Facilities and amenities to be provided should be listed in the phasing of the scheme. 	<p>penalties built into the plan to penalise developers who are unwilling to engage in the development process in the early days, and clarifies that temporary access measures may be agreed if necessary.</p> <p>Infrastructure phasing</p> <p>The infrastructure phasing scheme already addresses a number of the concerns raised along with a number of recommendations proposed earlier in this report – for example, Recommendation 2 proposes that the public transport capacity necessary to facilitate development at Clonburris is confirmed before approval is given to move from one development scenario to the next. In the interest of providing certainty for the community that the quantum of development will be tied in to the major public transport projects, notwithstanding current progress on delivering the programme for the Transport 21 projects. The infrastructure listed has been as specific as possible given the long term nature of the project and changing demands that are likely to arise, and cross reference should be made to the Parks Development Framework for more guidance on facilities to be provided in the main parks, and Community Framework for guidance on the nature of community facilities.</p> <p>It is considered that in general the Scheme provides a good balance between ensuring delivery of infrastructure to support sustainable travel patterns and quality of life, and providing an appropriate quantum of development to fund them. A number of additional changes are proposed to the phasing scheme to address the concerns raised:</p> <ul style="list-style-type: none"> - The completion of the M50 and N4 upgrades prior to occupation of any units in either the LAP or SDZ areas will be included. - The text relating to the bus services will highlight the key areas to be connected by routes. The detail of this will need to be developed by way of a Bus Route Strategy. - The second tranche of retail floorspace permissible in the district centre will be moved forward from Phase 4 to Phase 2 to enable the district centre to be developed in a continuous manner in support of the excellent public transport facilities available here. - Provision of the public health centre will be brought forward from Phase 4 to Phase 3.
<p>H</p> <p>SDZ & LAP</p>	<p>Recommendations</p> <p>No. 46</p> <p>Amend paragraph 3 in section H.10 on page 122 to add the following text: “The reviews shall also examine the quantum of development permissible, in particular retail and commercial development, and make recommendations as to whether formal amendments to the Plan should be proposed to facilitate changes to the quantum of development permissible. A key element of the reviews will be an assessment of the success of development to date in meeting the modal shares proposed in this Plan and supporting transport documentation; and identification of any additional measures needed to ensure that the targets are met.”</p>

<p>SDZ & LAP</p>	<p>No. 47 Amend Phase 1 of the LAP Phasing Scheme (page 111) and Phase 1 of the SDZ Phasing Scheme (page 114) to include "completion of the upgrade to the M50 and N4 roads" as part of the required infrastructure.</p>
<p>SDZ & LAP</p>	<p>No. 48 Amend section H.6.8 on page 110 to add the following text: "Level 1 and Level 2 Bus provision will be delivered in accordance with a Bus Strategy for Clonburris to be agreed with the Development Agency/Planning Authority beforehand. This Strategy will relate to the supporting Public Transport Capacity report supporting this Plan, in particular with reference to the route corridors identified linking Clonburris with centres including Adamstown, Lucan, Clondalkin, Tallaght, hospitals, business parks and employment areas, and in terms of providing bus feeder links to the rail and Metro stations."</p>
<p>SDZ</p>	<p>No. 49 Amend the SDZ Phasing Scheme to move delivery of the additional 10,000m2 retail floorspace permitted from Phase 4 to Phase 2.</p>
<p>SDZ</p>	<p>No. 50 Amend the SDZ Phasing Scheme to move delivery of the public health facility from Phase 4 to Phase 3.</p>

J : Design Codes

<p>Response Reference : J.6</p>	
<p>Section : Design Codes</p>	
<p>Summary of key issues raised</p>	<p>Manager's Response</p>
<p>Access shown onto 9th Lock Road needs to be moved further south Integration with Green Route along south side of canal should be shown Problems raised in connection with design approach to Clonburris Triangle and Fonthill Road Underbridge.</p>	<p>These concerns about specific design codes have already been addressed in proposed recommended changes to the Plan</p>

Need to safeguard reservation for Metro West.	
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6 Summary of Recommendations

<p>A.3 SDZ & LAP</p>	<p>Recommendations</p> <p>No. 1 Add the following text to Section A.2 on page 5 : “ A Strategic Environmental Appraisal has been prepared for this Plan in accordance with Directive 2001/42/EC and the Planning and Development (Strategic Environmental Assessment) Regulations 2004. The completion of this Plan does not preclude or negate the necessity for Environmental Impact Assessments to be prepared for development projects within the Plan area if they are prescribed above the threshold requirements listed in the Schedules to the ‘Environmental Impact Assessment Regulations implementing the EC Directives 85/337/EEC and 97/337/EU.’”</p>
<p>B.5 SDZ & LAP</p>	<p>Recommendations</p> <p>No. 2 Insert the following additional bullet point to section H.6.2 on page 110: “Written confirmation that the public transport capacity requirements for the related modes of transport underpinning the new scenario for development in Clonburris, i.e. rail, bus, and Metro, identified in JMP ‘Technical Note 4 – Public Transport Capacity Assessment’ dated August 2007 will be available for development in Clonburris.”</p>
<p>B.6 SDZ</p>	<p>Recommendations</p> <p>No. 3 Insert the following additional text to bullet point 3 for Design Code I.04 – Canal Basin: “When designing the culvert, liaison and consultation should be undertaken with relevant national and local wildlife authorities.”</p>
<p>SDZ & LAP</p>	<p>No. 4 Amend the first sentence of the last paragraph in section G.4.1.1 on page 89 as follows: “Surveys of existing site characteristics identified above will need to be commissioned and undertaken for the site as a whole prior to the formulation and submission of planning applications for any development proposals at Clonburris to populate the database.”</p>
<p>C.3 SDZ & LAP</p>	<p>Recommendations</p> <p>No. 5 Add the following text to both section D.8.8 on page 67 and Site Sensitivity 1 on page 84: “Permanently occupied buildings shall not be constructed within 30m of the 220kv powerline that traverses the northern part of Clonburris.”</p>
<p>SDZ</p>	<p>No. 6</p>

	<p>Amend the neighbourhood structure plan for Clonburris Cross on page 75 to show:</p> <ul style="list-style-type: none"> • A revised alignment and reservation for the Metro West route to the west of the Fonthill Road Rail Station. The reservation should be a minimum of 12m wide with the construction reservation zone indicated as 18m wide; • A rail overbridge over the Kildare line between the Fonthill Road Station and the Main Street with potential development over; • A variation to the minor street connections in the vicinity of these to accommodate the revised Metro alignment and block structure arising. • Amend the Urban Movement Grid, Public Transport Grid and Pedestrian and Cycle Network Plans to show that Station Road will cross the Fonthill Road at grade. <p>SDZ</p> <p>No. 7</p> <p>Amend the text relating to the Clonburris Cross neighbourhood on page 74 as follows:</p> <ul style="list-style-type: none"> (v) Delete reference to Fonthill Road underbridge in Proposed Infrastructure and on structure plan (vi) Delete bullet point 4 in Continuity and Enclosure (vii) Delete "...and negotiate a number of key changes in level" from bullet point 2 in Quality of the public domain. (viii) Delete the artist's impression of Clonburris Triangle on this page and where included elsewhere in the draft Plan. <p>SDZ</p> <p>No. 8</p> <p>Amend the text relating to Cappagh neighbourhood on page 70 as follows:</p> <ul style="list-style-type: none"> (iv) Delete reference to Fonthill Road underbridge in Proposed Infrastructure and on structure plan. (v) Amend the Urban Movement Grid, Public Transport Grid and Pedestrian and Cycle Network Plans to show that Station Road will cross the Fonthill Road at grade. (vi) Add the following bullet point to Ease of Movement section – "Eastern section of Station Road to cross the Fonthill Road at grade and ramp gently down into Cappagh neighbourhood" <p>SDZ</p> <p>No. 9</p> <p>Amend the neighbourhood structure plan for Clonburris Lock neighbourhood on page 73 to show:</p> <ul style="list-style-type: none"> • A revised alignment and reservation for the Metro West route to the west of the Fonthill Road Rail Station. The reservation should be a minimum of 12m wide with the construction reservation zone indicated as 18m wide; • A rail overbridge over the Kildare line between the Fonthill Road Station and the Main Street with potential development over; • A variation to the minor street connections in the vicinity of these to accommodate the revised Metro alignment and block structure arising. • Amend the Urban Movement Grid, Public Transport Grid and Pedestrian and Cycle Network
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SDZ	Plans to show that Station Road will cross the Fonthill Road at grade.
SDZ	<p>No 10 Amend the text relating to Clonburris Lock neighbourhood on page 72 as follows: (i) Add additional bullet point to Ease of Movement – “A rail overbridge between Fonthill Road Station and Main Street will provide the potential for direct linkages from Clonburris Lock to the rail station and Metro Stop.”</p>
SDZ	<p>No 11 Amend first two sentences of fixed strategic infrastructure item 3 on page 114 as follows: “ Station Road East (M.03.e) with QBCs from Neilstown Road to the western extent of the SDZ boundary where it will link with the western half of Station Road. This to include an at grade junction with Fonthill Road, provision for a junction with the Metro West route and junction with Ninth Lock Road NLR.01)....”</p>
SDZ	<p>No 12 Design Code M.03.e for Station Road East: (iv) Amend drawing S.2 to show raising of land level under Station Road in vicinity to facilitate at grade crossing with Fonthill Road (v) Delete Main Street bridge from view of Station Road East (vi) Delete third sentence from Movement Function and replace with “The Outer Ring Road underbridge and an at-grade crossing with Fonthill Road allows Station Road to provide a direct east west link through the site and to areas beyond.”</p>
SDZ	<p>No 13 Design Code M.05 for Fonthill Road: (iv) Delete tramway reservation from drawings S.1 and S.2 (v) Amend first sentence of Movement Function to read “It is planned that Metro West will run parallel to Fonthill Road except in the vicinity of the Rail Station where is will run to the west of the station.” (vi) Add additional sentences to the Movement Function to read “Station Road will cross Fonthill Road at grade. The new junction should be designed to provide priority for east west bus movements and restrict general turning movements in and out of Clonburris.”</p>
SDZ	<p>No 14 Design Code S.01 for Clonburris Triangle: (iv) Amend drawings to delete significant level difference across Clonburris Triangle (v) Delete street link between Main Street and Station Road (vi) Amend text in Landscape Function to read “The Triangle is strategically located adjacent to Clonburris Main Street and the rail station/Metro interchange in the heart</p>

<p>SDZ</p>	<p>of the main shopping area. The space offers many opportunities for seating, planting, lighting and other landscape elements.”</p> <p>No. 15 Design Code 1.03.a for Fonthill Road Underbridge: (ii) Delete this design code</p>
<p>SDZ</p>	<p>No. 16 Design Code for Railway Overbridges 1 – 3: (i) Delete reference to Station Road/Fonthill Road underbridge from drawings.</p>
<p>SDZ</p>	<p>No 17 Add two new Design Codes for: (iii) Fonthill Rail Bridge (iv) Fonthill Road/Station Road junction</p>
<p>SDZ</p>	<p>No 18 Amend the Movement Framework to reflect the replacement of the Station Road/Fonthill Road Underbridge with an at grade crossing as follows: (iv) Add the Station Road/Fonthill Road junction to the list of junction proposals for Fonthill Road in Table 14 on page 31. (v) Delete references to the Fonthill Road Underbridge from the ‘Over- and under-bridge’ section on page 32. (vi) Delete the Fonthill Underbridge reference from Table 15 on page 32.</p>
<p>C.4</p>	<p>Recommendations</p>
<p>SDZ & LAP</p>	<p>No 19 Make the amendments to the text listed below to reflect the following change to the quantum of residential development permitted under development scenarios A and B proposed in the Plan: Scenario A – reduce the number of residential units permitted from 11,800 to 10,000 units Scenario B – reduce the number of residential units from 14,800 to 13,000 units Scenario C – retain as up to 16,000 residential units</p> <p>(v) Amend Table 8 on page 22 to reflect the above changes to Scenarios A and B. (vi) Amend Table 9 on page 22 to reflect the above changes to Scenarios A and B on a pro rata basis across each neighbourhood. (vii) Amend the Development / Phasing Strategy for the LAP area on pages 112 and 113 to show that: - ‘Metro West station at Clonburris operational’ is moved forward from Phase 4 to</p>

<p>SDZ & LAP</p>	<p>Phase 3 (1601 - 3000 residential units);</p> <ul style="list-style-type: none"> - 'City Centre Rail Interconnector operational' is moved forward from Phase 5 to Phase 4 (3001 – 3600 residential units). (viii) Amend the Development / Phasing Strategy for the SDZ area on pages 120 and 121 to show that: <ul style="list-style-type: none"> - Metro West Station at Clonburris is moved forward from Phase 10 to Phase 8 (6001 – 7000 residential units); - 'City Centre Rail Interconnector is moved forward from Phase 12 to Phase 10 (8001 – 9400 residential units) - Phase 11 is amended to include 9,401 – 10,200 residential units; - Phase 12 includes 10,201 – 11,000 residential units.
<p>SDZ & LAP</p>	<p>No 20</p> <p>Amend section H.6.2 on page 110 to include the following additional bullet point: “An evaluation of the performance of the development to date against the Travel Mode Splits set out in Table T5.6 of the Mobility Management Plan Framework and Strategy dated August 2007 prepared by JMP”; and the identification of any additional measures required to ensure that the Travel Mode Splits are met; and a plan for the implementation of such measures.”</p>
<p>SDZ & LAP</p>	<p>No 21</p> <p>(iii) Amend paragraph 2 of section C.4.4 on page 22 to indicate that a 20% variation between the minimum and maximum levels of development allowed under each scenario.</p> <p>(iv) Amend Table 9 on page 22 to show a 20% variation between minimum and maximum levels of development.</p>
<p>SDZ & LAP</p>	<p>No 22</p> <p>Amend the footnote under Table 12 on page 25 to delete “and retail services”.</p>
<p>SDZ & LAP</p>	<p>No 23</p> <p>Amend Tables 8, 9, and 12 on pages 22 and 25 to indicate an increase in net retail floorspace of 2,500m² permitted in both Kishoge Cross and Kishoge Bridge neighbourhoods.</p>
<p>SDZ & LAP</p>	<p>No 24</p> <p>Add the following paragraph to the section on Transferable floorspace on page 23: “Up to a maximum of 250 residential units permissible in the Kishoge Grange, Kishoge Cross, Kishoge Bridge, Cappagh, Gallanstown and Clonburris Little neighbourhoods may be transferred to employment use on the basis of 125m² gross employment space per residential unit. Such a transfer is subject to the following conditions:</p> <ul style="list-style-type: none"> • A maximum of 250 residential units in each neighbourhood can be transferred; • Employment floorspace cannot be transferred to residential units;

	<ul style="list-style-type: none"> The transfer will result in a net decrease in the number of residential units permissible in the neighbourhood and an increase in employment floorspace; The transfer must be agreed in writing in advance with the Development Agency. <p>The transfer will not have the effect of reducing the minimum size or number of community sites, facilities or floorspace required in any neighbourhood.</p>
<p>D.2 SDZ</p>	<p>Recommendations</p> <p>No 25</p> <p>Add the following paragraph to section D.6.2 on page 54: “Getting the urban form in Clonburris District Centre right is critical. The district centre crosses a number of different landownerships and incorporates a variety of constraints and opportunities. A comprehensive approach to the layout and urban form of the Clonburris district centre must be taken and therefore it is a requirement of this Plan that prior to any built development taking place in the Clonburris District Centre, that an Urban Form Development Framework for Clonburris District Centre be developed and agreed with the Development Agency/Planning Authority. Based on the Clonburris Plan, the Framework will address the following aspects of layout and urban form: street network; public transport interchange including provision for buses; urban blocks; urban grain; height scale and massing; building typologies; the design and treatment of squares and the public realm. As part of the Framework plan, a Traffic Management Scheme will also be developed including a car parking strategy for the district centre that addresses the number of carparking spaces to be provided; the location and usage of car parks and on-street parking; initiatives to promote shared use of car parking in the district centre; and traffic management measures along the Main Street to provide priority for pedestrians, cyclists and public transport.”</p>
<p>D.3 SDZ SDZ & LAP</p>	<p>Recommendations</p> <p>No. 26</p> <p>Amendment to plan ‘Proposed land use strategy for Clonburris Eco-District’ on page 42: (ii) Change ‘Employment’ allocation of area bounded by Station Road, Main Street and proposed Recycling Centre to ‘Mixed Use/Retail/Commercial/Leisure’</p> <p>No. 27</p> <p>Amendment to Strategy section on page 43: Add following text to second paragraph: “The plan showing ‘Proposed landuse strategy for Clonburris Eco-District’ on page 42 is not a landuse zoning plan. Rather, it indicates the general distribution of different types of uses across the site. Clonburris is planned as a mixed use district, and therefore it is not intended to have substantive mono-use areas within the district. Residential uses will be encouraged within the mixed use, employment and primary retail areas, and equally employment and other commercial uses that will not have a detrimental impact on residential amenity will be encouraged to locate within the residential areas indicated.”</p> <p>SDZ & LAP</p> <p>No. 28</p>

LAP	<p>Amend section 8.3 'Employment landuses' on page 43 to delete the words "space extensive retail" and insert and additional sentence – "Residential use may also be appropriate in this zone if it is designed to minimise any adverse impact resulting from close proximity to the rail line."</p>
SDZ	<p>No. 29 (iii) Amend paragraph 1 of the Cultural, community and institutional' section on page 43 to include the words "such as a third level educational institute or large arena" after 'access to excellent public transport facilities'.</p> <p>(iv) Amend paragraph 2 of the Cultural, community and institutional' section on page 43 to include the words "such as a large arena" at the end of the second sentence.</p> <p>Add an additional sentence at the end of paragraph 2 of the Cultural, community and institutional' section on page 43 – "Any large scale landuse proposed in Clonburris such as a third level institution or arena, will require a multi-modal transport assessment to be undertaken to demonstrate their impact."</p>
D.4	<p>Recommendations</p>
SDZ	<p>No. 30 Amend the neighbourhood guidance for Clonburris Lock Neighbourhood on pages 72 and 73 as follows:</p> <p>(iii) Amend the structure plan for the neighbourhood on page 73 to show a green link with a minimum width of 10m running parallel to the east-west street linking Grand Canal Park to Fonthill Road, and returning southwards to the east of Ashwood to tie in with the existing green area adjacent to Ashwood.</p> <p>(iv) Reduce the maximum building height specified in the Development Schedule in respect of development south of the canal to 4 storeys plus 2 storey setback.</p>
SDZ & LAP	<p>No. 31 Amend the text in section D.4.4 on page 45 as follows:</p> <p>(iii) Add an additional bullet point to the first paragraph – "The implementation of the Council's 'Planning Guidance on the Provision of Children's Play Facilities in New Developments'</p> <p>(iv) Delete 'greens and landscaped space' in the first sentence of paragraph 2 and replace with "parks will be available in Clonburris supplemented by landscaped and other green spaces".</p>
SDZ	<p>No. 32 (ii) Add the following additional target to Sustainability Indicator UR.EC.01 on page 94: "Development and implementation of a Biodiversity Action Plan in respect of the Grand Canal and associated banks (north and south) within the Clonburris site, the 'Square Pond Field', and the Cappagh Overflow."</p> <p>Add the following Means of Assessment to Sustainability Indicator UR.EC.01 on page 94:</p>

	<p>“Submission of a Biodiversity Action Plan to the Planning Authority/Development Agency prior to commencement of development of lands adjoining the Grand Canal.</p> <p>Recommendations</p> <p>No. 33</p> <ul style="list-style-type: none"> Amend the Development Schedule for Kishoge Cross on page 84 to indicate that the maximum height for the local landmark building north of the Fonthill Link Road and east of the Outer Ring Road is 5 storeys plus 1 storey setback. <p>No. 34</p> <ul style="list-style-type: none"> Amend Table 3 on page 13 to include requirement that “Development on the site should not exceed 131.6m O.D. (airport safeguarding requirement).”
D.6	
LAP	
SDZ & LAP	
D.7	<p>Recommendation</p> <p>No. 35</p> <p>Delete the requirement to provide Post Primary School No. 1/LAP from Phase 4 on page 113 and insert in Phase 3 on page 112. Add the following text “(temporary pedestrian, cyclist and vehicular links to the school will be facilitated if required).”</p> <p>No. 36</p> <p>Add the following additional targets to Sustainability Indicator QL.SC.04 on page 99</p> <p>(iii) “Undertake a feasibility study into the establishment of a Community Trust for Clonburris.”</p> <p>(iv) “Develop and implement a Public Art Strategy for Clonburris.”</p>
SDZ & LAP	
SDZ.01	<p>Recommendations</p> <p>No. 37</p> <p>Amend the neighbourhood structure plan for Cappagh on page 71 to show the junction between Park Avenue and Ninth Lock Road moved further south.</p> <p>No. 38</p> <p>Add an addition to no. 2 denoting trees that may be worthy of retention to the north of Cappaghmore Estate. Add the following text to the relevant site sensitivity on page 70: “A tree survey should be undertaken prior to development and trees worthy of retention identified and incorporated into the new development</p>
SDZ	
SDZ	
SDZ.02	<p>Recommendations</p> <p>No.39</p> <p>Add an additional site sensitivity no. 6 denoting ‘trees that may be worthy of retention to the north</p>
SDZ	

	of Ashwood' to the structure plan for Clonburris Lock Neighbourhood on page 72. Add the following text to the relevant site sensitivity section on page 72: "6 - A tree survey should be undertaken prior to development and trees worthy of retention identified and incorporated into the new development".
SDZ.06	Recommendations
SDZ	No. 40 Amend the Development Schedule on page 80 to indicate that buildings west of the Outer Ring Road adjacent to the canal can have a maximum height of 5 storeys plus 1 storey set back.
SDZ & LAP	No. 41 Amend Section H.4 on page 109 to include the following additional bullet point: "The three main parks proposed in the Plan."
LAP.01	Recommendations
LAP	No. 42 Amend the neighbourhood structure plan on page 85 to show an additional District Landmark located to the east of the Outer Ring Road Underbridge.
LAP	No. 43 Amend the neighbourhood structure plan on page 85 to show a potential pedestrian bridge link to the western platform of the rail station, with potential to also link into Kishoge Grange neighbourhood to the south.
LAP	No. 44 Add additional text to the Ease of Movement section on page 84 : " A car parking strategy to determine the number of carparking spaces required in the vicinity of the station and local centre and promoting the use of shared parking will need to be agreed prior to development".
G.4	Recommendations
SDZ & LAP	No. 45 Amend Target No. 3 for Sustainability Indicator QL.BU.02 on page 100 to add the following text: "Where single aspect units are proposed, they shall be predominantly south or west facing."
H	Recommendations
SDZ & LAP	No. 46 Amend paragraph 3 in section H.10 on page 122 to add the following text: "The reviews shall also

	<p>examine the quantum of development permissible, in particular retail and commercial development, and make recommendations as to whether formal amendments to the Plan should be proposed to facilitate changes to the quantum of development permissible. A key element of the reviews will be an assessment of the success of development to date in meeting the modal shares proposed in this Plan and supporting transport documentation; and identification of any additional measures needed to ensure that the targets are met.”</p>
<p>SDZ & LAP</p>	<p>No. 47 Amend Phase 1 of the LAP Phasing Scheme (page 111) and Phase 1 of the SDZ Phasing Scheme (page 114) to include “completion of the upgrade to the M50 and N4 roads” as part of the required infrastructure.</p>
<p>SDZ & LAP</p>	<p>No. 48 Amend section H.6.8 on page 110 to add the following text: “Level 1 and Level 2 Bus provision will be delivered in accordance with a Bus Strategy for Clonburris to be agreed with the Development Agency/Planning Authority beforehand. The Strategy will relate to the supporting Public Transport Capacity report supporting this Plan, in particular with reference to the route corridors identified linking Clonburris with centres including Adamstown, Lucan, Clondalkin, Tallaght, hospitals, business parks and employment areas, and in terms of providing bus feeder links to the rail and Metro stations.”</p>
<p>SDZ</p>	<p>No. 49 Amend the SDZ Phasing Scheme to move delivery of the additional 10,000m2 retail floorspace permitted from Phase 4 to Phase 2.</p>
<p>SDZ</p>	<p>No. 50 Amend the SDZ Phasing Scheme to move delivery of the public health facility from Phase 4 to Phase 3.</p>

