**COMHAIRLE CONTAE ÁTHA CLIATH THEAS**
**SOUTH DUBLIN COUNTY COUNCIL**

Minutes of South Dublin County Council Adjourned Special Meeting of County Council Meeting on Clonburris SDZ Draft Planning Scheme held on 29th January 2018

**PRESENT**

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| **Councillors** |  | **Councillors** |
| Bonner, B. |  | Leech, B. |
| Casserly, V. |  | Looney, D. |
| Donovan, P.Duff, M.Dunne, L. |  | McMahon, C. McMahon, R.Mahon, K. |
| Egan, K.Ferron, B.Foley, P. |  | Murphy, E.Murphy, M.Nolan, R. |
| Genockey, M. |  | O’Brien, D. |
| Gilligan, T.Gogarty, P.Graham, J.Hendrick, E. |  | O’Brien, E.O’Connell, G.O’Connor, C.O’Donovan, D. |
| Holland, S.Johansson, M. |  | O’Toole, L.Richardson, D. |
| Kearns, P. |  | Russell, R. |
| King, C.Lavelle, W. |  | Timmons, F.Ward, M. |
| Lawlor, B. |  |  |
|  |  |  |

**OFFICIALS PRESENT**

|  |  |
| --- | --- |
| Chief Executive | D. McLoughlin |
| Directors/ Heads of FunctionA/Heads of FunctionLaw AgentSenior PlannerSenior Executive Planner | B. Coman L. LeonardL. GóganB. KeaneyF. Redmond  |
|  Executive Planners Chief Technician | E. Burke, M. Keating, J. Phelan, A. McNamaraP. Larkin |
| Administrative Officer | C. Shanahan |
| Senior Staff OfficerAssistant Staff OfficerClerical OfficerIT. Support | E. Colgan S. BeattyE. De CourcyR. Saiz |

**OFFICIALS PRESENT**

The Mayor, Councillor Paul Gogarty, presided

Apologies were received from Councillors E. Higgins and C. McCann for inability to attend.

The following Motions were discussed/debated at this meeting:

**M174/0118 Item ID:56639**

Proposed by Councillor P. Donovan and Seconded by Councillor V. Casserly

That Section 2.7.2 be amended to include a specified list of all community facilities that will be delivered in each of the Development Zones including the multi-functional community space envisaged to be similar to Rua Red in style.

Cllrs Emer Higgins, Vicki Casserly, William Lavelle, Kenneth Egan, Paula Donovan, Brian Lawlor and Conor McMahon

**REPORT:**

Section 2.7.2 outlines that community facilities will predominantly be located in the Urban Centres. Overall, the Planning Scheme specifies a minimum of 7,300 sqm, including an Urban Hub with a 2,500 sqm building(s) with a multi-functional use and Park Hubs. Section 2.7.3 outlines that other community facilities such as Childcare, Primary Health Care, Fire Station site and School sites are required to be delivered.

There are a wide range of other community facilities that may emerge as required for the population, hence the floorspace figure is a minimum. The Council, statutory agencies, voluntary bodies or the private sector may agree or propose the provision of further facilities as the population profile of the community emerges, such as nursing homes and places of worship. To provide a list of required facilities would limit the scope of such facilities and is unnecessary. Similar to development in any part of the County, proposals for such facilities will be assessed through Part 8 or planning applications. The matrix in Section 2.1.3 outlines land uses open for consideration and permitted in principle in the Residential, Mixed Use and Open Space areas.

It is noteworthy that Section 4.9 Monitoring and Review outlines that the Phasing Programme and Planning Scheme will be reviewed prior to the commencement of Phase 3.

**Updated Response – 29-01-2017**

Further to the debate at the meeting on January 26th, the Chief Executive has prepared the following for clarity:

The Chief Executive outlines that it is an overarching principle of the Draft Planning Scheme to facilitate the balanced provision of community facilities and services for the residents of Clonburris to promote health and well-being, social inclusion and quality of life. The Community Buildings provision for the SDZ is outlined in minimum terms in the Draft Planning Scheme in Section 2.7.2 Community Buildings and Table 2.7.1. The Scheme provides for a minimum of 7,300 sqm of community floorspace.

The minimum provision is envisaged to be predominantly provided for in an Urban Hub at Clonburris Urban Centre and at four Park Hubs integrated into the urban environment adjacent to the main parks.

Urban Hub at Clonburris

These hubs are located in the Urban Centres and should be the location for intensive community uses that do not require extensive outdoor space.

A minimum of 2,500 sqm building with a multi-function use and a minimum of 600 sqm of dedicated community space. The building might include community offices, art studios, health centres, nurseries, creches, school, retail or commercial. The Chief Executive envisages a scale of provision equivalent of Rua Red in Tallaght at the heart of the Clonburris Urban Centre. The minimum floorspace for community provides scope for other facilities such as a library

Four Park Hubs

Four Park Hubs are outlined adjacent to Griffeen Valley Park, Barony Park North, Barony Park South and Canal Park. These Park Hubs are designated to correspond to the local nodes at Grange, Clonburris Little, Cappagh and Gallanstown. The Park Hub designation facilitates complementary floorspace required for the adjacent park such as changing rooms, meeting rooms etc.

A district level provision of recreation facilities shall be located adjacent to Barony Park South as part of the Clonburris Little Local Node. This facility may be shared with schools and should accommodate meeting rooms, sports hall, changing rooms, playground & flexible community space in a purpose built building(s) of a minimum gross floor space of 1,500 sqm. The Park Community Centre at Ballycullen or the planned sports hall at Adamstown would be examples of a similar sized facility.

Summary

The Community Buildings provision in the Draft Planning Scheme is provided for through the following minimums:

* A minimum of 7,300 sqm across the SDZ lands including:
* A minimum of 2,500 sqm Urban Hub at Clonburris (Similar scale to Rua Red)
* Four Park Hubs with changing rooms, meeting rooms etc. adjacent to the parks (minimum of 600 sqm)
* A District level recreation facility at Barony Park South with a sports hall, meeting rooms, changing rooms etc. with a minimum of 1,500sqm (similar to Adamstown Sports Hall or Park Community Centre)

These buildings will be designed to serve the functions of several sports and community uses. The details will be considered at detailed design/ planning application stage.

The subject motion requests a specified list. In the context of the above, the Chief Executive considers the above as a minimum provision list in terms of community buildings. This is outlined in the Draft Planning Scheme in Table 2.7.1.

There are a wide range of other community facilities that may emerge as required for the population, hence the floorspace figure is a minimum. The Council, statutory agencies, voluntary bodies or the private sector may agree or propose the provision of further facilities as the population profile of the community emerges, such as nursing homes and places of worship. To provide a list of required facilities would limit the scope of such facilities and is unnecessary. Similar to development in any part of the County, proposals for such facilities will be assessed through Part 8 or planning applications. The matrix in Section 2.1.3 outlines land uses open for consideration and permitted in principle in the Residential, Mixed Use and Open Space areas.

The Chief Executive accepts the intention of the motion, however, it is considered that a minimum provision for community centres is included in the Plan and the provision of a specified list is not appropriate.

**Recommendation**

It is recommended that the motion is not adopted.

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

The Chief Executive’s recommendation was **AGREED**

**M193/0118 Item ID:56563**

Proposed by Councillor P. Gogarty and Seconded by Councillor F. Timmons

**That the lands outlined in the attached map (owned by the Ahmadiyya Muslim Association) be specifically designated as a Place of Worship and Community Building location.**

Rationale: To allow for any leisure and recreational facility that may be constructed on this site (which would be available to the wider public) to also serve as a place of worship for this small community. This would of course be subject to any planning application restrictions within the outskirts of site caused by proximity to the Griffeen catchment. The motion can be withdrawn or amended if necessary should some form of memorandum of agreement be drawn up between the Council and the Association in relation to a land swap that would facilitate a dedicated place of worship and community facility in a more central area.

Cllrs G. O'Connell, L. O'Toole and F. Timmons

[Clonburris SDZ Ahmaddiya Muslim Association photo](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58055)

**REPORT:**

The Chief Executive recommends that this motion is not adopted. The Scheme recognises the importance of places of worship and multi-faith centres in meeting the diverse religious and cultural needs of the community. Section 2.7 of the Draft Planning Scheme supports and facilitates the development of places of worship and multi-faith facilities at Clonburris Urban Centre, Kishoge Urban Centre and at other suitable locations where they do not adversely impact on residential amenities and comply with the Planning Scheme.

The following summary points outline the reasons the Chief Executive recommends not adopting motion:

* Urban Centres are more appropriate locations for places of worship and community facilities.
* Subject site is identified as Open Space in the Draft Planning Scheme to accommodate the integration of the Griffeen River with the Griffeen Park Extension**.**
* Proposed land use is not integrated in the masterplan and the proposed change impacts on other components of the masterplanning process.

**It is considered that community facilities, including places of worship, should generally be located within the Urban Centres to create a critical mass of development, activity and benefit from the highest level of transport accessibility.** The Chief Executive does not consider that the former Fossetts site at Haydens Lane is the most suitable location for community facilities.

The priority location principle shall apply to community facilities including places of worship, with a site suitability assessment. This assessment should be based on the catchment scale for the proposal, the urban centre hierarchy of the Planning Scheme, the accessibility of the site and the availability of alternative, more suitable sites.

As such, it is considered that a place of worship with a regional catchment should be provided in a more suitable location such as within the Urban Centres or in close proximity.

Further to the above, the subject site of this motion adjoins the Griffeen River and the Draft Planning Scheme has indicated a land use of Open Space for this area to facilitate the connection of the Griffeen Valley Park Extension and the river. This will provide a positive in terms of Green Infrastructure and biodiversity. Furthermore, by reason of public transport accessibility, vehicular accessibility, isolation from other community facilities and alternative locations, it is considered that the subject site is not suitable for the proposed land use.

**The masterplanning process has incorporated a wide range of intrinsically linked components such as green infrastructure, street, transport corridors, transport trip demand, accessibility to public transport, heritage, landscape, water management, urban blocks, key streets and space frontages. It is considered that this significant land use amendment would have implications for a range of these components and as such, it is considered that, in the absence of an evidence based approach, the alternative land use is not justified.**

The rationale included in the motion includes reference to a land swap. It is considered that discussions with South Dublin County Council and other landowners within the SDZ can take place if the Draft Planning Scheme is adopted by SDCC/ An Bord Pleanala (on appeal). This issue relates to landownership and is not a relevant consideration in this land use planning document.

**Recommendation**

It is recommended that the motion is not adopted.

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**SEA Recommendation** **of Motion**

As stated above, the planning preparation was informed by ecological and green and blue considerations and this location allows for extension of Griffeen therefore providing positive effects under the current scheme for Landscape, Biodiversity and Population SEOs in particular. Urban centres as locations for key places of worship are also recognised in the scheme to integrated sustainable transport considerations. Amending this landuse through the motion is therefore not recommended.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

[Master Plan showing extent of Ahmadiyya Muslim Association site](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58297)

Following contributions from Councillors P. Gogarty, F. Timmons, M. Johansson, C. King, S. Holland, K. Egan, G. O’Connell, M. Murphy, B. Bonner, and L. O’Toole. Mr. B. Keaney, Senior Planner responded to queries raised and agreed to come back with amended wording.

It was **AGREED** to **DEFER** this Motion up to Motion 200 to the next meeting.

2.8 Built Form and Design

**M201/0118 Item ID:56316**

Proposed by Councillor B. Bonner and Seconded by Councillor T. Gilligan

This council agrees that houses and apartments in the Clonburris SDZ would be finished with weather proof, long lasting materials.  That they would be faced with stone, brick or pebble dashing.  That wood facing and painted walls which deteriorate rapidly and require constant maintenance would be avoided,

**REPORT:**

It is accepted that weather resistant and long lasting material should be promoted as part of the built form and design of developments. This is reflected under Section 2.8.2 (External Finishes and Appearance) of the Draft Planning scheme, which states that building finishes should be durable and of a high quality. It is also states that finishes should adhere to the principles of sustainability and that traditional materials are promoted in the interest of place making.

This accords with the Urban Design Criteria set out under the Urban Design Manual A Best Practice Guide (2009) including those that relate to Efficiency, Distinctiveness and Detailed Design. It is within this context that a blanket prohibition of timber, which is a renewable and traditional material that can be long lasting once maintained, is not considered appropriate.

It is accepted that the Planning Scheme could be amended to also promote traditional weather resistant renders such as sand/cement, lime and pebble dash.

**Recommendation**

It is recommended that this motion is adopted with amendment as follows:

Include the following text under Section 2.8.2 (External Finishes and Appearance):

Traditional materials such as stone, brick, timber, metal and glass should be utilised throughout the SDZ lands together with traditional weather resistant renders where appropriate such as sand/cement, lime and pebble dash.

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

Following contributions from Councillor B. Bonner.

The Chief Executive’s recommendation was **AGREED**

**M202/0118 Item ID:56318**

Proposed by Councillor B. Bonner and Seconded by Councillor F. Timmons

This council agrees that where hi rise development is planned it should not be proceeded with unless there is adequate attention paid to how these apartment complexes will be constructed and managed.  Family units should be in the lower storeys.  There needs to be adequate areas for drying clothes with perhaps communal laundry areas. There needs to be a proper concierge system along with a strong management system to ensure the safety and good management of public areas.  There also needs to be adequate parking and underground storage for bicycles etc.  These issues need to be included at the planning stage if our experience of multi storey development is to be successful.

**REPORT:**

Detailed design standards for apartment buildings are set out under the Statutory Ministerial Guidelines on Sustainable Urban Housing: Design Standards for New Apartments (December, 2015). This is reflected under Section 2.1.6 (Residential Development Standards of the Draft Planning Scheme) including those that relate to design standards and internal facilities such as those that relate to (inter alia) lift/stair cores, communal facilities, parking and children’s play.

Aspects of the subject motion are therefore already provided for under the Draft Planning Scheme and the aforementioned guidelines. Compliance with these aspects will also be addressed at planning application stage.

The site specific prescription of further standards in relation to the location of specific dwelling types, particularly in the absence of detailed research, could adversely affect the viability and affordability of apartment accommodation on the SDZ Lands compared to other areas within the County and Region. It should also be considered that the provision of roof gardens and terraces can provide the opportunity for family friendly spaces at upper floors.

Further to the above, the Statutory Ministerial Guidelines on Sustainable Urban Housing: Design Standards for New Apartments (December, 2015) includes specific details in relation to the design of community facilities, management facilities, clothes drying areas and car parking. It is not considered necessary to reiterate these detailed aspects of the guidelines, however, it is accepted that further reference to these aspects of the guidelines could be made under the Draft Planning Scheme.

It is also noted that, since the publication of the Draft Planning Scheme, a Draft Update of Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (December, 2017) has been produced by the Department of Housing, Planning and Local Government. The Draft Update includes further details and policy that supports concierge and management facilities for Build to Rent Developments. It is therefore accepted that the Draft Planning Scheme should be updated to ensure compliance with any such further guidance. This aspect of the Draft Planning Scheme should also be amended to ensure compliance with further guidance in relation to floor areas.

**Recommendation**

It is recommended that this motion is adopted with amendment as follows:

Include the following text under Section 2.1.6 (Dwelling Size and Private Amenity Space):

All apartments shall accord with or exceed the open space and floor area standards set out in Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities (2015) including the minimum floor areas set out in Table 2.1.10 of this Planning Scheme. An apartment refers to a dwelling unit that is not a house and may comprise an apartment, maisonette or duplex unit. The design of apartment schemes shall also accord with the aforementioned apartment guidelines and any superseding guidelines in relation to housing mix, apartment type, minimum floor areas, and design standards and internal facilities such as those that relate to apartment aspect, lift/stair cores, communal facilities (including laundry and clothes drying), communal amenity space, car parking concierge facilities, management facilities, refuge storage, bicycle parking and children’s play etc.

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

The Chief Executive’s recommendation was **AGREED**

**M203/0118 Item ID:56440**

Proposed by Councillor F. Timmons and Seconded by Councillor G. O’Connell

in relation to all existing residential estates that a Maximum of 2 storeys only be adjacent to existing 2 storey homes.

Cllrs G. O Connell, P. Gogarty and L. O'Toole

[Fig 2.8.10 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58574)

**REPORT:**

**Response**

It is accepted that the Planning Scheme could be amended to clarify that new residential development that adjoins (backs or sides onto) one or two storey housing shall be between 2 and 3 storeys in height.

In order to promote place making, urban legibility and visual diversity, varied building heights are proposed across the SDZ lands. In the context of their access to public transport and location within the Metropolitan Consolidation Town of Clondalkin, building heights have been designated under the Draft Planning Scheme to ensure that development makes efficient use of the SDZ lands.

Building heights have also been prescribed to recognise the importance of place making and also to reflect other aspects of the Draft Scheme including street hierarchy, density and urban structure requirements i.e. designation of streets types and widths on the basis of function and speed etc.

Within this context, under Figure 2.8.10 (Building Height Strategy) of the Draft Planning Scheme new streets located adjacent to existing residential estates have been designated as Local Streets where lower building heights of between 2 – 4 stories are prescribed. These building heights will ensure compliance with the density requirements of the SDZ lands as well as DMURS requirements in relation to building height to street width ratios.

Furthermore, to ensure that building heights respect the surrounding context, Section 2.8.6 of the Draft Scheme requires new developments immediately adjoining existing one and two storey housing to incorporate a gradual change in building height. No significant marked increase in building height in close proximity to existing low-rise housing is permissible.

**This provision reiterates Policy H9 Objectives 3 (Residential Building Heights) of the County Development Plan and, together with Figure 2.8.10 (Building Height Strategy), will largely ensure that new development adjoining existing 2 storey homes will generally be between 2 and 3 storeys in height.**

It is accepted that the Planning Scheme could be amended to clarify that new residential development that adjoins (backs or sides onto) one or two storey housing shall be between 2 and 3 storeys in height.

**Recommendation**

It is recommended that this motion is adopted with amendment as follows:

Include the following text under Section 2.8.6 (general):

To ensure that building heights respect the surrounding context, new developments immediately adjoining (backs onto or sides onto) existing one and two storey housing shall be between 2 and 3 storeys in height and shall incorporate a gradual change in building height with no significant marked increase in close proximity to existing low-rise housing.

S**trategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

The Chief Executive’s recommendation was **AGREED.**

**M204/0118 Item ID:56614**

Proposed by Councillor P. Gogarty and Seconded by Councillor F. Timmons

In section 2.8.6 Building Heights and Street Widths, replace paragraph beginning with "To ensure that..." with the following:

To ensure that building heights respect the surrounding context, new developments immediately adjoining existing one and two storey housing **shall match the heights of immediately adjacent existing dwellings** and incorporate a gradual change in building height **with no increase in close proximity to existing low-rise housing.**

Cllrs G. O'Connell, L. O'Toole and F. Timmons
[Fig 2.8.10 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58354)

**REPORT:**

**Response**

The Draft Planning Scheme is cognisant of existing established residential areas and requires new development to respect the surrounding context.

The motion proposes that the following text be inserted into 2.8.6 *shall match the heights of immediately adjacent existing dwellings and incorporate a gradual change in building height with no increase in close proximity to existing low-rise housing.*

It is accepted that the Planning Scheme could be amended to clarify that new residential development that adjoins (backs or sides onto) one or two storey housing shall be between 2 and 3 storeys in height.

In order to promote place making, urban legibility and visual diversity, varied building heights are proposed across the SDZ lands. In the context of their access to public transport and location within the Metropolitan Consolidation Town of Clondalkin, building heights have been designated under the Draft Planning Scheme to ensure that development makes efficient use of the SDZ lands.

Building heights have also been prescribed to recognise the importance of place making and also to reflect other aspects of the Draft Scheme including street hierarchy, density and urban structure requirements i.e. designation of streets types and widths on the basis of function and speed etc.

Within this context, under Figure 2.8.10 (Building Height Strategy) of the Draft Planning Scheme new streets located adjacent to existing residential estates have been designated as Local Streets where lower building heights of between 2 – 4 stories are prescribed. These building heights will ensure compliance with the density requirements of the SDZ lands as well as DMURS requirements in relation to building height to street width ratios.

Furthermore, to ensure that building heights respect the surrounding context, **Section 2.8.6 of the Draft Scheme requires new developments immediately adjoining existing one and two storey housing to incorporate a gradual change in building height. No significant marked increase in building height in close proximity to existing low-rise housing is permissible.**

**This provision reiterates Policy H9 Objectives 3 (Residential Building Heights) of the County Development Plan** and, together with Figure 2.8.10 (Building Height Strategy), will largely ensure that new development adjoining existing 2 storey homes will generally be between 2 and 3 storeys in height.

It is therefore accepted that the Planning Scheme could be amended to clarify that new residential development that adjoins (backs or sides onto) one or two storey housing shall be between 2 and 3 storeys in height.

**Recommendation**

It is recommended that this motion is adopted with amendment as follows:

Include the following text under Section 2.8.6 (general):

To ensure that building heights respect the surrounding context, new developments immediately adjoining **(backs onto or sides onto)** existing one and two storey housing shall **be between 2 and 3 storeys in height and shall** incorporate a gradual change in building height with no significant marked increase in close proximity to existing low-rise housing.

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

It was **AGREED** to take Motions M205, M206, M207 and M212 in conjunction with M204

**M205/0118 Item ID:56636**

Proposed by Councillor B. Lawlor and Seconded by Councillor K. Egan

That Section 2.8.6 be amended to specify that new units being built on the boundary of existing communities and adjacent to existing estates be no more than 2 storey in height with a gradual change in building height as you move away from the immediate boundary, and no significant marked increase in height differentials in close proximity to low-rise housing.

Cllrs Emer Higgins, Vicki Casserly, William Lavelle, Kenneth Egan, Paula Donovan, Brian Lawlor and Conor McMahon

[Fig 2.8.10 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58364)

**REPORT:**

**Response**

Further to the response to Item 56614, new streets located adjacent to existing residential estates have been designated as Local Streets where lower building heights of between 2 – 4 stories are prescribed. These building heights will ensure compliance with the density requirements of the SDZ lands as well as DMURS requirements in relation to building height to street width ratios.

Furthermore, to ensure that building heights respect the surrounding context, **Section 2.8.6 of the Draft Scheme requires new developments immediately adjoining existing one and two storey housing to incorporate a gradual change in building height. No significant marked increase in building height in close proximity to existing low-rise housing is permissible.**

It is accepted that the Planning Scheme could be amended to clarify that new residential development that adjoins (backs or sides onto) one or two storey housing shall be between 2 and 3 storeys in height.

**Recommendation**

It is recommended that this motion is adopted with amendment as follows:

Include the following text under Section 2.8.6 (general):

To ensure that building heights respect the surrounding context, new developments immediately adjoining **(backs onto or sides onto)** existing one and two storey housing shall **be between 2 and 3 storeys in height and shall** incorporate a gradual change in building height with no significant marked increase in close proximity to existing low-rise housing.

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

**M206/0118 Item ID:56637**

Proposed by Councillor K. Egan and seconded by Councillor B. Lawlor

That Section 2.8.6 be amended to specify that new units being built on the boundary of existing communities and adjacent to existing estates be no more than 2 storey in height with a gradual change in building height as you move away from the immediate boundary, and no significant marked increase in height differentials in close proximity to low-rise housing.

Cllrs Emer Higgins, Vicki Casserly, William Lavelle, Kenneth Egan, Paula Donovan, Brian Lawlor and Conor McMahon

[Fig 2.8.10 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58365)

**REPORT:**

**Response**

Further to the response to Item 56614, new streets located adjacent to existing residential estates have been designated as Local Streets where lower building heights of between 2 – 4 stories are prescribed. These building heights will ensure compliance with the density requirements of the SDZ lands as well as DMURS requirements in relation to building height to street width ratios.

Furthermore, to ensure that building heights respect the surrounding context, **Section 2.8.6 of the Draft Scheme requires new developments immediately adjoining existing one and two storey housing to incorporate a gradual change in building height. No significant marked increase in building height in close proximity to existing low-rise housing is permissible.**

It is accepted that the Planning Scheme could be amended to clarify that new residential development that adjoins (backs or sides onto) one or two storey housing shall be between 2 and 3 storeys in height.

**Recommendation**

It is recommended that this motion is adopted with amendment as follows:

Include the following text under Section 2.8.6 (general):

To ensure that building heights respect the surrounding context, new developments immediately adjoining **(backs onto or sides onto)** existing one and two storey housing shall **be between 2 and 3 storeys in height and shall** incorporate a gradual change in building height with no significant marked increase in close proximity to existing low-rise housing.

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

**M207/0118 Item ID:56737**

Proposed by Councillor M. Ward and Seconded by Councillor C. King

Page 60, under 2.8.6 Building Heights and Street Widths, replace the final paragraph with the following: "To ensure that building heights respect the surrounding context, new developments immediately adjoining existing one and two story housing at the perimeter of the SDZ boundary shall not be permitted to have an immediate increase in height. Rather a gradual change in building height may be permitted in order to fully respect the surrounding context and privacy of residents in existing estates."

Mark Ward, Danny O Brien, Cathal King, Louise Dunne

**REPORT:**

**Response**

Further to the response to Item 56614, new streets located adjacent to existing residential estates have been designated as Local Streets where lower building heights of between 2 – 4 stories are prescribed. These building heights will ensure compliance with the density requirements of the SDZ lands as well as DMURS requirements in relation to building height to street width ratios.

Furthermore, to ensure that building heights respect the surrounding context, **Section 2.8.6 of the Draft Scheme requires new developments immediately adjoining existing one and two storey housing to incorporate a gradual change in building height. No significant marked increase in building height in close proximity to existing low-rise housing is permissible.**

It is accepted that the Planning Scheme could be amended to clarify that new residential development that adjoins (backs or sides onto) one or two storey housing shall be between 2 and 3 storeys in height.

**Recommendation**

It is recommended that this motion is adopted with amendment as follows:

Include the following text under Section 2.8.6 (general):

To ensure that building heights respect the surrounding context, new developments immediately adjoining **(backs onto or sides onto)** existing one and two storey housing shall **be between 2 and 3 storeys in height and shall** incorporate a gradual change in building height with no significant marked increase in close proximity to existing low-rise housing.

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

**M212/0118 Item ID:56771**

Proposed by Councillor E. O'Brien and Seconded by Councillor T. Gilligan

Any development adjoining or opposite to or immediate visible to an existing private residential development shall mirror the build height in that existing development Section 2.8.6 to be amended appropriately

[Fig 2.8.10 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58576)

**REPORT:**

**Response**

The proposed motion seeks that *any development adjoining or opposite to or immediate visible to an existing private residential development shall mirror the build height in that existing development*.

Further to the response to Item 56614, new streets located adjacent to existing residential estates have been designated as Local Streets where lower building heights of between 2 – 4 stories are prescribed. These building heights will ensure compliance with the density requirements of the SDZ lands as well as DMURS requirements in relation to building height to street width ratios.

Furthermore, to ensure that building heights respect the surrounding context, Section 2.8.6 of the Draft Scheme requires new developments immediately adjoining existing one and two storey housing to incorporate a gradual change in building height. No significant marked increase in building height in close proximity to existing low-rise housing is permissible.

It is accepted that the Planning Scheme could be amended to clarify that new residential development that adjoins (backs or sides onto) one or two storey housing shall be between 2 and 3 storeys in height.

Further to the aspect of the motion that seeks to limit building heights on the basis of visibility from existing development, there are approximately 10 sub sectors designated under the Draft Planning Scheme adjacent to existing residential areas. Furthermore, in the context of the relatively flat topography of the SDZ lands, large tracts of the SDZ lands are visible from existing private housing including areas around both railway stations.

Notwithstanding the imprecise nature of the proposed motion, this would significantly undermine the density strategy of the SDZ lands, the promotion of a varied dwelling mix and would lead to an inefficient use of the SDZ lands to an extent that it would no longer be consistent with the SDZ Order of the Planning Scheme or the density requirements of the Guidelines on Sustainable Residential Development in Urban Areas (2009). The restriction of building heights adjacent to private housing is also considered to be prejudicial.

**Recommendation**

It is recommended that this motion is adopted with amendment as follows:

Include the following text under Section 2.8.6 (general):

To ensure that building heights respect the surrounding context, new developments immediately adjoining **(backs onto or sides onto)** existing one and two storey housing shall **be between 2 and 3 storeys in height and shall** incorporate a gradual change in building height with no significant marked increase in close proximity to existing low-rise housing.

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

Following contributions from Councillors E. O’Brien, C. King, G. O’Connell, M. Ward, L. O’Toole, B. Bonner, P. Kearns, P. Gogarty, B. Leech. K. Mahon, D. Looney, Mr B. Keaney, Senior Planner responded to queries raised.

Councillor P. Gogarty proposed an amendment as follows:-

“No one storey house should be overlooked by more than one stories and no two storey house should be overlooked by more than two stories”

The Motions as **AMENDED** were **AGREED**.

**M208/0118 Item ID:56650**

Proposed by Councillor K. Egan and Seconded by Councillor T. Gilligan

That the following provision be included under section 2.8.6: *“The building heights of development in areas adjoining existing estates of two-storey homes should reflect the character of the adjoining area and not allow any marked jump in building heights. In particular, any development within 35 metres of existing one or two storey homes should be no more than two storey in height and between 35 -70 metres of existing one or two storey homes should be no more than three storey in height”.* In line with this change, figure 2.8.10 should be amended accordingly, in addition corresponding figures or tables provided in chapter 3.

Cllrs William Lavelle, Emer Higgins, Vicki Casserly, Kenneth Egan, Paula Donovan, Brian Lawlor and Conor McMahon

[Fig 2.8.10 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58366)

**REPORT:**

**Response**

The motion proposes that marked jump in building heights should not be allowed. It also proposes amending the Draft Planning Scheme to allow for *any development within 35 metres of existing one or two storey homes should be no more than two storey in height and between 35 -70 metres of existing one or two storey homes should be no more than three storey in height”.*

Further to the response to Item 56614, new streets located adjacent to existing residential estates have been designated as Local Streets where lower building heights of between 2 – 4 stories are prescribed. These building heights will ensure compliance with the density requirements of the SDZ lands as well as DMURS requirements in relation to building height to street width ratios.

Furthermore, to ensure that building heights respect the surrounding context, Section 2.8.6 of the Draft Scheme requires new developments immediately adjoining existing one and two storey housing to incorporate a gradual change in building height. No significant marked increase in building height in close proximity to existing low-rise housing is permissible.

It is accepted that the Planning Scheme could be amended to clarify that new residential development that adjoins (backs or sides onto) one or two storey housing shall be between 2 and 3 storeys in height.

**The aspect of the motion that seek to limit building heights on the basis of arbitrary distances are overly prescriptive and would significantly undermine the density strategy of the SDZ lands, the promotion of a varied dwelling mix and would lead to an inefficient use of the SDZ lands** to an extent that it would no longer be consistent with the SDZ Order of the Planning Scheme or the density requirements of the Guidelines on Sustainable Residential Development in Urban Areas (2009).

**Recommendation**

It is recommended that this motion is adopted with amendment as follows:

Include the following text under Section 2.8.6 (general):

To ensure that building heights respect the surrounding context, new developments immediately adjoining (backs onto or sides onto) existing one and two storey housing shall be between 2 and 3 storeys in height and shall incorporate a gradual change in building height with no significant marked increase in close proximity to existing low-rise housing.

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

It was **AGREED** to take Motion 209 in conjunction with Motion 208

**M209/0118 Item ID:56694**

Proposed by Councillor K. Egan and Seconded by Councillor T. Gilligan

That the following provision be included under section 2.8.6: *“The building heights of development in areas adjoining existing estates of two-storey homes should reflect the character of the adjoining area and not allow any marked jump in building heights. In particular, any development within 35 metres of existing one or two storey homes should be no more than two storey in height and between 35 -70 metres of existing one or two storey homes should be no more than three storey in height”.* In line with this change, figure 2.8.10 should be amended accordingly, in addition corresponding figures or tables provided in chapter 3.

Co-sponsored by Cllr’s Casserly, Egan, Higgins, Lawlor, C. McMahon & Donovan

[Fig 2.8.10 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58369)

**REPORT:**

**Response**

The motion proposes that marked jump in building heights should not be allowed. It also proposes amending the Draft Planning Scheme to allow for *any development within 35 metres of existing one or two storey homes should be no more than two storey in height and between 35 -70 metres of existing one or two storey homes should be no more than three storey in height”.*

Further to the response to Item 56614, new streets located adjacent to existing residential estates have been designated as Local Streets where lower building heights of between 2 – 4 stories are prescribed. These building heights will ensure compliance with the density requirements of the SDZ lands as well as DMURS requirements in relation to building height to street width ratios.

Furthermore, to ensure that building heights respect the surrounding context, Section 2.8.6 of the Draft Scheme requires new developments immediately adjoining existing one and two storey housing to incorporate a gradual change in building height. No significant marked increase in building height in close proximity to existing low-rise housing is permissible.

It is accepted that the Planning Scheme could be amended to clarify that new residential development that adjoins (backs or sides onto) one or two storey housing shall be between 2 and 3 storeys in height.

**The aspect of the motion that seek to limit building heights on the basis of arbitrary distances are overly prescriptive and would significantly undermine the density strategy of the SDZ lands, the promotion of a varied dwelling mix and would lead to an inefficient use of the SDZ lands** to an extent that it would no longer be consistent with the SDZ Order of the Planning Scheme or the density requirements of the Guidelines on Sustainable Residential Development in Urban Areas (2009).

**Recommendation**

It is recommended that this motion is adopted with amendment as follows:

Include the following text under Section 2.8.6 (general):

To ensure that building heights respect the surrounding context, new developments immediately adjoining **(backs onto or sides onto)** existing one and two storey housing shall **be between 2 and 3 storeys in height and shall** incorporate a gradual change in building height with no significant marked increase in close proximity to existing low-rise housing.

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

Following contributions from Councillors Ed O’Brien and C. King.

It was **AGREED** to **DEFER** the Motions

**M210/0118 Item ID:56793**

Proposed by Councillor L. O'Toole and Seconded by Councillor F. Timmons

**Section 2.1 Land Use and Density**

Pg 20 2.1.5 Residential Density

Paragraph 1 to add in at the end of paragraph the following:

“***Any development in the Clonburris SDZ plan that is within 35 meters of existing one or two storey homes to be to be limited to a maximum of two storey. Any Development within the Clonburris SDZ plan that is within 35-70 meters of existing one or two storey homes to be limited to a maximum of three storey in height***.”

Pg 20 Table 2.1.8 amend table to reflect the above changes.

**Co-signed Cllr Guss O Connell & Cllr Paul Gogarty**

[Fig 2.8.10 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58575)

**REPORT:**

**Response**

The motion proposes that marked jump in building heights should not be allowed. It also proposes amending the Draft Planning Scheme to allow for *any development within 35 metres of existing one or two storey homes should be no more than two storey in height and between 35 -70 metres of existing one or two storey homes should be no more than three storey in height”.*

Further to the response to Item 56614, new streets located adjacent to existing residential estates have been designated as Local Streets where lower building heights of between 2 – 4 stories are prescribed. These building heights will ensure compliance with the density requirements of the SDZ lands as well as DMURS requirements in relation to building height to street width ratios.

Furthermore, to ensure that building heights respect the surrounding context, Section 2.8.6 of the Draft Scheme requires new developments immediately adjoining existing one and two storey housing to incorporate a gradual change in building height. No significant marked increase in building height in close proximity to existing low-rise housing is permissible.

It is accepted that the Planning Scheme could be amended to clarify that new residential development that adjoins (backs or sides onto) one or two storey housing shall be between 2 and 3 storeys in height.

**The aspect of the motion that seek to limit building heights on the basis of arbitrary distances are overly prescriptive and would significantly undermine the density strategy of the SDZ lands, the promotion of a varied dwelling mix and would lead to an inefficient use of the SDZ lands** to an extent that it would no longer be consistent with the SDZ Order of the Planning Scheme or the density requirements of the Guidelines on Sustainable Residential Development in Urban Areas (2009).

**Recommendation**

It is recommended that this motion is adopted with amendment as follows:

Include the following text under Section 2.8.6 (general):

To ensure that building heights respect the surrounding context, new developments immediately adjoining (backs onto or sides onto) existing one and two storey housing shall be between 2 and 3 storeys in height and shall incorporate a gradual change in building height with no significant marked increase in close proximity to existing low-rise housing.

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

The Chief Executive’s recommendation was **AGREED**

**M211/0118 Item ID:56733**

Proposed by Councillor G. O'Connell and Seconded by Councillor L. O’ Toole

**Section 3. All Areas** Any development (within the proposed Clonburris SDZ)within 35 meters of existing one or two storey homes shall be no more than two storey in height and between 35-70 meters of existing one or two storey homes shall be no more than three storey in height and slowly graduated onwards towards the proposed Town Centres.

**Councillors Guss O’Connell, Liona O’Toole, Paul Gogarty and Francis Timmons**

[Fig 2.8.10 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58372)

**REPORT:**

**Response**

The motion proposes that marked jump in building heights should not be allowed. It also proposes amending the Draft Planning Scheme to allow for *any development within 35 metres of existing one or two storey homes should be no more than two storey in height and between 35 -70 metres of existing one or two storey homes should be no more than three storey in height”.*

Further to the response to Item 56614, new streets located adjacent to existing residential estates have been designated as Local Streets where lower building heights of between 2 – 4 stories are prescribed. These building heights will ensure compliance with the density requirements of the SDZ lands as well as DMURS requirements in relation to building height to street width ratios.

Furthermore, to ensure that building heights respect the surrounding context, Section 2.8.6 of the Draft Scheme requires new developments immediately adjoining existing one and two storey housing to incorporate a gradual change in building height. No significant marked increase in building height in close proximity to existing low-rise housing is permissible.

It is accepted that the Planning Scheme could be amended to clarify that new residential development that adjoins (backs or sides onto) one or two storey housing shall be between 2 and 3 storeys in height.

**The aspect of the motion that seek to limit building heights on the basis of arbitrary distances are overly prescriptive and would significantly undermine the density strategy of the SDZ lands, the promotion of a varied dwelling mix and would lead to an inefficient use of the SDZ lands** to an extent that it would no longer be consistent with the SDZ Order of the Planning Scheme or the density requirements of the Guidelines on Sustainable Residential Development in Urban Areas (2009).

**Recommendation**

It is recommended that this motion is adopted with amendment as follows:

Include the following text under Section 2.8.6 (general):

To ensure that building heights respect the surrounding context, new developments immediately adjoining (backs onto or sides onto) existing one and two storey housing shall be between 2 and 3 storeys in height and shall incorporate a gradual change in building height with no significant marked increase in close proximity to existing low-rise housing.

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

It was **AGREED** to **DEFER** the Motion

**M213/0118 Item ID:56523**

Proposed by Councillor D. O'Brien and Seconded by R. Nolan

Page 62, under 2.8.9 Energy Efficiency & Resilience, insert a new paragraph after paragraph 1: “The Clonburris SDZ provides a unique opportunity to showcase low carbon/carbon free residential and commercial developments. The Council shall promote energy efficiency and carbon free energy alternatives such as passive housing, solar heating and solar PV, district heating systems, geo thermal heating systems and the use of heat pumps within the planning scheme.”

*Louise Dunne, Cathal King, Danny O’Brien, Mark Ward*

**REPORT:**

This motion relates to Section 2.8.9 Energy Efficiency & Resilience.

Energy efficiency in new buildings is addressed in Section 2.9.8 Energy and Climate Change Mitigation, with particular regard to meeting the requirements of the current Building Regulations Part L (2008 and 2011). This section also states that new development proposals at Clonburris should have regard to Towards nearly Zero Energy Buildings in Ireland – Planning for 2020 and Beyond (DECLG), which promotes the increase of near Zero Energy Buildings in Ireland.

The Draft Planning Scheme prioritises the development of a sustainable energy community at Clonburris, this is reflected in the Energy Masterplan that accompanies the Draft Planning Scheme, prepared in partnership with the Sustainable Energy Authority of Ireland (SEAI). It is noted that the Clonburris Energy Masterplan identifies a range or low carbon and renewable energy options linked to the future, phased development of the SDZ lands. For example, within the core areas of the Clonburris and Kishoge urban centres, local energy networks initially based on Gas Combined Heat and Power (CHP) are potentially viable, when compared to a traditional individual gas boiler scenario. Other options such as Water Source Heat Pumps (WSHP) and Biomass could be viable in the future. These alternative options on the SDZ lands, aim to reduce long term reliance on fossil fuels, de-carbonise existing energy systems and ultimately lower greenhouse gas emissions in South Dublin County.

It is considered that the intent of the proposed motion that seeks to promote the highest possible level of energy efficiency in all new residential and commercial units has been fulfilled by the Draft Planning Scheme and no amendment to the Planning Scheme is required.

**Recommendation**

It is recommended that this motion is not adopted.

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

The Chief Executive’s recommendation was **AGREED**

**M214/0118 Item ID:56615**

Proposed by Councillor P. Gogarty and Seconded by Councillor L. O’Toole

In Section 2.8 Built Form and Design under heading Roofscapes, amend to read as follows:

A variety of roofscapes are encouraged to contribute to the architectural
and visual diversity of the SDZ Lands and the quality of streets and
spaces. An additional set-back floor above the maximum permissible
storey height will be considered where it is shown to make a positive
contribution to the streetscape via a Design Statement and where there
are no adverse effects on amenity, such as an unacceptable loss of daylight or sunlight.

**All roofs should have sufficient southerly orientation so as to allow for the efficient installation of Solar PV units.**

**All apartment block, landmark building and retail roof spaces shall incorporate at least 50% Green Roof technology so as to minimise the effects of flash flooding caused by heavy rainfall.**

Cllrs G. O'Connell, L. O'Toole and F. Timmons

**REPORT:**

This motion relates to Roofscapes within Section 2.8.6 Building Heights and Street Widths.

It is considered that the roofscape orientation for any particular building will be decided on a case by case basis and should be considered at detailed design stage in conjunction with planning applications for development on the SDZ lands. Having regard to the motion submitted it is considered that the Planning Scheme should promote southerly orientations to encourage the installation of solar technology on roofscapes. The wording of the proposed motion should be amended accordingly, as follows:

The Planning Schemes promotes southerly orientation of roofscapes to maximize the potential for solar technology installations on roofscapes within the SDZ.

The inclusion of green roofs in new developments can make significant contributions to managing and draining surface water in an environmentally friendly way, and as part of Sustainable Urban Drainage Systems (SuDS).  In this regard Section 2.9.5 of the Draft Planning Scheme states, ‘Roof water runoff should be captured and treated within the curtilage of each site, for example through use of Blue and/or Green Roofs. Such measures should be prioritised for larger/mixed use developments within the Kishoge and Clonburris urban centres’.

In consideration of the motion wording ‘All apartment block, landmark building and retail roof spaces shall incorporate at least 50% Green Roof technology so as to minimise the effects of flash flooding caused by heavy rainfall’, such a mandatory requirement will impact on the viability and effectiveness of rainwater harvesting systems for apartment, landmark buildings, retail buildings and other high density mixed use developments. The use of green roof measures may, therefore, not be appropriate or viable for all developments on the SDZ lands.

Furthermore, in accordance with Section 2.9.5 of the Draft Planning Scheme, it is considered that there are a range of options for flood alleviation for each development proposal and on a case by case basis. It is considered that to ensure that

all apartment block, landmark building and retail roof spaces shall incorporate at least 50% Green Roof technology, is overly prescriptive and may limit the range of flood alleviation and climate change adaptation measures that are both viable and practical on each site.

Having regard to the Government’s commitment to addressing the need for new residential development in Ireland and the implementation of ‘Rebuilding Ireland’ (2016), it is considered that the viability of new development and residential supply on the SDZ lands, would be placed at risk by insertion of unreasonable or excessive requirements in relation to the standard of housing or ancillary services and facilities that, in turn, impact adversely on the economic viability of commercial investment in and deliverability of new housing development over the lifetime of the SDZ Planning Scheme.

Having regard to mitigation of the risk of flooding by all apartment block, landmark building and retail roof spaces incorporating at least 50% Green Roof technology, it is considered that this proposed wording should be amended as follows:

To mitigate the risk of flooding the Planning Scheme promotes the use of Green Roof measures in accordance with Section 2.9.5 (Surface Water Drainage and Sustainable Urban Drainage Systems).

**Recommendation**

It is recommended that this motion is adopted with amendment.

Add additional text to Section 2.8.6 (Roofscapes) as follows:

The Planning Schemes promotes southerly orientation of roofscapes to maximize the potential for solar technology installations on roofscapes within the SDZ.

To mitigate the risk of flooding the Planning Scheme promotes the use of Green Roof measures in accordance with Section 2.9.5 (Surface Water Drainage and Sustainable Urban Drainage Systems).

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

Positive effects identified for climate change and green infrastructure SEOs in particular.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

The Chief Executive’s recommendation was **AGREED**

**M215/0118 Item ID:56673**

Proposed by Councillor P. Donovan and Seconded by Councillor W. Lavelle

That the text on Roofscapes on Page 61 be amended to omit the following sentence: *“An additional set-back floor above the maximum permissible storey height will be considered where it is shown to make a positive contribution to the streetscape via a Design Statement and where there are no adverse effects on amenity, such as an unacceptable loss of daylight or sunlight.”*

Cllrs William Lavelle, Emer Higgins, Vicki Casserly, Kenneth Egan, Paula Donovan, Brian Lawlor and Conor McMahon

**REPORT:**

The subject text in the Draft Planning Scheme has been inserted to allow for architectural and visual diversity of the SDZ Lands. This would allow for additional floor area at roof level and would offer flexibility. The text in the Draft Planning Scheme also provides sufficient safeguards via a Design Statement to ensure that there would be no adverse effects on amenity, such as an unacceptable loss of daylight or sunlight.

It is considered that in the interests of design and flexibility, the text should not be omitted from the Planning Scheme and the motion should therefore not be adopted.

**Recommendation**

It is recommended that this motion is not adopted.

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Strategic Environmental Assessment of Motion**

For reasons cited above, existing provision relating to design statements and amenity are consistent with Landscape SEOs in particular, this motion is not recommended for adoption

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

It was **AGREED** to take Motion 216 in conjunction with Motion 215

**M216/0118 Item ID:56723**

Proposed by Councillor W. Lavelle and Seconded by Councillor P. Donovan

That the text on Roofscapes on Page 61 be amended to omit the following sentence: *“An additional set-back floor above the maximum permissible storey height will be considered where it is shown to make a positive contribution to the streetscape via a Design Statement and where there are no adverse effects on amenity, such as an unacceptable loss of daylight or sunlight.”*

Co-sponsored by Cllr’s Casserly, Egan, Higgins, Lawlor, C. McMahon & Donovan

**REPORT:**

The subject text in the Draft Planning Scheme has been inserted to allow for architectural and visual diversity of the SDZ Lands. This would allow for additional floor area at roof level and would offer flexibility. The text in the Draft Planning Scheme also provides sufficient safeguards via a Design Statement to ensure that there would be no adverse effects on amenity, such as an unacceptable loss of daylight or sunlight.

It is considered that in the interests of design and flexibility, the text should not be omitted from the Planning Scheme and the motion should therefore not be adopted.

**Recommendation**

It is recommended that this motion is not adopted.

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Strategic Environmental Assessment of Motion**

For reasons cited above, existing provision relating to design statements and amenity are consistent with Landscape SEOs in particular, this motion is not recommended for adoption

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

Following contributions from Councillors P. Donovan, G. O’Connell and W. Lavelle, Mr B. Keaney, Senior Planner responded to queries raised.

The Motions **AS Put** were **AGREED**

**M217/0118 Item ID:56821**

Proposed by Councillor P. Gogarty and Councillor G. O’Connell

That a maximum permissable height of 7-storeys be permitted if required in the zones immediately adjacent to the train stations to facilitate increased densities in urban areas arising from the change of use for lower density housing land to open space/amenity elsewhere in the plan and the need to transfer additional units into these areas.

Cllrs G. O'Connell, L. O'Toole and F. Timmons

[Fig 2.8.10 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58225)

**REPORT:**

The building height strategy for the SDZ lands (Fig. 2.8.10 of Planning Scheme) provides for general building heights of 2 to 6 storeys, with building at the higher end of the scale in the Kishoge and Clonburris Urban Centres. The proposed motion would increase the general building heights in the Kishoge and Clonburris Urban Centres to 7 storeys.

Amending the building heights strategy to accommodate higher densities, In general, would require further analysis and would impact on the overall masterplan. Building heights have been prescribed in the Draft Planning Scheme to recognise the importance of place making and also to reflect other aspects of the Draft Scheme including street hierarchy, density and urban structure requirements i.e. designation of streets types and widths on the basis of function and speed etc.

It is considered that any changes to the building height and densities would have implications for all these components and as such, it is considered that alternative heights and densities are not justified in the absence of an evidence based approach.

Furthermore, the proposed motion would further undermine the building height strategy in terms of the provision of landmark (6-8 + storeys) and local landmark (+1-2 storeys) buildings at key locations, 3 of which are designated under the Draft Planning Scheme adjacent to both railway stations.

**Recommendation**

It is recommended that this motion is not adopted.

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Strategic Environmental Assessment of Motion**

As stated above, this would potentially interact with other scheme elements and cumulative effects relating to landscape and material assets SEOS. Not recommended for adoption.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

[Section-2-13-Summary of Planning Scheme Tables](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58088)

Following contributions from Councillors P. Gogarty, G. O’Connell, M. Johansson, D. Looney, W. Lavelle, B. Bonner, P. Donovan, M. Ward, L. O’Toole, D. O’Brien, Mr B. Keaney, Senior Planner responded to queries raised.

It was **AGREED** to **DEFER** the Motion

**M218/0118 Item ID:56779**

Proposed by Councillor E. O'Brien and Seconded by Councillor G. O’Connell

Amend section 2.8.10 at page 63 by insertion of the following sentence at paragraph 5 of heading Car Parking *“ and where paid on street parking is provided the said parking scheme will mirror those currently operating in the South Dublin County Council area and will for a period of at least 5 years after commencement be operated by South Dublin Count Council and/or An Garda Siochana and shall not be outsourced to a private operator”*

**REPORT:**

The assignment of parking rates is beyond the scope of the Planning Scheme. The assignment of paid parking can be assessed at detailed planning application stage and managed thereafter.

**Recommendation**

It is recommended that this motion is not adopted.

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

Following contributions from Councillors E. O’Brien, L. O’Toole, D. O’Brien, Ms Laura Leonard, A/Director Landuse Planning & Transportation responded to queries raised.

It was proposed to amend the wording of the Motion as follows:

“and where paid on street parking is provided the said parking scheme will mirror those currently operating in the South Dublin County Council area and existing bye laws”

The Motion **AS AMENDED** was **AGREED**

2.2 Movement and Transport

**M71/0118 Item ID:56500**

Proposed by Councillor T. Gilligan

That the manager proposes suitable, alternative, improved transport and infrastructure to alleviate the issue of traffic concerns for existing residents.

**REPORT:**

**Response**

The intent of the proposed motion to ensure the provision of alternative and improved transport infrastructure, is provided for under the Draft Planning Scheme and this is demonstrated by the Transport Assessment and Strategy that accompanies the Draft Planning Scheme.

The SDZ lands are uniquely positioned within the Metropolitan Area of Dublin to benefit from a wide range of existing transport opportunities offered by the Kildare/Cork Railway Line, the Grand Canal and an existing network of national, regional and local roads that are served by existing bus lanes and planned Core Bus Corridors, as well as existing local bus routes. The SDZ lands will be served directly by additional high quality public transport infrastructure projects planned under the NTA’s Transport Strategy for the Greater Dublin Area 2016 – 2035. These projects include the DART Expansion Programme, the Tallaght – Blanchardstown Core Orbital Bus Route and other Core Radial Bus Routes. The NTA has committed to the delivery of these transport projects.

The Draft Planning Scheme seeks to capitalise on and connect with the existing strategic regional and local road network while upgrading existing streets including junctions. The Transport Assessment and Strategy that accompanies the Draft Planning Scheme has modelled the strategic street network and proposed junction upgrades and concludes that the majority of identified junctions in the vicinity of Clonburris will operate satisfactorily in peak periods (AM, Lunch Time, School Run and PM) when the scheme is partially and fully built out.

The Draft Planning Scheme also promotes cycling and walking through the incorporation of a network of dedicated and street integrated pedestrian and cyclist routes.

In conclusion, the Transport Assessment and Strategy that accompanies the Draft Planning Scheme demonstrates that the proposed street network, pedestrian and cycle network together with existing and planned pubic transport, street upgrades and junctions improvements will be more than sufficient to service the trip demands generated by Clonburris.

The intent of the proposed motion to ensure the provision of alternative and improved transport infrastructure has been fulfilled by the Draft Planning Scheme and no amendment to the Planning Scheme is required.

**Recommendation**

It is recommended that this motion is not adopted.

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

It was **AGREED** to **DEFER** to end of meeting

**M72/0118 Item ID:56682**

Proposed by Councillor P. Donovan and Seconded by Councillor V. Casserly

That Section 2.2.7 be amended to specify in units what developments are deemed to have the potential to generate a significant increase in trips on the overall transport network, and would therefore require a Transport and Traffic Assessment as part of the planning application, and that these assessments should look at the cumulative impact of traffic, as per our Development Plan motions successfully passed on this issue.

Cllrs Paula Donovan, Emer Higgins, Vicki Casserly, Kenneth Egan, Brian Lawlor and Conor McMahon

[Fig 7.7 Transport](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58619)

**REPORT:**

**Response**

It is accepted that Section 2.2.7 should be amended in line with the proposed motion.

**Recommendation**

It is recommended that this motion is adopted.

Insert the following additional text under Section 2.2.7 (Traffic and Transport Assessments):

In addition to the Transport Assessment and Strategy that accompanies this Planning Scheme, Transport and Traffic Assessments (TTAs) should be **carried out** on a case by case basis for developments that have the potential to generate a significant increase in trips on the overall transport network. The thresholds for TTAs are set out under the NTA’s Traffic Management Guidelines (2003) and, in the case of developments that could affect national roads, the NRA’s Traffic and Transport Assessment Guidelines (2014), should be utilised to help inform whether a TTA is necessary.

TTAs will largely be required to address wider public transport, walking and cycling network issues, rather than singularly focusing on impacts on the immediate street network. Such assessments should demonstrate that there is sufficient public transport, pedestrian, cyclist and road capacity to serve the development and should also provide a clear rationale for the proposed level of car parking having regard to existing and planned public and active transport facilities. **Cumulative impact of traffic should also be considered.**

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

Additional text providing for cumulative impacts of traffic is positive for material assets SEOS and indirectly for Air Quality SEO.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

The Chief Executive’s recommendation was **AGREED**.

**M73/0118 Item ID:56628**

Proposed by Councillor P. Donovan and Seconded by Councillor E. Murphy

That Section 2.2 should provide for the operation of shuttle buses (be they public or private) to link communities, existing and new, to key transport arteries.

Cllrs Emer Higgins, William Lavelle, Vicki Casserly, Kenneth Egan, Paula Donovan, Brian Lawlor and Conor McMahon

[Fig 7.3](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58654)
[Fig 7.7](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58655)

**REPORT:**

**Response**

The intent of the proposed motion to provide for bus services that will link existing and new communities with each other and public transport arteries is provided for under the Draft Planning Scheme and the Transport Assessment and Strategy that accompanies the Draft Planning Scheme. This includes planned local bus routes that will connect both railway stations and planned core bus routes.

The NTA’s Transport Strategy for the Greater Dublin Area 216 – 2035 provides for a Core orbital bus routes between Tallaght and Blanchardstown vis the SDZ land and it is indicated that this services will run along the Fonthill Road North connecting with the Clondalkin-Fonthill Railway Station. In addition to this core service, a proposed Tallaght-Liffey Valley Secondary Orbital Route together with a Lucan-Park West Route and a Grange Castle-Liffey Valley local bus routes are proposed to serve the trip demands of the Draft Planning Scheme. This network of routes will connect existing and planned communities with each other, with both the Kishoge and Clondalkin-Fonthill Railway stations and with the planned Lucan Luas.

Details of the planned bus routes are provided for under Chapter 7 of the Transport Assessment and Strategy that accompanies the Draft Planning Scheme. A submission from the NTA on the Draft Planning Scheme confirms that the NTA is committed to deliver theses bus routes in accordance with the Transport Assessment and Strategy, which indicates that they will be operating by 2026. The submission of the NTA states that it is intended to complete the BusConnects Programme by 2019 including aspects that will cater for the demands of the SDZ Planning Scheme. Further to additional correspondence (January 2018), the NTA advises that it intended to provide the new orbital service through the SDZ lands linking Blanchardstown to Tallaght in the short term.

Section 2.2 of the Draft Planning Scheme ensures that the planned open ended street network has been designed for the planned core orbital and local bus routes in terms of routing and required carriageways. Details of the operation of the bus routes is outside the scope of the Draft Planning Scheme.

In the context that the intent of subject motion has been fulfilled by the Draft Planning Scheme and Transport Assessment no amendment to the Planning Scheme is required in this regard. It is therefore not necessary to further amend the Draft Planning Scheme.

**Recommendation**

It is recommended that this motion is not adopted.

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

The Chief Executive’s recommendation was **AGREED**

**M74/0118 Item ID:56770**

Proposed by Councillor E. O'Brien and Seconded by Councillor L. O’Toole

In advance of construction of any junction upgrade or upgrade or other works to be carried out on existing road infrastructure that this County Council be presented with modelling for options relating to the said upgrade of signalling and junction capacity

[Figure 7.49](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58607)
[Junction S2](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58606)

**REPORT:**

**Response**

The intent of the proposed motion to model and present proposed street upgrades and junction upgrades is provided for under the Transport Assessment and Transport Strategy that accompanies the Draft Planning Scheme and the Draft Planning Scheme itself.

The Transport Assessment and Strategy demonstrates that the proposed street network together with existing and planned street upgrades and junction improvements will be sufficient to provide for pedestrian, cyclist and vehicular trips. Traffic generated by Clonburris will contribute to less than 1% of the overall traffic on the strategic road network in the AM peak period.

Improvements to existing streets including roundabout junctions are identified and detailed under the Transport Assessment and Strategy (Chapter 7) and Fig. 2.2.7 (Overall Movement Concept), Fig. 2.2.3 (example Arterial Street Upgrade), Fig. 2.2.5 (example Link Street) and Fig. 2.2.6 (example local streets) of the Planning Scheme.

These upgrades will cater for increased traffic flows generated by the Planning Scheme and increased demand and improved safety and accessibility for pedestrians. Local Area Modelling indicates that the junctions will largely operate satisfactorily during the AM and PM peak periods.

In the context that the intent of subject motion has been fulfilled by the Draft Planning Scheme and it largely relates to the accompanying Transport Assessment and Strategy, no amendment to the Planning Scheme is required in this regard.

**Recommendation**

It is recommended that this motion is not adopted.

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

The Chief Executive’s recommendation was **AGREED**

**M75/0118 Item ID:56803**

Proposed by Councillor G. O'Connell and Seconded by Councillor L. O’Toole

**Sections 2.2.3. and 2.2.4.** Road design and layout shall comply with the most up to date and progressive safety features that provide maximum protection for pedestrians and cyclists and that support motorists in obeying traffic and driving regulations.

**Councillors Guss O’Connell, Liona O’Toole, Francis Timmons and Paul Gogarty.**

[Fig 7.49](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58620)
[Junction 2](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58621)

**REPORT:**

**Response**

The proposed motion is provided for under the Transport Assessment and Transport Strategy that accompanies the Draft Planning Scheme and the Draft Planning Scheme itself.

The Street network for the SDZ lands has been formulated in accordance with DMURS (2013), which is the authoritative national manual for the design of streets including the integrated and safe movement of vehicles, cyclists and pedestrians.

As stated under Section 2.2.3 and 2.2.4 it is also a requirement of the Draft Planning Scheme for all streets to be designed in accordance with the requirements of DMURS and the National Cycle Manual (2011), which both include technical requirements in relation to the promotion of pedestrian and cycle movement and safety.

As referenced under Section 2.2.4, the Transport Assessment and Strategy that accompanies the Draft Planning Scheme includes details of proposed junction upgrades both within and along the edges of the SDZ lands. These junctions have been designed for improved safety and accessibility for pedestrians and it is a further requirement of the Draft Planning Scheme to be designed in accordance with the technical requirements of DMURS.

In the context that the subject motion has been fulfilled by the Draft Planning Scheme no amendment to the Planning Scheme is required.

**Recommendation**

It is recommended that this motion is not adopted.

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

The Chief Executive’s recommendation was **AGREED**

**M76/0118 Item ID:56685**

Proposed by Councillor M. Johansson and Seconded by Councillor E. Hendrick

That, considering that projections in the Traffic Assessment were based on a review of existing transport behaviour based on 2012 travel data extracted from the Eastern Regional Model and that this data may not necessarily reflect current behaviour in 2017 due to the significant increase in employment since that time, ***A new review should be conducted, at earliest possible time, using the more recent 2016 census data and the scheme be updated to reflect the new projections.***

**REPORT:**

**Response**

The best available modelling has been utilised under the Transport Assessment and Transport Strategy that accompanies the Draft Planning Scheme. It is acknowledged that traffic growth has occurred on the surrounding strategic road network in recent years and that the Transport Assessment and Transport Strategy should be validated with updated local traffic surveys.

The transport assessment methodology and traffic modelling that has been utilised complies with national standards. The National Transport Authority’s (NTA) Regional Modelling System is the most sophisticated modelling tool available for assessing complex multi modal movements within an urban context. The best available modelling has therefore been utilised.

**All assessments have been undertaken for a forecast year of 2035. The projections were therefore not just based on 2012 data (CSO household travel survey), rather than a complex set of data that includes future travel demand. This analysis also includes data in relation to future population projections, employment levels, car ownership and car availability**. It is projected that traffic generated by Clonburris will contribute to less than 1% of the overall traffic on the strategic road network in the AM peak period.

Within the context of the motion’s suggestion that 2012 data was extracted from the Regional Modelling System, the NTA’s Eastern Regional Model (ERM) was fully utilised to help assess the traffic and transport impacts of the Clonburris SDZ and its proposed transport strategy including all datasets. Whilst it is a planned task for the NTA to update the ERM with 2016 Census data, this is outside the control of the Draft Planning Scheme..

More up to date traffic data was used to help inform the ERM for the purposes of junction modelling as part of the Transport Assessment and Transport Strategy. It is acknowledged that traffic growth has occurred on the surrounding strategic road network in recent years. It is therefore accepted that, where necessary, more up to date local traffic surveys should be utilised to inform junction upgrades/proposals in advance of detailed design stage.

**Recommendation**

It is recommended that this motion is adopted with amendment:

Where necessary, carry out more up to date local traffic surveys and utilise such to inform junction upgrades/proposals in advance of detailed design stage.

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

The Chief Executive’s recommendation was **AGREED**

**M77/0118 Item ID:56624**

Proposed by Councillor W. Lavelle and Seconded by Councillor P. Donovan

That existing infrastructure servicing the wider Clonburris area on the outskirts of the SDZ (for example junctions at Cappaghmore) be examined and a plan for the upgrade of relevant junctions be set out in Section 2.2.

Cllrs Emer Higgins, William Lavelle, Vicki Casserly, Kenneth Egan, Paula Donovan, Brian Lawlor and Conor McMahon

[Fig 2.2.7 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58361)
[Fig 7.49](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58629)
[Junction S2](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58631)

**REPORT:**

**Response**

The intent of the proposed motion to examine and plan for junction and street upgrades around the edges of the SDZ lands is provided for under the Draft Planning Scheme. This includes for junction and street upgrades along the Lucan-Newlands Road, which serves the Cappaghmore estate and along which 3 junction upgrades are proposed for improved traffic flow and pedestrian movement.

The Transport Assessment and Strategy that accompanies the Draft Planning Scheme demonstrates that the proposed street network, pedestrian and cycle network together with existing and planned pubic transport, street upgrades and junctions improvements will be sufficient to provide for pedestrian, cyclist and vehicular trips. Traffic generated by Clonburris will contribute to less than 1% of the overall traffic on the strategic road network in the AM peak period.

**Improvements to existing junctions including roundabout junctions are identified and detailed under the Transport Assessment and Strategy (Chapter 7) and Figure 2.2.7 (Overall Movement Concept) of the Planning Scheme. This includes 3 junction upgrades (S11, S12 & S14) along the Lucan-Newlands Road that will cater for increased traffic flows** generated by the Planning Scheme and increased demand and improved safety and accessibility for pedestrians. Local Area Modelling indicates that the junctions will operate satisfactorily during the AM and PM peak periods.

In the context that the proposed junction upgrades seek to improve traffic flows along Lucan Newlands particularly at larger junctions (Arterial or Link Street to Arterial or Link Street) and the SDZ Planning Scheme will not contribute to increased vehicular traffic in Cappaghmore, it is not proposed to upgrade the more minor junction for local streets at Cappaghmore Estate. South Dublin County Council will, however, continue to monitor the traffic requirements of the area around the SDZ lands.

In the context that the intent of subject motion has been fulfilled by the Draft Planning Scheme and no amendment to the Planning Scheme is required in this regard. The provision of a junction upgrade at Cappaghmore Estate is considered unnecessary. It is therefore not necessary to further amend the Draft Planning Scheme.

**Recommendation**

It is recommended that this motion is not adopted.

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

Following contributions from Councillors W. Lavelle, P. Donovan, K. Egan, Mr Brian Keaney, Senior Planner responded to queries raised.

Councillor W. Lavelle **AGREED** to **WITHDRAW** the Motion

**M78/0118 Item ID:56443**

Proposed by Councillor F. Timmons and Seconded by Councillor G. O’Connell

Provision of adequate infrastructure to support the provision of 8,500 new homes - at Outer Ring Road / Griffeen Avenue Junction which will serve 6 schools (4 primary and 2 post primary) provision of overhead pedestrian crossing to ensure safety of pupils of each of these 6 schools on their journey to and from school.

Cllrs G. O Connell, P. Gogarty and L. O'Toole

[Fig 2.2.7 Overall Movement](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58577)
[Fig 7.49](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58636)
[Junction S2](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58634)

**REPORT:**

The intent of the proposed motion to ensure the provision of adequate transport infrastructure including pedestrian facilities is provided for under the Draft Planning Scheme and this is demonstrated by the Transport Assessment and Strategy that accompanies the Draft Planning Scheme. The provision of pedestrian street overpasses, however, would be at variance with DMURS in terms of the segregation of pedestrian and vehicular traffic and in considered unnecessary.

The Transport Assessment and Strategy that accompanies the Draft Planning Scheme demonstrates that transport proposals will be sufficient to provide for the transport needs of the SDZ lands including schools, which will be dispersed and located along main streets. The provision of additional overhead crossings is unnecessary.

The SDZ lands are uniquely positioned to benefit from a wide range of existing transport opportunities offered by the Kildare/Cork Railway Line, the Grand Canal and an existing network of national, regional and local roads that are served by existing bus lanes. The SDZ lands will be served directly by additional high quality public transport infrastructure projects planned under the NTA’s Transport Strategy for the Greater Dublin Area 2016 – 2035. These projects include the DART Expansion Programme, the Tallaght – Blanchardstown Core Orbital Bus Route and other Core Radial Bus Routes. The NTA has committed to the delivery of these transport projects.

Cross sections and plans for the upgrade of existing strategic streets and the design of local streets have also been included under Section 2.2.4 of the Draft Planning Scheme. **Junction improvements are identified and detailed under the Transport Assessment and Strategy (Chapter 7) and Figure 2.2.7 (Overall Movement Concept) of the Planning Scheme. Proposed junction improvement includes signalising for improved pedestrian and cyclist movement and safety.**

The Transport Assessment and Strategy has modelled the strategic street network and proposed junction upgrades and concludes that the majority of identified junctions will operate satisfactorily with improved pedestrian and cyclist safety and movement in peak periods (AM and PM).

Internal streets will provide corridors for planned radial and orbital bus routes. The planned street network will provide route choice thus helping to dissipate traffic including that which will serve the existing and planned schools. Proposed school sites are dispersed across the SDZ Land along main streets (Arterial or Link Street), which are designated to maximise access, route choice and to carry higher volumes of traffic. Only one school site (post primary) is designated along the Outer Ring Road together with one school (existing primary – Lucan East Educate Together) along Griffeen Avenue. Furthermore, the council currently employ school wardens in areas around the SDZ lands and this can be monitored and reviewed.

It is also a requirement of the Draft Planning Scheme (Section 2.8.5 - Street and Junction Design) for further toucan crossings to be provided where strategic and local pedestrian and cyclist routes intersect with streets such as those along which proposed and existing schools will be located. The provision of overhead pedestrian crossings for streets, which is at variance with DMURS in terms of the creation of shared/integrated streets, is not considered to be appropriate or necessary. The segregation of pedestrians from streets and crossings would promote faster moving traffic and create environments at a wider level that are unfavourable to pedestrians. Such crossings would also have to be designed in accordance with the building regulations on accessibility.

The intent of the aspect of the subject motion that seeks the provision of adequate transport infrastructure including pedestrian facilities has been fulfilled by the Draft Planning Scheme and no amendment to the Planning Scheme is required in this regard. The provision of pedestrian overpasses, however, in considered unnecessary. It is therefore not necessary to further amend the Draft Planning Scheme.

**Recommendation**

It is recommended that this motion is not adopted.

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

Following contributions from Councillors F. Timmons, L. O’Toole, P. Gogarty, W. Lavelle, Mr B. Keaney, Senior Planner responded to queries raised.

The Motion **AS PUT** was **AGREED**

### **M79/0118 Item ID:56275**

Proposed by Councillor F. Timmons and Seconded by Councillor G. O’Connell

That no estates with cul de sacs / closed roads in particular in Balgaddy, Ashwood Estate, Oldbridge, Rossberry, Tullyhall and Foxborough be opened up by the Development of the Clonburris SDZ.

Cllrs G. O Connell, P. Gogarty and L. O'Toole

[Fig 2.2.1 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58185)

**REPORT:**

**Response**

The proposed local and pedestrian links with existing communities are indicative only. In the interest of promoting health and community benefits including a shift to more sustainable modes of transport, the Draft Planning Scheme seeks to create a linked network of pedestrian and cyclist routes that maximises route choice and links communities.

**Research (Permeability Best Practice Guide, 2013) has shown that local permeability improvements such as those indicated on Figure 2.2.2 and 2.2.3 of the Draft Planning Scheme, can reduce walking and cycling distances to schools, shops, public transport and other community facilities.** These can have many local economic, public transport, health and community development benefits. Within this context the Draft Planning Scheme seeks to provide both existing and new communities with direct or indirect access to existing and planned facilities and infrastructure within the SDZ lands via the planned pedestrian and cyclist route network. It should be noted that only one of the links is proposed for vehicles (Ashwood) while the remaining links are proposed for pedestrians and cyclists only.

It should be noted that the proposed local and pedestrian links with existing communities are indicative only and, in accordance with the recommendations of the Permeability Best Practice Guide (2013), should be subject to further assessment and approval (planning application or Part 8 approval) including further public consultation.

**Recommendation**

It is recommended that this motion is adopted with amendment as follows:

Include the following text under Section 2.2.3 (Pedestrian and Cycle Movement):

**Proposed Local and Pedestrian and Cycling Links with existing communities are indicative only and, in accordance with the recommendations of the Permeability Best Practice Guide (2013), shall be subject to further planning approval.**

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

It was **AGREED** to take Motions 80, 81, 82, 83, 84, 85, 86, 87, 88, 89 and 90 in conjunction with Motion 79

### **M80/0118 Item ID:56767**

Proposed by Councillor E. O'Brien and Seconded by Councillor F. Timmons

That no existing cul de sac in the Lucan or Clondalkin area be opened to provide permeable links to the development and that were possible all permeability be facilitated through existing arterial routes. In particular Figure 2.2.4 page 29 be amended to remove any opening marked *PC or V*

[Fig 2.2.1 56767 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58294)

**REPORT:**

**Response**

Further to the response to Item 56275, the proposed local and pedestrian links with existing communities are indicative only. **In the interest of promoting health and community benefits including a shift to more sustainable modes of transport, the Draft Planning Scheme seeks to create a linked network of pedestrian and cyclist routes that maximises route choice and links communities.**

It should be noted that the proposed local and pedestrian links with existing communities are indicative only and, in accordance with the recommendations of the Permeability Best Practice Guide (2013), should be subject to further assessment and approval (planning application or Part 8 approval) including further public consultation. It should be noted that only one of the links is proposed for vehicles (Ashwood).

**Recommendation**

It is recommended that this motion is adopted with amendment as follows:

Include the following text under Section 2.2.3 (Pedestrian and Cycle Movement):

**Proposed Local and Pedestrian and Cycling Links with existing communities are indicative only and, in accordance with the recommendations of the Permeability Best Practice Guide (2013), shall be subject to further planning approval.**

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

### **M81/0118 Item ID:56577**

Proposed by Councillor P. Gogarty and Seconded by Councillor L. O’Toole

Amend Section 2.2.1 Introduction paragraph reading "This Planning Scheme aims to create a permeable and connected urban structure that overcomes and integrates with barriers to movement, through the development of a framework of routes and spaces that promote place-making and movement by different

modes of transport while connecting the SDZ lands with existing communities" to read:

This Planning Scheme aims to create a permeable and connected urban structure that overcomes and integrates with barriers to movement, through the development of a framework of routes and spaces that promote place-making and movement by different modes of transport while connecting the SDZ lands with existing communities **in areas where both communities can access shared community, amenity and public transport infrastructure, the nature of such openings to be subject to agreement by residents in each existing housing estate.**

Cllrs G. O'Connell, L. O'Toole and F. Timmons

**REPORT:**

**Response**

Further to the aspect of the motion that seeks agreement in relation to the opening of pedestrian and cycle links, it is advised that these proposed links are indicative only. Further to the provisions of the Permeability Best Practice Guide (2013), it is accepted that the Draft Planning Scheme should be amended to clarify that these will be subject to further assessment and approval (planning application or Part 8 approval) including further public consultation.

In the interest of promoting a shift to more sustainable modes of transport, the Draft Planning Scheme seeks to create a linked network of pedestrian and cyclist routes that maximises route choice.

Research (Permeability Best Practice Guide, 2013) has shown that local permeability improvements can reduce walking and cycling distances to schools, shops, public transport and other community facilities by delivering new links and opening barriers to movement. These can have many local economic, public transport, health and community development benefits. With the context the Draft Planning Scheme seeks to provide both existing and new communities with direct or indirect access to existing and planned facilities and infrastructure within the SDZ lands via the planned pedestrian and cyclist route network. It should be noted that only one of the links is proposed for vehicles (Ashwood) while the remaining links are proposed for pedestrians and cyclists only.

Locating such pedestrian and cyclist links to serve existing and planned communities only would, however, undermine the approach of the SDZ Planning Scheme to balance the needs of the car with more sustainable modes of transport and reducing the demand for travel by car.

**Recommendation**

It is recommended that this motion is adopted with amendment as follows:

Include the following text under Section 2.2.3 (Pedestrian and Cycle Movement):

**Proposed Local and Pedestrian and Cycling Links with existing communities are indicative only and, in accordance with the recommendations of the Permeability Best Practice Guide (2013), shall be subject to further planning approval.**

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

### **M82/0118 Item ID:56444**

Proposed by Councillor F. Timmons and Seconded by Councillor G. O’Connell

Re Permeability to include a stipulation that appropriate and meaningful consultation with residents must take place prior to permission to amend existing boundaries of existing estates.

Cllrs G. O Connell, P. Gogarty and L. O'Toole

[Fig 2.2.1 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58582)
[Fig 2.2.1 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58583)

**REPORT:**

**Response**

The proposed local and pedestrian links with existing communities are indicative only and, further to the provisions of the Permeability Best Practice Guide (2013), it is accepted that the Draft Planning Scheme should be amended to clarify that these will be subject to further assessment and approval (planning application or Part 8 approval) including further public consultation.

**Recommendation**

It is recommended that this motion is adopted with amendment as follows:

Include the following text under Section 2.2.3 (Pedestrian and Cycle Movement):

**Proposed Local and Pedestrian and Cycling Links with existing communities are indicative only and, in accordance with the recommendations of the Permeability Best Practice Guide (2013), shall be subject to further planning approval.**

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

### **M83/0118 Item ID:56347**

Proposed by Councillor B. Bonner and Seconded by Councillor L.O’Toole

Notwithstanding the benefits of permeability, this council requests that permeability routes  be re-evaluated where they involve opening existing cul de sacs to either pedestrian or vehicular traffic and  that no such opening of cul de sacs / closed roads would proceed without consent of the residents.

[Fig 2.2.1 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58190)

**REPORT:**

**Response**

The proposed local and pedestrian links with existing communities are indicative only and, further to the provisions of the Permeability Best Practice Guide (2013), it is accepted that the Draft Planning Scheme should be amended to clarify that these will be subject to further assessment and approval (planning application or Part 8 approval) including further public consultation.

It should be noted that only one of the links is proposed for vehicles (Ashwood) while the remaining links are proposed for pedestrians and cyclists only.

**Recommendation**

It is recommended that this motion is adopted with amendment as follows:

Include the following text under Section 2.2.3 (Pedestrian and Cycle Movement):

**Proposed Local and Pedestrian and Cycling Links with existing communities are indicative only and, in accordance with the recommendations of the Permeability Best Practice Guide (2013), shall be subject to further planning approval.**

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

### **M84/0118 Item ID:56561**

Proposed by Councillor M. Ward and Seconded by Councillor D. O’Brien

Page 26, insert a new seconds paragraph: “In recognition of the widespread opposition to opening up new pedestrian and vehicle routes from new residential developments to existing estates the planning scheme will only permit *Proposed Local Links-Pedestrian and Cyclist* and *Proposed Local Links-Vechicular,Pedestrian and Cyclist* with the support of a majority of the residents of an existing estate following a formal consultation organised by the Council. This restriction relates specifically but not exclusively to the 8 proposed PC Links at Tullyhall, Rossberry, Oldbridge, Foxborough and Tor an Ri and the proposed V Link at Ashwood.”

*Louise Dunne, Cathal King, Danny O’Brien, Mark Ward*

[Fig 2.2.1 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58288)

**REPORT:**

 **Response**

The proposed local and pedestrian links with existing communities are indicative only and, further to the provisions of the Permeability Best Practice Guide (2013), it is accepted that the Draft Planning Scheme should be amended to clarify that these will be subject to further assessment and approval (planning application or Part 8 approval) including further public consultation.

It should be noted that only one of the links is proposed for vehicles (Ashwood) while the remaining links are proposed for pedestrians and cyclists only.

**Recommendation**

It is recommended that this motion is adopted with amendment as follows:

Include the following text under Section 2.2.3 (Pedestrian and Cycle Movement):

**Proposed Local and Pedestrian and Cycling Links with existing communities are indicative only and, in accordance with the recommendations of the Permeability Best Practice Guide (2013), shall be subject to further planning approval.**

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

### **M85/0118 Item ID:56590**

Proposed by Councillor L. O'Toole and Seconded by Councillor G. O’Connell

**Co-signed Cllr Guss O Connell & Cllr Paul Gogarty**

**Permeability 2.2.4**

Pg. 29 Section 2.2.4 Link Streets paragraph 4 to add in the following:

Permeability design to be kept within the SDZ lands and not traverse into existing residential areas,

“***A Permeability Strategy Plan (PSP) (similar to Park and Landscape Strategy (PLS)) should be prepared by SDCC, this would allow for public consultation on a case by case basis for existing residential areas including but not limited to, Northern side of the SDZ boundary (Oldbridge, Tullyhall, Rossberry, Foxborough)***

[Clonburris Permeability](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58421)
[Fig 2.2.4 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58314)

**REPORT:**

**Response**

The intent of the proposed motion is also ready provided for under the Draft Planning Scheme. In the context of the detailed provisions of the Draft Planning Scheme for a connected network of pedestrian and cycle routes together with the proposed permeability links, the Draft Planning Scheme essentially incorporates a permeability strategy and this has been done in a co-ordinated and considered manner in relation to aspects such as land use, parks, street network and the protection of biodiversity and natural heritage etc. It not considered necessary or appropriate to insert a provision into the planning scheme for the creation of a further plan on permeability.

The proposed local and pedestrian links with existing communities are indicative only and, further to the provisions of the Permeability Best Practice Guide (2013), it is accepted that the Draft Planning Scheme should be amended to clarify that these will be subject to further assessment and approval (planning application or Part 8 approval) including further public consultation.

**Recommendation**

It is recommended that this motion is adopted with amendment as follows:

Include the following text under Section 2.2.3 (Pedestrian and Cycle Movement):

**Proposed Local and Pedestrian and Cycling Links with existing communities are indicative only and, in accordance with the recommendations of the Permeability Best Practice Guide (2013), shall be subject to further planning approval.**

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

### **M86/0118 Item ID:56591**

Proposed by Councillor L. O'Toole and Seconded by Councillor G. O’Connell

Co-signed Cllr Guss O Connell & Cllr Paul Gogarty

**Permeability 2.2.4**

Pg. 26 Figure 2.2.1 Full Street Hierarchy

“***amend Legend to include an asterix\* next to PC Proposed Local Links-Pedestrian and Cyclist***“(indicating the areas marked PC northern side of the plan to be part of Permeability Strategy Plan (PSP)).

Pg. 27 Figure 2.2.2 Arterial Street Frame Work

“***amend Legend to include an asterix\* next to PC Proposed Local Links – Pedestrian and Cyclist***(indicating the areas marked PC northern side of the plan to be part of Permeability Strategy Plan (PSP)).

Pg. 29  2.2.4 Arterial and Link Street Framework

“***amend Legend to include and asterix\* next to PC Proposed Local links – Pedestrian and Cyclist***”(indicating the areas marked PC northern side of the plan to be part of Permeability Strategy Plan (PSP)).

[Clonburris Permeability](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58420)
[Fig 2.2.1 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58326)
[Fig 2.2.2 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58333)
[Fig 2.2.4 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58334)

**REPORT:**

**Response**

The proposed local and pedestrian links with existing communities are indicative only and, further to the provisions of the Permeability Best Practice Guide (2013), it is accepted that the Draft Planning Scheme should be amended to clarify that these will be subject to further assessment and approval (planning application or Part 8 approval) including further public consultation.

Further to the detailed provisions of the Draft Planning Scheme for a connected network of pedestrian and cycle routes together with the subject potential permeability links, it not considered necessary to insert a provision into the planning scheme for the creation of a further plan on permeability.

**Recommendation**

It is recommended that this motion is adopted with amendment as follows:

Include the following text under Section 2.2.3 (Pedestrian and Cycle Movement):

**Proposed Local and Pedestrian and Cycling Links with existing communities are indicative only and, in accordance with the recommendations of the Permeability Best Practice Guide (2013), shall be subject to further planning approval.**

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

### **M87/0118 Item ID:56664**

Proposed by Councillor P. Donovan and Seconded by Councillor W. Lavelle

That the following provision be included under section 2.2.3: *“Notwithstanding any preferred new pedestrian/cycling route or vehicular link indicated in this planning scheme, any new pedestrian/cycling route or vehicular link to/from existing residential estates which may involve the opening or removal of existing boundary walls or railings will only be progressed following a public consultation and approval by the elected members, where possible through an appropriate statutory planning consent process.”*

Cllrs William Lavelle, Emer Higgins, Vicki Casserly, Kenneth Egan, Paula Donovan, Brian Lawlor and Conor McMahon

[Fig 2.2.1 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58581)

**REPORT:**

**Response**

The proposed local and pedestrian links with existing communities are indicative only and, further to the provisions of the Permeability Best Practice Guide (2013), it is accepted that the Draft Planning Scheme should be amended to clarify that these will be subject to further assessment and approval (planning application or Part 8 approval) including further public consultation.

**Recommendation**

It is recommended that this motion is adopted with amendment as follows:

Include the following text under Section 2.2.3 (Pedestrian and Cycle Movement):

**Proposed Local and Pedestrian and Cycling Links with existing communities are indicative only and, in accordance with the recommendations of the Permeability Best Practice Guide (2013), shall be subject to further planning approval.**

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

### **M88/0118 Item ID:56704**

Proposed by Councillor W. Lavelle and Seconded by Councillor P. Donovan

That the following provision be included under section 2.2.3: *“Notwithstanding any preferred new pedestrian/cycling route or vehicular link indicated in this planning scheme, any new pedestrian/cycling route or vehicular link to/from existing residential estates which may involve the opening or removal of existing boundary walls or railings will only be progressed following a public consultation and approval by the elected members, where possible through an appropriate statutory planning consent process.”*

Co-sponsored by Cllr’s Casserly, Egan, Higgins, Lawlor, C. McMahon & Donovan

[Fig 2.2.1 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58370)

**REPORT:**

**Response**

The proposed local and pedestrian links with existing communities are indicative only and, further to the provisions of the Permeability Best Practice Guide (2013), it is accepted that the Draft Planning Scheme should be amended to clarify that these will be subject to further assessment and approval (planning application or Part 8 approval) including further public consultation.

**Recommendation**

It is recommended that this motion is adopted with amendment as follows:

Include the following text under Section 2.2.3 (Pedestrian and Cycle Movement):

**Proposed Local and Pedestrian and Cycling Links with existing communities are indicative only and, in accordance with the recommendations of the Permeability Best Practice Guide (2013), shall be subject to further planning approval.**

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

### **M89/0118 Item ID:56725**

Proposed by Councillor G. O'Connell and Seconded by Councillor L. O’Toole

**Section 2.2.4**. That the permeability breaks along the northern boundary on the proposed SDZ to existing mature housing estates i.e. (but not only) Tullyhall, Rossberry, Oldbridge, Foxborough and Tor An Ri shall not be proceeded with before full formal consultation with the residents concerned.

**Councillors Guss O’Connell, Liona O’Toole, Paul Gogarty and Francis Timmons**

[Fig 2.2.1 56725 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58373)

**REPORT:**

**Response**

The proposed local and pedestrian links with existing communities are indicative only and, further to the provisions of the Permeability Best Practice Guide (2013), it is accepted that the Draft Planning Scheme should be amended to clarify that these will be subject to further assessment and approval (planning application or Part 8 approval) including further public consultation.

**Recommendation**

It is recommended that this motion is adopted with amendment as follows:

Include the following text under Section 2.2.3 (Pedestrian and Cycle Movement):

**Proposed Local and Pedestrian and Cycling Links with existing communities are indicative only and, in accordance with the recommendations of the Permeability Best Practice Guide (2013), shall be subject to further planning approval.**

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

### **M90/0118 Item ID:56688**

Proposed by Councillor M. Johansson and Seconded by Councillor E. Hendrick

That the following sentence be inserted on p. 88 of the Transport Assessment & Strategy document in relation to permeability routes in Figure 7.21:

“The SDZ should balance the right between new and existing residents and hence that suggested permeability routes through existing estates should only go ahead following agreement with existing residents.”

[Fig 2.2.1 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58584)

**REPORT:**

**Response**

The proposed local and pedestrian links with existing communities are indicative only and, further to the provisions of the Permeability Best Practice Guide (2013), it is accepted that the Draft Planning Scheme should be amended to clarify that these will be subject to further assessment and approval (planning application or Part 8 approval) including further public consultation.

The Transport Assessment and Strategy that accompanies the Draft Planning Scheme is a supporting document that sets out an evidence base for the Transport and Movement Section of the Draft Planning Scheme. It is not considered necessary or appropriate to amend this supporting document.

**Recommendation**

It is recommended that this motion is adopted with amendment as follows:

Include the following text under Section 2.2.3 (Pedestrian and Cycle Movement):

**Proposed Local and Pedestrian and Cycling Links with existing communities are indicative only and, in accordance with the recommendations of the Permeability Best Practice Guide (2013), shall be subject to further planning approval.**

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

Following contributions from Councillors F. Timmons, E. O’Brien, P. Gogarty, B. Bonner, M. Ward, L. O’Toole, W. Lavelle, G. O’Connell, M. Johansson, R. Nolan, D. O’Brien, D. O’Donovan, C.King, P. Kearns, V. Casserly, B. Leech, B. Ferron and P. Foley, Ms L. Leonard, A/Director and Mr B. Keaney, Senior Planner responded to queries raised.

### An amendment was proposed by Councillor C. King to the wording of Councillor W. Lavelle’s Motion (M88/0118 Item ID:56704)as follows:

That the following provision be included under section 2.2.3: “Notwithstanding any preferred new pedestrian/cycling route or vehicular link indicated in this planning scheme, any new pedestrian/cycling route or vehicular link to/from existing residential estates which may involve the opening or removal of existing boundary walls or railings will only be progressed following a public consultation and approval by the elected members through the Part 8 process.

The Motions **AS AMENDED** were **AGREED**

### **M91/0118 Item ID:56796**

Proposed by Councillor M. Ward and Seconded by Councillor D. O’Brien

Page 26, Figure 2.2.1, include an additional Proposed Local Links - Vehicular, Pedestrian and Cyclist access point from Grand Canal Park to the Fonthill Road as part of the Canal Extension Development Area 12 (and repeat in Figure 2.2.2)

Mark Ward Danny O Brien Cathal King Louise Dunne

**REPORT:**

**Response**

The absence of a formal pedestrian and cyclist permeability between the proposed Grand Canal Park and Fonthill road is noted. There is, however, no need to provide a vehicular link to the park in the context of its intended land use and (combined with associated roadways) the potential to undermine the landscape and open space strategy of the Draft Planning Scheme. Furthermore, the provision of a junction onto a regional road (R113) in the absence of a demonstrated need is inappropriate from a traffic safety and movement viewpoint.

There are also significant differences in levels between the Grand Canal Park and Fonthill Road North and the provision of a vehicular junction would require a costly and engineered solution. This could also impact on an existing pedestrian and cycle ramp between the Grand Canal Greenway and the Fonthill Road North.

It is therefore recommended that the Draft Planning Scheme be amended to provide for a proposed local link (pedestrian and cyclist only) between Grand Canal Park and Fonthill Road North with the potential for the link to occur via the existing Grand Canal Greenway Pedestrian/Cyclist ramp.

**Recommendation**

It is recommended that this motion is adopted with amendment as follows:

**Amend Figs 2.2.1 (Full Street Hierarchy), Fig 2.2.2 (Arterial Street Framework) and Fig. 2.2.4 (Arterial and Link Street Framework) of the Draft Planning Scheme to include a proposed local link (pedestrian and cyclist) between Grand Canal Park and Fonthill Road North or the Grand Canal Greenway Pedestrian/Cyclist with the potential for the link to occur via the existing Grand Canal Greenway Pedestrian/Cyclist ramp.**

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

[Master Plan 56796 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58597)

It was **AGREED** to take Motion 92 in conjunction with Motion 91

**M92/0118 Item ID:56798**

Proposed by Councillor D. O'Brien and Seconded by Councillor M. Ward

Page 26, Figure 2.2.1, include an additional Proposed Local Links - Vehicular, Pedestrian and Cyclist access point from Grand Canal Park to the Fonthill Road as part of the Canal Extension Development Area 12 (and repeat in Figure 2.2.2)

*Louise Dunne, Cathal King, Danny O’Brien, Mark Ward*

**REPORT:**

**Response**

The absence of pedestrian and vehicular permeability between the proposed Grand Canal Park and Fonthill road is noted. There is, however, no need to provide a vehicular link to the park in the context of its intended land use and (combined with associated roadways) the potential to undermine the landscape and open space strategy of the Draft Planning Scheme. Furthermore, the provision of a junction onto a regional road (R113) in the absence of a demonstrated need is inappropriate from a traffic safety and movement viewpoint. There are also significant differences in levels between the Grand Canal Park and Fonthill Road North and the provision of a vehicular junction would require a costly and engineered solution.

It is therefore recommended that the Drat Planning Scheme be amended to provide for a proposed local link (pedestrian and cyclist only) between Grand Canal Park and Fonthill Road North.

**Recommendation**

It is recommended that this motion is adopted with amendment as follows:

**Amend Figs 2.2.1 (Full Street Hierarchy), Fig 2.2.2 (Arterial Street Framework) and Fig. 2.2.4 (Arterial and Link Street Framework) of the Draft Planning Scheme to include a proposed local link (pedestrian and cyclist) between Grand Canal Park and Fonthill Road North.**

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

[Master Plan 56798 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58599)

Following contributions from Councillors M. Ward, M. Johansson, B. Bonner and P. Gogarty, Mr B. Keaney, Senior Planner responded to queries raised and suggested that wording be amended to reflect Councillors concerns. The amended wording is as follows:

**Amend Figs 2.2.1 (Full Street Hierarchy), Fig 2.2.2 (Arterial Street Framework) and Fig. 2.2.4 (Arterial and Link Street Framework) of the Draft Planning Scheme to include a proposed local link (pedestrian and cyclist) between Grand Canal Park and Fonthill Road North or the Grand Canal Greenway Pedestrian/Cyclist with the potential for the link to occur via the existing Grand Canal Greenway Pedestrian/Cyclist ramp. The opportunity for a vehicular left in/ left out will be explored, dependent on physical constraints of the junction site and achieving traffic safety.**

**The Motions AS AMENDED were AGREED**

**M93/0118 Item ID:56332**

Proposed by Councillor F. Timmons and Seconded by Councillor G. O’Connell

That all footpaths are wheelchair accessible

Cllrs G. O Connell, P. Gogarty and L. O'Toole

**REPORT:**

**Response**

The detailed design of footpaths in term of accessibility is governed by Building Regulations 2010 Technical Guidance Document M (Access and Use) and these requirements are reflected under the Design Manual for Urban Roads and Streets (DMURS), 2013. Both documents ensure that footpaths are wheelchair accessible and this is now a standard requirement for all development.

Section 2.2.3 (Pedestrian and Cycle Movement) of the Draft Planning Scheme already states that all pedestrian routes shall be designed to be safe and accessible in accordance with DMURS. It is accepted that further reference could be made to the Building Regulations.

**Recommendation**

It is recommended that this motion is adopted with amendment as follows:

Include the following text under Section 2.2.3 (Pedestrian and Cycle Movement):

All pedestrian and cycle routes shall be designed to be safe and accessible in accordance with DMURS, **Building Regulations** and the NTA’s National Cycle Manual (2011).

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

The Chief Executive’s recommendation was **AGREED**

### **M94/0118 Item ID:56713**

Proposed by Councillor G. O'Connell and Seconded by Councillor L. O’Toole

**Section 2.1.3.** Provision shall be made for proposed new public transport infrastructure and facilities such as a substation under the proposed DART expansion programme.

**Councillors Guss O’Connell, Liona O’Toole, Paul Gogarty and Francis Timmons**

**REPORT:**

**Response**

The intent of the proposed motion is provided for under the Draft Planning Scheme. Public Services are listed as permitted in principle in the residential and mixed use areas of the Plan Lands. There is also provision under Section 2.1.3 of the Draft Planning Scheme that allows works relating to existing development that has planning permission or is in existence prior to Planning and Development Legislation.

The DART Expansion programme will be subject to a detailed railway order application and no development is proposed over or along the railway line. The Draft Planning Scheme would not inhibit detailed requirements in relation to the provision of associated infrastructure. No amendment to the Planning Scheme is required it this regard.

**Recommendation**

It is recommended that this motion is not adopted.

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

The Chief Executive’s recommendation was **AGREED**

### **M95/0118 Item ID:56739**

Proposed by Councillor P. Donovan and Seconded by Councillor V. Casserly

That all cycling infrastructure delivered right throughout each Development Zone be off-road and built out as the roads are being developed.

Cllrs Paul Donovan, Emer Higgins, Vicky Casserly, William Lavelle, Kenneth Egan, Brian Lawlor and Conor McMahon

[Fig 2.2.5](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58646)

**REPORT:**

**Response**

The intent of the proposed motion to ensure for the provision of off- street cycle lanes, where appropriate, is provided for under the Draft Planning Scheme. This is in accordance with DMURS and the National Cycle Manual (2011).

Section 2.2.3 (Pedestrian and Cycle Movement) of the Draft Planning Scheme requires streets and cycle routes to be designed in accordance with DMURS and National Cycle Manual (2011), which are the authoritative technical design manuals.

As demonstrated on Figure 2.2.3 and 2.2.5 of the Draft Planning Scheme, off street cycle lanes will be provided along streets that are designated for higher volumes of traffic and traffic speeds (Arterial and Link Streets). Dedicated cycle paths will also be provided off street.

It is not necessary to provide off street cycle lanes on streets designed for slower traffic and lower traffic volumes i.e. local streets, which will have narrowed carriageways and will discourage heavy vehicles.

The provision of off street cycle lanes on Local Street would increase street widths and this would be at variance with the public realm design approach of DMURS and the Draft Planning Scheme, which seeks the creation of intimate local streets particularly home zones, which have been designed under the Draft Planning Scheme for shared surface (see Figure 2.2.6 of Draft Planning Scheme).

The intent of the proposed motion has been fulfilled by the Draft Planning Scheme, where appropriate, and no amendment to the Planning Scheme is required it this regard.

**Recommendation**

It is recommended that this motion is not adopted.

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

Following a contribution from Councillor P. Donovan who proposed an amendment to the Motion wording as follows:

That off road cycling infrastructure be built out on the Arterial Roads & Link Roads as the roads are being developed/improved (Reference: Table 2.2.1 Planning Scheme Framework)

Arterial Roads:

L1058 Adamstown Ave, L1059 Thomas Omer Way, R136 Grangecastle Road, R113 Fonthill Road North

Link Roads:

R120 Lock Road, L1015 Lucan-Newlands, L5582 Griffeen Avenue and Haydens Lane (Part of designated a link road)

The Motion as **AMENDED** was **AGREED**

### **M96/0118 Item ID:56805**

Proposed by Councillor G. O'Connell and Seconded by Councillor L. O’Toole

**Sections 2.2.3. and 2.2.4.** Heavy Goods Vehicles shall be restricted from residential areas and deliveries/collections within all such areas will be time regulated.

**Councillors Guss O’Connell, Liona O’Toole, Francis Timmons and Paul Gogarty.**

[Fig 2.2.6](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58647)

**REPORT:**

**Response**

The Draft Planning Scheme already accords with the intent of the subject motion in terms of discouraging traffic including heavy good vehicles from Local Streets in residential areas. It is beyond the scope of the Draft Planning Scheme to set time limits for deliveries and collections and the wording of the subject motion would undermine with the street design strategy of the Draft planning scheme and DMURS in terms of directing traffic onto wider Link Streets and Arterial including those that bound residential areas.

It is a requirement of Section 2.2.4 of the Draft Planning Scheme for Local Streets to be designed as traffic calmed thoroughfares for lower traffic volumes and slower speeds. Furthermore, it is a requirement for Local Streets that provide through routes for strategic pedestrian and cycle routes should be filtered to restrict vehicular access.

In order to discourage fast moving traffic and heavy vehicles, Fig 2.2.6 illustrates that Local streets shall be designed with narrowed carriageways and narrowed lanes in accordance with DMURS. It is also a requirement for such streets to be designed with reduced corner radii in order to further discourage heavy vehicles.

It is a requirement of the Draft Planning Scheme and DMURS to design the more strategic Link Street and Arterial Streets with wider carriageways for larger volumes of traffic and larger vehicles. This further helps to discourage such vehicles from Local Streets. The wording to the subject motion would undermine this strategy for large sections of Link Streets and Arterial Streets that bound residential areas and would result in such vehicles being directed to less appropriate streets outside of the SDZ lands.

Apart from design responses, it is also beyond the scope of the Draft Planning Scheme to set restrictions for vehicles and set time limits for deliveries and collections. Such restrictions are normally dealt with by way of overall council policy on heavy goods vehicles etc.

The intent of the proposed motion has been fulfilled by the Draft Planning Scheme, in terms of restricting heavy goods vehicles from quieter residential areas, and no amendment to the Planning Scheme is required it this regard.

**Recommendation**

It is recommended that this motion is not adopted.

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

The Chief Executive’s recommendation was **AGREED**

### **M97/0118 Item ID:56313**

Proposed by Councillor B. Bonner and Seconded by Councillor F. Timmons

This council agrees that at least one and a half parking spaces would be provided for each dwelling, even for apartments.  While it is good that serious efforts will be made to provide good public transport, the majority of people will also possess a vehicle and failure to provide adequate parking will cause serious problems.

**REPORT:**

**Response**

The Draft Planning Scheme already provides for aspects of the subject motion in relation to ensuring sufficient provision of car parking. A widespread requirement for 1.5 spaces for all dwelling would, however, have implications in terms of achieving a sustainable mode split and the viability of the SDZ Planning Scheme in relation to a requirement for basement parking.

The Draft SDZ Planning Scheme seeks to minimise the number of car spaces and maximise their use within the SDZ lands in order to promote sustainable travel patterns. Car parking for the key land uses in Clonburris are required to be provided in accordance with the standards set out under the South Dublin County Council Development Plan 2016 –2022.

The South Dublin County Council Development Plan 2016 –2022 sets out Zone 1 parking standards with higher maximums for general areas of the County (1 to 2 spaces per dwelling) and Zone 2 parking standards for town/village centres and areas within 800 metres of a train station or 400 metres or a high quality bus service (0.75 to 1.5 spaces per dwelling.

The Transport Assessment and Strategy that accompanies the Draft Planning Scheme has carried out an assessment of the proposed car parking standards based on projected parking demand and an Accessibility Assessment. Further to the findings of the Transport Assessment and Strategy, the planning scheme applies Zone 2 parking standards to areas of the SDZ lands that will have high accessibility levels and Zone 1 parking standards to all other areas.

The assessment indicates that the parking standards will be more than sufficient to cater for the parking needs of the Planning Scheme. Furthermore, utilising DMURS guidance on parking design, an examination of the spatial requirements under the Transport Assessment and Strategy concludes that the majority of parking can be met on-street thus reducing resource and urban design implications associated with basement parking. Any increase in parking standards would require more costly parking facilities in the form of basement parking etc., which will have implications in relation to the viability and affordability of residential development particularly apartment schemes.

This approach is consistent with the recommendations of the Guidelines on Sustainable Residential Development in Urban Areas (2009) and the National Transport Authority’s Transport Strategy for the Greater Dublin Area 2016-2035, which seeks to implement maximum parking standards that reflect proximity to public transport and limit the availability of parking in urban centres to discourage car commuting. Furthermore, the Sustainable Urban Housing Design Standards for New Apartments Guidelines for Planning Authorities Drat Update (December 2017) advise that the car parking provision for apartments in locations that are well served by public transport such as the SDZ lands should be substantially reduced.

Notwithstanding the above and, further to the subject motion, a maximum of 1.5 or more car spaces are permissible for housing under the Draft Planning Scheme as follows:

* 1.5 spaces for 2 bedroom houses in Zone 1 areas;
* 1.5 spaces for 3 bedroom (or more) apartments in Zone 1 areas;
* 1.5 spaces for 3 bedroom (or more) houses in Zone 2 areas;
* 2 spaces for 3 bedroom (or more) houses in Zone 1 areas

The intent of the aspect of the proposed motion to ensure the sufficient provision of car parking has been fulfilled by the Draft Planning Scheme and no amendment to the Planning Scheme is required it this regard.

**Recommendation**

It is recommended that this motion is not adopted.

S**trategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

Following a contribution from Councillor B. Bonner, the Chief Executive’s recommendation was **AGREED**

### **M98/0118 Item ID:56581**

Proposed by Councillor P. Gogarty and Seconded by Councillor G. O’Connell

In section 2.2.6 Parking after Electric Vehicle Parking paragaph ending "...future charging points", add the following:

All supermarket and larger retail outlets providing their own car parking shall be required to provide at least one additional multi-use electric vehicle charge point per 1,000sq metres of retail space, subject to a maximum of four such charge points.

Cllrs G. O'Connell, L. O'Toole and F. Timmons

**REPORT:**

**Response**

The intention of the proposed motion is already provided for under the Draft Planning Scheme. It is considered that the provisions of the Draft Planning Scheme in relation to Electric Vehicle Parking are sufficient and these reflects the requirements of the South Dublin County Council Development Plan 2016 – 2022. Further requirements can be dealt with at planning application stage to reflect any changes in relation to standards and policy on Electric Vehicle Parking. No amendment to the Planning Scheme is required it this regard.

**Recommendation**

It is recommended that this motion is not adopted.

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

Following a contribution from Councillor P. Gogarty, the Chief Executive’s recommendation was **AGREED**

### **M99/0118 Item ID:56578**

Proposed by Councillor P. Gogarty and Seconded by Councillor G. O’Connell

In section 2.2.6 Parking, under Car Parking Standards, the first paragraph reading "In order to promote sustainable travel patterns, this Planning Scheme
seeks to minimise the number of car spaces and maximise their use within
the SDZ lands. A detailed car parking strategy and/or Workforce Travel
Plan (also known as Mobility Management Plan – see section 2.2.7 and
accompanying Transport Assessment and Strategy) that facilitates shared
or reduced use of car parking by different uses (including residential and
Park & Ride) should be submitted with applications for large scale mixed
use development" shall be amended to read:

In order to promote sustainable travel patterns, this Planning Scheme
seeks to minimise the number of **on-street** car spaces **for residents** and maximise their use within the SDZ lands. **Car usage shall be discouraged through the scheme and alternatives provided, but the scheme shall not impact on the rights of residents to own cars. Sufficient paid underground car parking spaces shall be provided to cater for residential parking if desired.** A detailed car parking strategy and/or Workforce Travel Plan (also known as Mobility Management Plan – see section 2.2.7 and accompanying Transport Assessment and Strategy) that facilitates shared or reduced use of on-street car parking by different uses (including residential and Park & Ride) should be submitted with applications for large scale mixed use development. **The local authority shall reserve the right to introduce time limits for parking on-street outside designated Park & Ride parking (which shall be immediately adjacent to train stations only) so as to facilitate visitors and business trips but discourage hogging of parking spaces.**

**Cllrs G. O'Connell, L. O'Toole and F. Timmons**

**REPORT:**

**Response**

The Draft Planning Scheme already provides for aspects of the subject motion in relation to ensuring sufficient provision of car parking and balancing the needs of the car. Reference to car ownership, promotion of basement parking and the management of parking is, however, unnecessary and inappropriate. Restrictions in relation to on-street parking would undermine the parking strategy for the SDZ particularly in relation to promoting the efficient turnover of parking spaces and reducing the land use demands and urban design implications associated with other parking typologies while promoting a more sustainable modal shift with reduced traffic speeds.

As stated under the key principle for Section 2.2 of the Draft Planning Scheme, it is a stated intention in relation to “balancing the needs of the car”. Furthermore, in the context that trip patterns combined with the integration of land use and transport planning generates demand on transport infrastructure, it is not considered necessary to include objectives or policy on car ownership.

The Transport Assessment and Strategy that accompanies the Draft Planning Scheme has carried out an assessment of the proposed car parking standards based on projected parking demand and an Accessibility Assessment. Further to the findings of the Transport Assessment and Strategy, it is indicated that the parking standards will be more than sufficient to cater for the parking needs of the Planning Scheme.

Furthermore, utilising DMURS guidance on parking design, an examination of the spatial requirements under the Transport Assessment and Strategy concludes that the majority of parking can be met on-street thus reducing resource and urban design implications. Such car spaces can aid in traffic calming and are more suited to efficient turnover in terms of use.

Any prescribed requirement to provide basement parking would have implications in relation to the viability and affordability, residential development, promoting the sharing of car spaces and the design of streets. The management of car spaces is outside the scope of the Planning Scheme and can be examined at detailed application stage.

The intent of the aspect of the proposed motion in relation to ensuring sufficient provision of car parking and balancing the needs of the car has been fulfilled by the Draft Planning Scheme and no amendment to the Planning Scheme is required it this regard.

**Recommendation**

It is recommended that this motion is not adopted.

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

It was **AGREED** to take Motion 100 in conjunction with Motion 99

### **M100/0118 Item ID:56753**

Proposed by Councillor E. O'Brien and Seconded by Councillor G. O’Connell

Section 2.2.6 be amended by insertion of the following sentence at page 33 *“ the development shall consist of park and ride facilities for car and bicycle users, at key bus stops and railway stations to further encourage the use of public transport*

**REPORT:**

**Response**

The Draft Planning Scheme already provides for aspects of the subject motion in relation to providing Park and Ride facilities for car and bicycle users at both railway stations. There is no additional need for such facilities on the SDZ Lands and a further requirement would affect the viability of the Planning Scheme, the efficient use of the SDZ lands, the affordability of housing and the attraction of further traffic volumes.

As stated under Section 2.8.10 of the Draft Planning Scheme, a Park and Ride facility with associated disabled, bus, taxi and cycle parking facilities has been built at the Clondalkin-Fonthill Railway Station and a similar facility has been permitted at the Kishoge Railway Station under the Kildare Route Project Railway Order. It is proposed to integrate such facilities with development and within this context that objectives have been inserted into the Draft SDZ Planning Scheme in relation to the potential for the efficient use and sharing of car a spaces.

The Transport Assessment and Strategy that accompanies the Draft Planning Scheme has carried out an assessment of the proposed car parking standards based on projected parking demand and an Accessibility Assessment. Furthermore, utilising DMURS guidance on parking design, an examination of the spatial requirements under the Transport Assessment and Strategy concludes that the majority of parking can be met on-street. Within this context, there is no additional need for Park and Ride Facilities on the SDZ lands and further provision would unnecessarily attract additional traffic volumes from outside of the SDZ Lands.

A requirement for such facilities in the absence of additional need would also adversely affect the efficient us of the SDZ lands, the viability of schemes and the affordability of housing.

The intent of the aspect of the proposed motion in relation to ensuring sufficient provision of park and car and bicycle users has been fulfilled by the Draft Planning Scheme and no amendment to the Planning Scheme is required it this regard.

**Recommendation**

It is recommended that this motion is not adopted.

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

[Motion 100](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58649)

Following a contribution from Councillor P. Gogarty, he proposed amended wording to the Motion as follows:

In section 2.2.6 Parking, under Car Parking Standards, the first paragraph reading "In order to promote sustainable travel patterns, this Planning Scheme
seeks to minimise the number of car spaces and maximise their use within
the SDZ lands. A detailed car parking strategy and/or Workforce Travel
Plan (also known as Mobility Management Plan – see section 2.2.7 and
accompanying Transport Assessment and Strategy) that facilitates shared
or reduced use of car parking by different uses (including residential and
Park & Ride) should be submitted with applications for large scale mixed
use development" shall be amended to read:

In order to promote sustainable travel patterns, this Planning Scheme
seeks to minimise the number of **on-street** car spaces **for residents** and maximise their use within the SDZ lands. **Car usage shall be discouraged through the scheme and alternatives provided, but the scheme shall not impact on the rights of residents to own cars. Sufficient paid underground car parking spaces shall be provided to cater for residential parking if desired.** A detailed car parking strategy and/or Workforce Travel Plan (also known as Mobility Management Plan – see section 2.2.7 and accompanying Transport Assessment and Strategy) that facilitates shared or reduced use of on-street car parking by different uses (including residential and Park & Ride) should be submitted with applications for large scale mixed use development.

The Motion **AS AMENDED** was **AGREED**

### **M101/0118 Item ID:56721**

Proposed by Councillor W. Lavelle and Seconded by Councillor V. Casserly

That section 2.8.10 shall start with the following objective: *"That same the parking space requirements per residential unit as set-out in the South Dublin Development Plan shall apply to all residential development within the SDZ."*

Co-sponsored by Cllr’s Casserly, Egan, Higgins, Lawlor, C. McMahon & Donovan

**REPORT:**

**Response**

The Draft Planning Scheme already accords with the subject motion. Section 2.2.6 of the Draft Planning Scheme relates to Car Parking Standards and states that the standards are set out under the South Dublin County Council Development Plan (2016 – 2022). It is not considered necessary to include additional text in this regard under the section of the Draft Planning Scheme that relates to built form and design. It is accepted that Section 2.8.10 could be amended to make reference to Section 2.2.6 in relation to car parking standards.

**Recommendation**

It is recommended that this motion is adopted with amendment.

Include the following additional text under Section 28.10 (Design of Parking and Loading)

Car Parking

Parking shall not dominate streetscapes and should be carefully considered as part of the overall public realm in terms of layout, surface treatment and landscaping **(see Section 2.2.6 for parking standards)**. External parking should primarily be provided on-street in accordance with the recommendations of DMURS (2013).

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

The Chief Executive’s recommendation was **AGREED**

### **M102/0118 Item ID:56580**

Proposed by Councillor P. Gogarty and Seconded by Councillor L. O’Toole

In section 2.2.6 Parking, Car Parking Standards amend the sentence "Near zero or zero parking provision for individual developments may be acceptable subject to the degree of compliance with the following:" to read:

**Reduced** parking provision for individual developments may be acceptable subject to the degree of compliance with the following:

Rationale: We want to encourage people not to use cars, but if people don't have the option of owning a car due to no spaces they are less likely to purchase homes and the social mix will be skewed.

Cllrs G. O'Connell, L. O'Toole and F. Timmons

**REPORT:**

**Response**

It is accepted that the Draft Planning Scheme could be amended to apply the caveats on zero or near zero parking to developments with reduced parking provision. Removing the opportunity for near zero or zero parking would inhibit the achievement of a sustainable mode split, the potential for the efficient use of public transport, sharing of car spaces and the integration of land use and transport planning. This would also be at variance with the relevant guidelines in relation to limiting the availability of parking in urban centres and close to public transport to discourage car commuting.

The Draft SDZ Planning Scheme seeks to minimise the number of car spaces and maximise their use within the SDZ lands in order to promote sustainable travel patterns. Car parking for the key land uses in Clonburris are required to be provided in accordance with the standards set out under the South Dublin County Council Development Plan 2016 –2022. The provision for lower rates of parking and possibility of car free housing under the County Development are reiterated under the Draft Planning Scheme including caveats that relate to proximity to public transport and services, sharing of spaces, mobility management planning, proximity to employment and car dependency.

**This approach is consistent with the recommendations of the Guidelines on Sustainable Residential Development in Urban Areas (2009) and the National Transport Authority’s Transport Strategy for the Greater Dublin Area 2016-2035, which seeks to implement maximum parking standards that reflect proximity to public transport and limit the availability of parking in urban centres to discourage car commuting**. Furthermore, the Sustainable Urban Housing Design Standards for New Apartments Guidelines for Planning Authorities Draft Update (December 2017) advise that the car parking provision for apartments in locations that are well served by public transport such as the SDZ lands should be substantially reduced.

It is accepted that the caveats in the County Development Plan also relates to reduced parking demand and, in this context, it is recommended that the motion be adopted with amendment.

**Recommendation**

It is recommended that this motion is adopted with amendment.

**Amend Section 2.2.6 (Car Parking Standards) as follows:**

The development of car free housing may be considered in the higher density areas of the SDZ lands adjacent to Public Transport interchanges and within the urban centres planned around the Clondalkin-Fonthill and Kishoge rail stations **only**. **Reduced parking provision** **(including** Near zero or zero parking provision**)** for individual developments may be acceptable subject to the degree of compliance with the following:

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

Following contributions Councillors G. O’Connell, B. Bonner, P. Gogarty, C. King, P. Kearns, D. O’Brien, Mr. B. Keaney, Senior Planner responded to queries raised.

The Motion **AS PUT** was **AGREED**

### **M103/0118 Item ID:56627**

Proposed by Councillor P. Donovan and Seconded by Councillor C. McMahon

That the Clonburris SDZ (ref Section 2.2.) should not contain any zero carparking spaces for residential units.

Cllrs Emer Higgins, William Lavelle, Vicki Casserly, Kenneth Egan, Paula Donovan, Brian Lawlor and Conor McMahon

**REPORT:**

**Response**

Further to the response to Item 56580, removing the opportunity for zero parking would inhibit the potential to achieve a sustainable mode split, the potential for the efficient use of public transport, sharing of car spaces and the integration of land use and transport planning. This would also be at variance with the relevant guidelines in relation to limiting the availability of parking in urban centres and close to public transport to discourage car commuting. It is accepted that the Draft Planning Scheme could be amended to apply the caveats on zero or near zero parking to developments with reduced parking provision. The scheme could also be amended to clarify that car free housing may only be considered in high density areas adjacent to public transport and within both urban centres.

**Recommendation**

It is recommended that this motion is adopted with amendment.

Amend Section 2.2.6 (Car Parking Standards) as follows:

The development of car free housing may be considered in the higher density areas of the SDZ lands adjacent to Public Transport interchanges and within the urban centres planned around the Clondalkin-Fonthill and Kishoge rail stations **only**. **Reduced parking provision** **(including** N**n**ear zero or zero parking provision**)** for individual developments may be acceptable subject to the degree of compliance with the following:

S**trategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

The Chief Executive’s recommendation was **AGREED**

### **M104/0118 Item ID:56752**

Proposed by Councillor E. O'Brien and Seconded by Councillor E. Hendrick

Section 2.2.6 Parking be amended at page 33 paragraph 5 by the insertion of the word *“only”* at the end of the first sentence of the said paragraph and removal of the words *“or zero”* in the following sentence.

**REPORT:**

**Response**

Further to the response to Item 56580, removing the opportunity for zero parking would inhibit the potential to achieve a sustainable mode split, the potential for making efficient use of public transport, sharing of car spaces and the integration of land use and transport planning. This would also be at variance with the relevant guidelines in relation to limiting the availability of parking in urban centres and close to public transport to discourage car commuting. It is accepted that the Draft Planning Scheme could be amended to apply the caveats on zero or near zero parking to developments with reduced parking provision. The scheme could also be amended to clarify that car free housing may only be considered in high density areas adjacent to public transport and within both urban centres.

**Recommendation**

It is recommended that this motion is adopted with amendment.

Amend Section 2.2.6 (Car Parking Standards) as follows:

The development of car free housing may be considered in the higher density areas of the SDZ lands adjacent to Public Transport interchanges and within the urban centres planned around the Clondalkin-Fonthill and Kishoge rail stations **only**. **Reduced parking provision** **(including** Near zero or zero parking provision**)** for individual developments may be acceptable subject to the degree of compliance with the following:

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

The Chief Executive’s recommendation was **AGREED**

### **M105/0118 Item ID:56560**

Proposed by Councillor M. Ward and Seconded by Councillor D. O’Brien

Page 23, under Key Principles insert a new final bullet point: “To ensure that the provision of increased public transport keeps pace with new residential development.”

*Louise Dunne, Cathal King, Danny O’Brien, Mark Ward*

**REPORT:**

**Response**

In the context that the subject SDZ Lands are already relatively well serviced by public transport, it is recommended that the wording of the proposed motion be amended to ensure that is does not unnecessarily delay the early delivery of housing and associated transport infrastructure.

The SDZ lands are uniquely positioned within the Metropolitan Area of Dublin to benefit from a wide range of existing transport opportunities offered by the Kildare/Cork Railway Line, the Grand Canal and an existing network of national, regional and local roads that are served by existing bus lanes as well as existing local bus routes. Increased public transport requirements particularly in the early phases of the Planning Scheme could unnecessarily delay the delivery of housing and associated transport infrastructure such as internal streets and cycle and pedestrian routes.

A submission from the NTA on the Draft Planning Scheme confirms that the NTA is committed to deliver the level of additional public transport infrastructure required to serve Clonburris as identified under the Transport Assessment and Strategy for the Draft Panning Scheme. The Transport Assessment indicates that core orbital bus routes will be delivered by 2026 and that the DART Underground will be delivered between 2026 and 2035. The submission of the NTA states that it is intended to complete the BusConnects Programme by 2019 including aspects that will cater for the demands of the SDZ Planning Scheme.

Further to additional correspondence (January 2018), the NTA advises that it is envisaged that the Kishoge railway station will open in 2020 once development occurs in its vicinity. The exact timing of the DART Expansion Programme will be influenced by the Government’s 10 year Capital Plan, which is expected to be announced shortly. The NTA also advises that it intended to provide the new orbital service through the SDZ lands linking Blanchardstown to Tallaght in the short term.

Within this context, the Transport Assessment and Strategy (Chapter 6) models the impact of the Draft Clonburris Planning Scheme combined with existing and planned development on the planned transport network for 2026 and 2035 in terms of trip demand and supply. **The 2026 modelling of the Draft Planning Scheme demonstrates that the proposed street network, pedestrian and cycle network together with existing and planned pubic transport, street upgrades and junctions improvements will be sufficient to service the trip demands generated by Clonburris.**

It is therefore recommended that the wording of the motion be amended.

**Recommendation**

It is recommended that this motion is adopted with amendment.

Insert the following additional text as a Key Principle under Section 2.2.1 of the Planning Scheme:

**To seek the delivery of public transport infrastructure and services that will serve the trips demands of the SDZ Planning Scheme.**

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

The Chief Executive’s recommendation was **AGREED**

### **M106/0118 Item ID:56576**

Proposed by Councillor P. Gogarty and Seconded by Councillor G. O’Connell

Clonburris SDZ

Amend Section 2.2.1 Introduction first paragraph reading "The SDZ lands are uniquely positioned within the Metropolitan Area of Dublin to benefit from a wide range of existing and planned transport opportunities offered by the Kildare/Cork Railway Line,the Grand Canal and an existing network of national, regional and

local roads that are served by existing bus lanes and planned Core Bus Corridors (CBCs), as well as existing local bus routes" to read:

The SDZ lands are **positioned to benefit from** a wide range of existing and planned transport opportunities offered by the Kildare/Cork Railway Line,the Grand Canal and an existing network of national, regional and local roads that are served by existing bus lanes and planned Core Bus Corridors (CBCs), as well as existing local bus routes. **However given that many road routes are nearing full congestion at peak hours, the SDZ cannot be allowed to add to this congestion. It is therefore essential that additional infrastructure is delivered in a timely manner in advance of and alongside each phase of housing development (see Section 4 - Phasing).**

Cllrs G. O'Connell, L. O'Toole and F. Timmons

**REPORT:**

**Response**

In the context that the subject SDZ Lands are already relatively well serviced by public transport and road infrastructure, it is recommended that the wording of the proposed motion be amended to ensure that is does not unnecessarily delay the early delivery of housing and associated transport infrastructure.

The findings of the Transport Assessment and Strategy that accompanies the Draft Planning Scheme confirms the unique positioning of the SDZ Lands within the Metropolitan Area of Dublin particularly in the context of the existing transport options offered. The Transport Assessment and Strategy concludes that Clonburris is one of the most optimal locations in the state for housing. The removal of the reference to the unique positioning of the SDZ lands from Section 2.2.1 is therefore considered to be incorrect.

Furthermore, the Transport Assessment and Strategy models the impact of trip demands of the Draft Planning Scheme on the surrounding street network and it is concluded that traffic generated by Clonburris will contribute to less than 1% of the overall traffic on the strategic road network in the AM peak period.

Within this context increased public transport requirements particularly in the early phases of the Planning Scheme could unnecessarily delay the delivery of housing and associated transport infrastructure such as internal streets and cycle and pedestrian routes.

A submission from the NTA on the Draft Planning Scheme confirms that the NTA is committed to deliver the level of additional public transport infrastructure required to serve Clonburris as identified under the Transport Assessment and Strategy for the Draft Panning Scheme. The Transport Assessment indicates that core orbital bus routes will be delivered by 2026 and that the DART Underground will be delivered between 2026 and 2035. The submission of the NTA states that it is intended to complete the BusConnects Programme by 2019 including aspects that will cater for the demands of the SDZ Planning Scheme.

Further to additional correspondence (January 2018), the NTA advises that it is envisaged that the Kishoge railway station will open in 2020 once development occurs in its vicinity. The exact timing of the DART Expansion Programme will be influenced by the Government’s 10 year Capital Plan, which is expected to be announced shortly. The NTA also advises that it intended to provide the new orbital service through the SDZ lands linking Blanchardstown to Tallaght in the short term.

Within this context, the Transport Assessment and Strategy (Chapter 6) models the impact of the Draft Clonburris Planning Scheme combined with existing and planned development on the planned transport network for 2026 and 2035 in terms of trip demand and supply. **The 2026 modelling of the Draft Planning Scheme demonstrates that the proposed street network, pedestrian and cycle network together with existing and planned pubic transport, street upgrades and junctions improvements will be sufficient to service the trip demands generated by Clonburris.**

It is therefore recommended that the wording of the motion be amended.

**Recommendation**

It is recommended that this motion is adopted with amendment.

Insert the following additional text as a Key Principle under Section 2.2.1 of the Planning Scheme:

**To seek the delivery of public transport infrastructure and services that will serve the trips demands of the SDZ Planning Scheme.**

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

 **Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

Following contributions from Councillor P. Gogarty, Mr B. Keaney, Senior Planner responded to queries raised.

The Motion **AS PUT** was **AGREED**

**At 10pm, The Mayor Councillor P. Gogarty with AGREEMENT of the Members outlined his intention to proceed with business until it was concluded.**

### **M107/0118 Item ID:56698**

Proposed by Councillor W. Lavelle and Seconded by Councillor P. Donovan

That table 4.3 be amended to include the following additional requirements in each phase: *“The provision of a minimum of 20 additional AM peak hour bus services leaving Clonburris for Dublin City Centre and 12 additional PM peak hour hours arrivals into Clonburris from Dublin City Centre for each 1,000 new units.”*

Co-sponsored by Cllr’s Casserly, Egan, Higgins, Lawlor, C. McMahon & Donovan

[Fig 7.7 Transport](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58648)

**REPORT:**

**Response**

In accordance with the Transport Assessment and Strategy that accompanies the Draft Planning Scheme, core orbital bus routes and local bus routes are planned to connect existing and future communities with each other and with Tallaght, Clondalkin, Kishoge Railway Station and Clondalkin Fonthill Railway station. The provision of additional bus routes between Clonburris and Dublin City centre are not considered necessary to service trip demands generated by Clonburris and the motion would unnecessarily inhibit the development of the SDZ Lands.

The NTA’s Transport Strategy for the Greater Dublin Area 2016 – 2035 provides for a Core orbital bus routes between Tallaght and Blanchardstown vis the SDZ land and it is indicated that this services will run along the Fonthill Road North connecting with the Clondalkin-Fonthill Railway Station. In addition to this core service, a proposed Tallaght-Liffey Valley Secondary Orbital Route together with a Lucan-Park West Route and a Grange Castle-Liffey Valley local bus routes are proposed to serve the trip demands of the Draft Planning Scheme. This network of routes will connect existing and planned communities with each other, with both the Kishoge and Clondalkin-Fonthill Railway stations and with the planned Lucan Luas.

This is in addition to the No. 13 bus also currently operates as a high frequency service between Dublin City and Grange Castle Business Park, via the southern boundary of the SDZ Lands.

Details of the planned bus routes are provided for under Chapter 7 of the Transport Assessment and Strategy that accompanies the Draft Planning Scheme. It is not a function of SDCC to deliver bus services and this is within the remit of the NTA.

A submission from the NTA on the Draft Planning Scheme confirms that the NTA is committed to deliver theses bus routes in accordance with the Transport Assessment and Strategy, which indicates that they will be operating by 2026. The submission of the NTA states that it is intended to complete the BusConnects Programme by 2019 including aspects that will cater for the demands of the SDZ Planning Scheme.

Further to additional correspondence (January 2018), the NTA advises that it is envisaged that the Kishoge railway station will open in 2020 once development occurs in its vicinity. The exact timing of the DART Expansion Programme will be influenced by the Government’s 10 year Capital Plan, which is expected to be announced shortly. The NTA also advises that it intended to provide the new orbital service through the SDZ lands linking Blanchardstown to Tallaght in the short term.

Within the context that the NTA’s Transport Strategy for the GDA does not include for additional bus services between Clonburris and Dublin City Centre and such transport infrastructure is not required to serve the trip demands of the Draft Planning Scheme, the subject motion would unnecessarily inhibit the development of the SDZ lands.

**Recommendation**

It is recommended that this motion is not adopted.

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Strategic Environmental Assessment of Proposed Motion**

The transport assessment and NTA advice is considered sufficient to facilitate public bus options to serve the planning scheme and achieve consistency with Material Assets SEOs; therefore this motion is not recommended for adoption.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

Following contributions from Councillors W. Lavelle, B. Bonner, P. Donovan, L. O’Toole, C. King, B. Leech, G. O’Connell, D. Looney, P. Kearns, R. Nolan, M. Ward, D. O’Brien, P. Gogarty and E. O’Brien, Mr B. Keaney, Senior Planner responded to queries raised. An amendment to the wording was proposed by Councillor P. Donovan as follows:

That table 4.3 be amended to include the following additional requirements in each phase: *“The provision of a minimum of* ***12*** *additional AM peak hour bus services leaving Clonburris for Dublin City Centre and 12 additional PM peak hour hours arrivals into Clonburris from Dublin City Centre for each 1,000 new units* ***until DART Underground is delivered and operational.***

A [Roll Call](../Roll%20Call%20Vote%20Results/M107%20-%2029%20-%2001%20-%2018.pdf) vote on the **AMENDED** wording followed, the result of which was as follows:

**FOR 17(SEVENTEEN)**

**AGAINST 9(NINE)**

**ABSTAIN 0(ZERO)**

The Motion was **CARRIED**

### **M108/0118 Item ID:56658**

Proposed by Councillor E. Higgins

That table 4.3 be amended to include the following additional requirements: *“The provision of a minimum of 20 additional AM peak hour bus services leaving Clonburris for Dublin City Centre and 12 additional PM peak hour hours arrivals into Clonburris from Dublin City Centre for each 1,000 new units.”*

Cllrs William Lavelle, Emer Higgins, Vicki Casserly, Kenneth Egan, Paula Donovan, Brian Lawlor and Conor McMahon

[Fig 7.7 Transport](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58650)

**REPORT:**

**Response**

Further to the response to Item 56698, core orbital bus routes and local bus routes are planned to connect existing and future communities with each other and with Tallaght, Clondalkin, Kishoge Railway Station and Clondalkin Fonthill Railway station. Further to the Transport Assessment and Strategy that accompanies the Draft Planning Scheme, the provision of additional bus routes between Clonburris and Dublin City centre are not considered necessary to service trip demands that will be generated by Clonburris.

The NTA indicates that it is intended to complete the BusConnects Programme by 2019 including aspects that will cater for the demands of the SDZ Planning Scheme. The motion would unnecessarily inhibit the development of the SDZ Lands.

 **Recommendation**

It is recommended that this motion is not adopted.

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Strategic Environmental Assessment of Proposed Motion**

The transport assessment and NTA advice is considered sufficient to facilitate public bus options to serve the planning scheme and achieve consistency with Material Assets SEOs; therefore this motion is not recommended for adoption.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

The Motion **FELL**

### **M109/0118 Item ID:56743**

Proposed by Councillor E. O'Brien and Seconded by Councillor D. O’Brien

That the draft plan be amended to read that no house, apartment, duplex or other residential unit or commercial or other building constructed during Phase 1A of the development shall be occupied in advance of agreement in relation to the route of and the servicing of a new dedicated bus route between Clonburris and Dublin City Centre the said service to deliver at minimum the same number of bus journeys as the existing 25A bus route. Table 4.3 to be amended

[Fig 7.7 Transport](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58651)

**REPORT:**

**Response**

Further to the response to Item 56698, core orbital bus routes and local bus routes are planned to connect existing and future communities with each other and with Tallaght, Clondalkin, Kishoge Railway Station and Clondalkin Fonthill Railway station. Further to the Transport Assessment and Strategy that accompanies the Draft Planning Scheme, the provision of additional bus routes between Clonburris and Dublin City centre are not considered necessary to service trip demands that will be generated by Clonburris.

The NTA indicates that it is intended to complete the BusConnects Programme by 2019 including aspects that will cater for the demands of the SDZ Planning Scheme. The motion would unnecessarily inhibit the development of the SDZ Lands.

**Recommendation**

It is recommended that this motion is not adopted.

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Strategic Environmental Assessment of Proposed Motion**

The transport assessment and NTA advice is considered sufficient to facilitate public bus options to serve the planning scheme and achieve consistency with Material Assets SEOs; therefore this motion is not recommended for adoption.

**Appropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

Following a contribution from Councillor E. O’Brien to amend the wording of the Motion as follows:

That the draft plan be amended to read that no house, apartment, duplex or other residential unit or commercial or other building constructed during Phase 1A of the development shall be occupied in advance of agreement in relation to the route of and the servicing of a new dedicated bus route between Clonburris and Dublin City Centre the said service to deliver at minimum the same number of bus journeys **at peak time** as the existing 25A bus route. Table 4.3 to be amended

A Show of hands vote on the **AMENDED** wording followed, the result of which was as follows:

**FOR 17(SEVENTEEN)**

**AGAINST 9(NINE)**

**ABSTAIN 0(ZERO)**

The Motion was **CARRIED**

### **M110/0118 Item ID:56744**

Proposed by Councillor E. O'Brien and Seconded by Councillor D. O’Brien

That the draft plan be amended to read that no house, apartment, duplex or other residential unit or commercial or other building constructed during Phase 1B of the development shall be occupied in advance of an increase in the number of peak time bus journeys provided along the existing 25A/B/C/D bus routes. Table 4.3 to be amended

[Fig 7.7 Transport](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58652)

**REPORT:**

**Response**

Further to the response to Item 56698, core orbital bus routes and local bus routes are planned to connect existing and future communities with each other and with Tallaght, Clondalkin, Kishoge Railway Station and Clondalkin Fonthill Railway station. Further to the Transport Assessment and Strategy that accompanies the Draft Planning Scheme, the provision of additional bus services between Clonburris and Dublin City centre are not considered necessary to service trip demands that will be generated by Clonburris.

The NTA indicates that it is intended to complete the BusConnects Programme by 2019 including aspects that will cater for the demands of the SDZ Planning Scheme.

Furthermore the 25A/B bus routes skirts the SDZ lands at along a small portion of its northern edge at Griffeen Avenue and the 25C bus route does not serve the SDZ lands. The linking of all development of the SDZ lands to these bus routes is therefore inappropriate. The motion would unnecessarily inhibit the development of the SDZ Lands.

**Recommendation**

It is recommended that this motion is not adopted.

**Strategic Environmental Assessment of Chief Executive’s Recommendation**

No interaction with Strategic Environmental Objectives.

**Strategic Environmental Assessment of Proposed Motion**

The transport assessment and NTA advice is considered sufficient to facilitate public bus options to serve the planning scheme and achieve consistency with Material Assets SEOs; therefore this motion is not recommended for adoption.

A**ppropriate Assessment Screening of Chief Executive’s Recommendation**

No likely significant effects on European sites within the SDZ’s zone of influence are predicted.

A Show of hands vote on the Motion **AS PUT** followed, the result of which was as follows:

**FOR 17(SEVENTEEN)**

**AGAINST 9(NINE)**

**ABSTAIN 0(ZERO)**

The Motion was **CARRIED**

The meeting concluded at 10.30pm

Signed: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

 **Mayor**

Date: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_