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

Minutes of South Dublin County Council Special Meeting of County Council on proposed Material Alterations to Clonburris SDZ Draft Planning Scheme held on 19th June 2018

**PRESENT**

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

|  |  |
| --- | --- |
| Chief Executive | D. McLoughlin. |
| Directors/ Heads of Function  Senior Planner  Senior Executive Planner  Executive Planners  Administrative Officer  Senior Staff Officer  Senior Executive Technician  Assistant Staff Officer  IT Support | B. Coman,  B. Keaney  F. Redmond  A. McNamara, E. Burke, J. Phelan, M. Keating, N. Conlon  C. Shanahan  E. Colgan  P. Larkin  S. Beatty  D Cairnduff |
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The Mayor, Councillor Paul Gogarty, presided

Apologies were received from Councillors Paula Donovan and Kenneth Egan for inability to attend.

Following a proposal by Councillor G. O’Connell a Minutes Silence was observed to mark the occasion of decriminalisation of homosexuality in Ireland.

**H1/0618 Item ID:58882**

Proposed by Landuse Planning Transportation

**Chief Executive's Report**

[HI1 Chief Executive's Report on Submissions Received](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60356)

The item was **ADOPTED**

**H2/0618 Item ID:58883**

Proposed by Landuse Planning Transportation

**Chief Executive's amendments to the proposed Material Alterations to the Clonburris SDZ Draft Planning Scheme (corrections, typos etc.)**

The item was **NOTED** and **AGREED**

2.1 Land Use and Density

**M1/0618 Item ID:58578**

Proposed by Councillor B. Bonner and Seconded by Councillor M. Duff

This item is jointly submitted by Pamela Kearns, Mick Duff, Martina Genockey and Breeda Bonner.

Material Alteration 2.1 No 1.

We strongly recommend that the material alteration in relation to the deletion of the Adamstown Extension is not supported and that the Quantum of housing as indicated in the Chief Executive's Draft would be retained as shown.

**Response**

[Material Alteration 2.1 - No 1](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=12) relates to the deletion of the Adamstown Extension from the SDZ Planning Scheme.

This motion is consistent with the Chief Executives (CE) Report on the Proposed Material Alterations (May 2018), which recommends that the SDZ Planning Scheme be made without the Proposed Material Alteration.

**Recommendation**

It is recommended that this motion is 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.

[Material Alteration 2.1 - No 1 (Fig 2.1.1)](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60316)  
[Material Alteration 2.1 - No 1 (Fig 2.1.4)](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60317)

A [Roll Call](http://www.sdublincoco.ie/viewdocument.aspx?id=47482443-4af3-4047-8c51-a91300d5b78c) vote was called for by Mayor P. Gogarty, the result of which was as follows:

**FOR 20 (TWENTY)**

**AGAINST 10 (TEN)**

**ABSTAIN 0 (NIL)**

The Motion was **CARRIED**

**M2/0618 Item ID:58757**

Proposed by Councillor R. Nolan

That this council accepts the Chief Executive's Recommendation in regards to the Material Alternation on section 2.1 no 1.

**REPORT:**

[Material Alteration 2.1 - No 1](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=12) relates to the deletion of the Adamstown Extension from the SDZ Planning Scheme.

This motion is consistent with the Chief Executives (CE) Report on the Proposed Material Alterations (May 2018), which recommends that the SDZ Planning Scheme be made without the Proposed Material Alteration.

**Recommendation**

It is recommended that this motion is 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.

[Material Alteration 2.1 - No 1 (Fig 2.1.1)](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60314)  
[Material Alteration 2.1 - No 1 (Fig 2.1.4)](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60315)

The Motion **FELL**

**M3/0618 Item ID:58790**

Proposed by Councillor M. Ward

P6/7 – Delete Material Alternation Ref: 2.1 – No. 1 and replace within original Adamstown Extension proposal from Draft Planning Scheme

Mary Ward, Danny O’Brien, Cathal King Louise Dunne

**REPORT:**

[Material Alteration 2.1 - No 1](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=12) relates to the deletion of the Adamstown Extension from the SDZ Planning Scheme.

This motion is consistent with the Chief Executives (CE) Report on the Proposed Material Alterations (May 2018), which recommends that the SDZ Planning Scheme be made without the Proposed Material Alteration.

**Recommendation**

It is recommended that this motion is 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.

[Material Alteration 2.1 - No 1 (Fig 2.1.1)](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60312)  
[Material Alteration 2.1 - No 1 (Fig 2.1.4)](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60313)

The Motion **FELL**

**M4/0618 Item ID:58700**

Proposed by Councillor L. O'Toole

Co-signed Cllrs Liona O’Toole, Paul Gogarty, Guss O’Connell, Francis Timmons, Deirdre O’Donovan

**Section 2.1 – No.1 Pg. 12, 13.**

*2 1 1 SDZ Character Areas*

*2 1 4 Development Areas and Sub Section Map (material Ref: Section 2.1 N1 continued)*

Adamstown Extension

That this committee agrees to retain the Proposed Material Alteration as adopted by this council

**REPORT:**

[Material Alteration 2.1 - No 1](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=12) relates to the deletion of the Adamstown Extension from the SDZ Planning Scheme.

This motion is not consistent with the Chief Executives (CE) Report on the Proposed Material Alterations (May 2018), which recommends that the SDZ Planning Scheme be made without the Proposed Material Alteration.

This motion is not consistent with the Chief Executives (CE) Report on the Proposed Material Alterations (May 2018), which recommends that the SDZ Planning Scheme be made without the Proposed Material Alteration.

The SDZ Order (S.I. No. 604 of 2015) for Clonburris identifies all lands at Clonburris, consisting of 280 hectares, as a site for the establishment of an SDZ. The Adamstown Extension lands are included in this Government designation and therefore must be fully incorporated into the Planning Scheme for the purpose of integrated development.

The Government’s position on the Clonburris SDZ is reflected by the classification of the SDZ lands as a Major Urban Housing Development Site (MUHDS) and also by the allocation of funding under the Local Infrastructure Housing Activation Fund (LIHAF).

The deletion of Adamstown Extension Area would result in **the loss of 442 homes. This would be at variance with:**

* **the Interim *Housing Strategy for South Dublin County* (2016) in terms of meeting the housing needs for the County (32,650 dwellings between 2016 and 2022)**,
* **the Core Strategy contained in the *South Dublin County Council Development Plan 2016 – 2022* in terms of meeting the zoning and housing needs for the County**; and
* the Guidelines on Sustainable Residential Development in Urban Areas (2009) in terms of overall residential density across the SDZ lands.

The above points are reflected in submissions of the Department of Housing, Planning and Local Government (DHPLG) and the Eastern and Midland Regional Assembly (EMRA) in relation to the Proposed Material Alteration.

**The Adamstown Extension Development Area has little or no constraints (access and site levels etc.) and will benefit from the R120 upgrade, which is currently under construction. This would allow for the delivery of housing in the early phases of the SDZ Planning Scheme** and within the timeframe of the *Interim Housing Strategy for South Dublin County* (2016) and the *South Dublin County Council Development Plan 2016 – 2022****.*** This is noted in a submission from the landowner affected by the Proposed Material Alteration.

The deletion of the Adamstown Extension would also be at variance with the integrated and evidence based approach of the Draft Planning Scheme particularly the consideration of interacting issues such as transport assessment, flood risk assessment, surface water proposals, parks, urban design and place making.

In terms of the potential use of the Adamstown Extension Lands (approx. 9 hectares) for open space, it is advised that the Draft Planning Scheme provides 90 hectares of Parks and Open Spaces, which will serve the wider strategic amenity needs of the SDZ lands in addition to smaller designated local squares and parks.

The *Guidelines on Sustainable Residential Development in Urban Areas* (2009) advise that public open space should be provided at a rate of 2-2.5 hectares per 1,000 population or a minimum of 15% of the total site area for greenfield sites. **Use of the Adamstown Extension Lands for open space would result in an increase in provision to** approximately 4.7 hectares of open space per 1,000 population or **38% of the gross development area**. This would be **more than double the requirements of the relevant guidelines on lands served by high quality public transport.** This is considered to be far in excess of the open space amenity needs of the SDZ Lands and would result in an inefficient use of an important land resource.

Overall, and further to the CE Report on the Proposed Material Alterations (May 2018), it is recommended that the SDZ Planning Scheme be made without the Proposed Material Alteration on the basis of consistency with the SDZ Order, the County Housing Strategy, the County Development Plan, Ministerial Guidelines and, consequently, the Planning and Development Act 2000 (as amended).

**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.

[Material Alteration 2.1 - No 1 (Fig 2.1.1)](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60310)  
[Material Alteration 2.1 - No 1 (Fig 2.1.4)](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60311)

The Motion **FELL**

**M5/0618 Item ID:58652**

Proposed by Councillor P. Gogarty

*Cllrs P Gogarty F Timmons L O’Toole G O’ Connell D O’Donovan*

That Material Alteration Ref Section 2.1 – No. 1 as made by the elected members be accepted with the following amendment:

In Fig 2.1.4 Development Areas and Sub Sectors Map, under the heading Nature of Proposed Material Alteration, add the following text  after "... and graphs." :

**"All 442 housing units originally planned for this deleted area to be relocated to Kishoge Urban Centre sectors."**

[Rationale: To maintain overall housing levels as indicated in tables attached to the original motion passed (but interpreted as not being implied by SDCC planners) so as to place them in a more central urban location where residents will have a better chance of accessing retail services and other facilities within a short walking distance.]

**REPORT:**

[Material Alteration 2.1 - No 1](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=12) relates to the deletion of the Adamstown Extension from the SDZ Planning Scheme.

Further to the response to Motion 4/Item 58700, the SDZ Order (S.I. No. 604 of 2015) for Clonburris identifies all lands at Clonburris, consisting of 280 hectares, as a site for the establishment of an SDZ. The Adamstown Extension lands are included in this Government designation and therefore must be fully incorporated into the Planning Scheme.

**The Adamstown Extension Development Area has little or no constraints (access and site levels etc.) and will benefit from the R120 upgrade, which is currently under construction. This would allow for the delivery of housing in the early phases of the SDZ Planning Scheme** and within the timeframe of the *Interim Housing Strategy for South Dublin County* (2016) and the *South Dublin County Council Development Plan* *2016 – 2022****.*** This is noted in the submission from the landowner affected by the Proposed Material Alteration.

The proposed relocation of development from the Adamstown Extension to the Kishoge Urban Centre is at variance with the integrated and evidence based approach of the Draft Planning Scheme particularly the consideration of interacting issues such as transport assessment, flood risk assessment, surface water proposals, parks, urban design and place making.

**The proposed relocation of 442 homes would also increase densities and buildings heights in the Kishoge Urban Centre in a manner that would reduce dwelling mix/choice and impact on the viability and affordability of housing.**

As stated under Section 2.1.6 (Dwelling Mix) of the Draft Planning Scheme, densities and building heights will inform the dwelling mix in development areas. The relocation of homes would increase densities in the Kishoge Urban Centre by approximately 40 dwellings per hectare if redistributed evenly and **this would push densities in the Urban Centre to beyond 100 dwellings per hectare.** As a result, **the overall housing to apartment ratio across the SDZ Lands would be reduced from 60:40 to approximately 53:47.**

**The relocation of homes to the Kishoge Urban Centre would more than likely increase building heights to beyond six storeys**. This would affect the variety of building heights and reduce flexibility in the Planning Scheme, which allows for heights of 2 - 6 storeys in the Kishoge Urban Centre. There will also be building cost and housing affordability implications. *The Review of Delivery Costs and Viability for Affordable Residential Developments* (DHPLG, April 2018) concludes that **residential building of six storeys or more will incur additional construction cost requirements and markedly more pronounced deficits in economic return (€22,316 loss per residential unit)**.

In terms of the potential use of the Adamstown Extension Lands (approx. 9 hectares) for open space, **the motion would increase the open space provision across the SDZ Lands to approximately 38% of the gross development area. This would be more than double the requirements of the relevant Ministerial Guidelines (DEHLG, 2009)** and would be far in excess of the open space amenity needs of the SDZ Lands on lands served by high quality public transport.

Overall, and further to the CE Report on the Proposed Material Alterations (May 2018), it is recommended that the SDZ Planning Scheme be made without the Proposed Material Alteration on the basis of consistency with the SDZ Order, the County Housing Strategy, the County Development Plan, ministerial guidelines and, consequently, the Planning and Development Act 2000 (as amended).

**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 Motion **FELL**

**M6/0618 Item ID: 58579**

Proposed by Councillor B. Bonner and seconded by Councillor M. Duff

This item is submitted jointly by Pamela Kearns, Mick Duff, Martina Genockey and Breeda Bonner.

Material Alteration 2.1 no 3

We strongly recommend  that this alteration is not made and that the school would be located in the site that was indicated in the original Chief Executive's Draft.

**REPORT:**

[Material Alteration 2.1 - No 3](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=15) relates to the relocation of a Post Primary School in the Kishoge North West Development Area.

This motion is consistent with the Chief Executives (CE) Report on the Proposed Material Alterations (May 2018), which recommends that the Planning Scheme be made without the Proposed Material Alteration.

**Recommendation**

It is recommended that this motion is 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.

[Material Alteration 2.1 - No 3 (Fig 2.1.3)](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60319)

A [Roll Call](http://www.sdublincoco.ie/viewdocument.aspx?id=97161104-b97e-4070-8bf0-a91300d6c3d3) vote was called for, the result of which was as follows:

**FOR 20 (TWENTY)**

**AGAINST 10 (TEN)**

**ABSTAIN 0 (NIL)**

The Motion was **CARRIED**

**M7/0618 Item ID:58756**

Proposed by Councillor R. Nolan

That this council accepts the Chief Executive's Recommendation in regards to the Material Alternation on section 2.1 no 3.

**REPORT:**

[Material Alteration 2.1 - No 3](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=15) relates to the relocation of a Post Primary School in the Kishoge North West Development Area.

This motion is consistent with the Chief Executives (CE) Report on the Proposed Material Alterations (May 2018), which recommends that the Planning Scheme be made without the Proposed Material Alteration.

**Recommendation**

It is recommended that this motion is 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.

[Material Alteration 2.1 - No. 3 (Fig 2.1.3)](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60320)

The Motion **FELL**

**M8/0618 Item ID:58796**

Proposed by Councillor M. Ward

P9- Delete Material Alteration REF. Section 2.1 – No. 3 and replace with original proposal for Kishogue North West KNW-S1 from Draft Planning Scheme

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

**REPORT:**

[Material Alteration 2.1 - No 3](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=15) relates to the relocation of a Post Primary School in the Kishoge North West Development Area.

This motion is consistent with the Chief Executives (CE) Report on the Proposed Material Alterations (May 2018), which recommends that the Planning Scheme be made without the Proposed Material Alteration.

**Recommendation**

It is recommended that this motion is 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.

[Material Alteration 2.1 - No 3 (Fig 2.1.3)](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60321)

The Motion **FELL**

**M9/0618 Item ID:58701**

Proposed by Councillor L. O'Toole

Co-signed Cllrs Liona O’Toole, Paul Gogarty, Guss O’Connell, Francis Timmons, Deirdre O’Donovan

**Section 2.1 – No 3 Pg 21**

*2 1 3 Function Concept Map*

Post Primary School

That this committee agrees to retain the Proposed Material Alteration as adopted by this council

This council also acknowledges appx 200+ submissions on the material alterations (referencing the catchment area) which are deemed to be Outside the Scope.

**REPORT:**

[Material Alteration 2.1 - No 3](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=15) relates to the relocation of a Post Primary School in the Kishoge North West Development Area.

This motion is not consistent with the Chief Executives (CE) Report on the Proposed Material Alterations (May 2018), which recommends that the Planning Scheme be made without the Proposed Material Alteration.

**The Proposed Material Alteration seeks to relocate a school site with no provision to replace the approximately 280 residential units that would be lost** (see Material Alteration Section 3.3 – No.1 also, which seeks to extend the original school site for the school uses only).

The SDZ Order (S.I. No. 604 of 2015) for Clonburris identifies all lands at Clonburris, consisting of 280 hectares, as a site for the establishment of an SDZ. The Kishoge North West lands are included in this Government designation and therefore must be fully incorporated into the Planning Scheme in terms of integrated development.

The Government’s position on the Clonburris SDZ is reflected by the classification of the SDZ lands as a Major Urban Housing Development Site (MUHDS) and also by the allocation of funding under the Local Infrastructure Housing Activation Fund (LIHAF).

Furthermore, Kishoge North West has been designated for residential development under the Draft SDZ Planning Scheme in accordance with the Interim Housing Strategy for South Dublin County (2016) in terms of meeting the housing needs for the County (32,650 dwellings between 2016 and 2022) and the Core Strategy contained in the South Dublin County Council Development Plan 2016 – 2022 in terms of meeting the zoning and housing needs for the County.

The Kishoge North West Development Area has little or no constraints in terms of access and site levels and benefits from frontage onto Adamstown Avenue. This Development Area is positioned to help deliver housing within the timeframe of the Interim *Housing Strategy for South Dublin County* (2016) and the *South Dublin County Council Development Plan 2016 – 2022*. The above is reflected in the submission of the Department of Housing, Planning and Local Government.

The loss of approximately 280 dwellings (approx. 5.5 hectares) would have implications in terms of the integration of land use and transport planning.

Furthermore, Kishoge North West Sector 1 is located within approximately 400 metres of Kishoge Railway Station where higher residential densities are required under the *Guidelines on Sustainable Residential Development in Urban Areas* (2009)

**The loss of approx. 5.5 hectares of lands designated for higher density residential densities and within such a short walking distance of high quality public transport infrastructure would result in an efficient use of such land use and transport resources**. This is reflected in the submission from the NTA on the Proposed Material Alteration.

**The submission of the Department of Education and Skills on the Proposed Material Alteration also advises that the original school site identified by the Draft Planning Scheme is the preferred site for a post primary school on the basis of (inter alia) site constraints, access, catchment, demographic need and cost.**

In terms of the potential use of the lands from which it is proposed to relocate the subject Post Primary School, it is advised that the Draft Planning Scheme already provides 90 hectares of Parks and Open Spaces, which will serve the wider strategic amenity needs of the SDZ lands in addition to smaller designated local squares and parks.

The *Guidelines on Sustainable Residential Development in Urban Areas* (2009) advise that public open space should be provided at a rate of 2-2.5 hectares per 1,000 population or a minimum of 15% of the total site area for greenfield sites. **Use of the lands affected by the proposed Material Alteration as open space would increase such provision on the SDZ lands to** approximately 4.5 hectares of open space per 1,000 population or **37% of the gross development area. This is more than double the requirements of the guidelines** and is considered to be far in excess of the open space amenity needs of the SDZ Lands particularly on lands served by high quality public transport. This would result in an inefficient use of an important land resource.

Overall, it is recommended that the SDZ Planning Scheme be made without the Proposed Material Alteration on the basis of consistency with the SDZ Order, the County Housing Strategy, the County Development Plan, ministerial guidelines and, consequently, the Planning and Development Act 2000 (as amended).

**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.

[Material Alteration 2.1 - No 3 (Fig 2.1.3)](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60323)

The Motion **FELL**

**M10/0618 Item ID:58654**

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

Cllrs P Gogarty L O’Toole G O’ Connell F Timmons D O’Donovan

That Material Alteration Ref Section 2.1 – No. 4 be made with the following amendment:

In Table 2.1.6, **transfer 4,000 sq m of retail space from Clonburris Urban Centre to Kishoge Urban Centre**.

**REPORT:**

[**Material Alteration 2.1 – No. 4**](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=16) **seeks a marginal increase in retail and retail services floorspace at Local Nodes** in accordance with the recommendations of the CE Report on the Draft Planning Scheme (December 2017).

The subject motion seeks a significant re-allocation of retail floorspace from Clonburris Urban Centre to Kishoge Urban Centre. **The subject motion, which would effectively expand the scale, nature and function Kishoge Urban Centre to a District Centre, is similar to Motion 139 of the January 2018 Special Meeting on Clonburris SDZ Draft Planning Scheme, which fell before the Council**.

The allocation of retail and retail service floorspace under the Draft Planning Scheme and the Proposed Material Alteration accords with the provisions of the *Retail Planning Guidelines for Planning Authorities* (2012), the *Retail Strategy for the Greater Dublin Area* (2008) and the *South Dublin County Council Development Plan 2016-2022*. This has also been informed by **the Retail Study that accompanies the Draft Planning Scheme, which follows a qualitative and quantitative evidence based methodology in relation to the retail provision and its allocation under the Draft Planning Scheme**.

Clonburris is designated as a Level 3 District Centre with a limit on the permissible quantum of retail and retail service floorspace. **The designation of two district centres of a competing scale on the SDZ Lands would adversely impact on the vitality and viability of both planned centres as well as other existing and planned retail centres.** This would be at variance with the aforementioned Retail Planning Guidelines, County Development Plan and Retail Strategy.

Further to the Retail Study (September 2017) that accompanies the Draft Planning Scheme, a robust and co-ordinated approach has been applied to the designation of the Clonburris Urban Centre as the primary location for retail floorspace on the SDZ Lands including the principle of integrating land use and transport planning. This has been informed by the existing public transport interchange (Clondalkin-Fonthill Railway Station) constructed at the Clonburris Urban Centre, which will be served by a Core Orbital Bus Route planned under the NTA Transport Strategy for the Greater Dublin Area (2016 – 2035).

The Kishoge Urban Centre is designated as a smaller but vibrant and sustainable secondary urban centre to serve a large local catchment. An increase in retail floorspace at the Kishoge Urban Centre in line with **the subject motion would undermine the realisation of a planned District Centre at Adamstown and detract from the vitality and viability of the existing Griffeen Local Centre.**

**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.

[M10 Response Figure - Urban Centres Retail Cores](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60558)  
Following contributions from Councillors P. Gogarty, L. Dunne, Mr B. Keaney, Senior Planner responded to queries raised. A [Roll Call](http://www.sdublincoco.ie/viewdocument.aspx?id=e77021d9-a81a-4a36-927d-a91300d7be5a) vote was called for, the result of which was as follows:

**FOR 7 (SEVEN)**

**AGAINST 23 (TWENTY THREE)**

**ABSTAIN 0 (NIL)**

The Motion **FELL**

**M11/0618 Item ID:58699**

Proposed by Councillor W. Lavelle

That MATERIAL ALTERATION REF. Section 2.1 – No. 4 be confirmed subject to a modification to provide 300 sq.m of retail and retail service floorspace in Kishogue North East.

**REPORT:**

[Material Alteration 2.1 – No. 4](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=16) **seeks a marginal increase in retail and retail services floorspace at Local Nodes** in accordance with the recommendations of the CE Report on the Draft Planning Scheme (December 2017).

Further to the response to Motion 10/Item 58654, the allocation of retail and retail service floorspace under the Draft Planning Scheme and the Proposed Material Alteration accords has been informed by Ministerial Guidelines, the GDA Retail Strategy, the County Development Plan and **the Retail Study that accompanies the Draft Planning Scheme, which follows a follows a qualitative and quantitative evidence based methodology in relation to the retail provision in the Draft Planning Scheme.**

Clonburris is designated as a Level 3 District Centre with a limit on the permissible quantum of retail and retail service floorspace. In line with the principles of land use and transport planning, the majority of retail floorspace is designated Clonburris Urban Centre is designated as the primary location for retail floorspace on the SDZ Lands with the Kishoge Urban Centre designated as a smaller secondary urban centre.

The SDZ Planning Scheme also identifies 4 Local Nodes to accommodate a range of local uses, including local retail provision. The Proposed Material Alteration allows for a small increase of retail floorspace at each local nodes in the interest of viability.

**Local Nodes are relatively evenly spread across the SDZ lands to maximise their catchment and cater for day to day needs without deflecting trade from existing or planned retail centres**. Furthermore, the proposed Local Nodes are located in areas that are accessible to surrounding residential development, adjacent primary open space and proximate school sites.

**Residential development in Kishoge North East will be within walking distance of the Kishoge Urban Centre and will also be proximate to the existing Griffeen Local Centre**. The designation of an additional local node at this location could detract from the vitality and viability of the existing Local Centre as well as the planned local nodes. Notwithstanding this, there is scope for Café/Restaurant uses in residential uses in all residential areas of the SDZ lands.

It is therefore not considered necessary or appropriate to include further provision for retail and retail service floorspace or local nodes within the SDZ Lands including at Kishoge North East.

**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.

[M 11 Response Figure - Urban Centres Local Nodes](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60555)

In the absence of Councillor W. Lavelle, the Motion **FELL**

**M12/0618 Item ID:58702**

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

Co-signed Cllrs Liona O’Toole, Paul Gogarty, Guss O’Connell, Francis Timmons, Deirdre O’Donovan

**Section 2.1 No. 5 Pg. 30**

*2 1 6 Residential Development Standards*

We agree with the material alteration as adopted by members, and this committee notes the CE’s proposed amendment to remove ‘including for older people’ and its requested that it is reinstated

**REPORT:**

[Material Alteration 2.1 – No. 5](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=16) relates to the provision for Build to Rent and Shared Accommodation and removal of reference to student accommodation within Urban Centres.

This motion is not consistent with the Chief Executives (CE) Report on the Proposed Material Alterations (May 2018), which recommends that the Planning Scheme be made with the Proposed Material Alteration subject to amendment as follows:

“The range of dwellings permitted in Clonburris include houses, townhouses, duplex units, maisonettes and apartments (including Build to Rent and Shared Accommodation). In order to facilitate market flexibility over the lifetime of the Planning Scheme, a detailed breakdown of unit types is not specified….

The provision of accommodation for **students and older people (**independent and semi-independent living**)** (including for older people) is encouraged within the Kishoge and Clonburris Urban Centres and their contiguous Development Areas that are proximate to (inter alia) public transport services.”

**The Chief Executives (CE) recommendation therefore provides for the retention of reference to housing for older people and also reinstatement of reference to accommodation for students within Urban Centres.**

**The proposed motion would result in the loss of reference to student accommodation in urban centres.** This would be at variance with the Key Principles of the Clonburris Draft SDZ Planning Scheme (2017) in terms of the creation of sustainable communities with a range of dwelling types, sizes and tenure options (Section 2.1 – Key Principles) and the promotion of vibrant urban centres (Section 2.4 – Key Principles).

Within this context it is recommended that the SDZ Planning Scheme be made with the Proposed Material Alteration subject to the amendment recommended under the CE Report (May 2018).

**Recommendation**

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

That the SDZ Planning Scheme be made with the Proposed Material Alteration Ref. Section 2.1 – No. 5 subject to the following amendment:

The range of dwellings permitted in Clonburris include houses, townhouses, duplex units, maisonettes and apartments (including Build to Rent and Shared Accommodation). In order to facilitate market flexibility over the lifetime of the Planning Scheme, a detailed breakdown of unit types is not specified….

The provision of accommodation for **students and older people (**independent and semi-independent living**)** (including for older people) is encouraged within the Kishoge and Clonburris Urban Centres and their contiguous Development Areas that are proximate to (inter alia) public transport services.

**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**

**M13/0618 Item ID:58677**

Proposed by Councillor W. Lavelle

That MATERIAL ALTERATION REF. Section 2.1 – No. 6 not be made.

**REPORT:**

[Material Alteration 2.1 - No 6](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=17) relates to the delivery of social and affordable housing on publicly and privately owned lands as well as meeting needs of the Travelling Community**.**

This motion is not consistent with the Chief Executives (CE) Report on the Proposed Material Alterations (May 2018), which recommends that the Planning Scheme be made with the Proposed Material Alteration.

As a major landowner in control of approx. 25% of the SDZ Lands, South Dublin County Council is committed to fully utilising this asset. This is reflected by the Proposed Material Alteration to the Draft Planning Scheme, which in the interest of transparency, prescribes the quantum of social and affordable housing and land that could be achieved on Council owned lands and privately owned lands.

Reference to approximately 2,110 social and affordable housing units (up to 39 hectares) under the Proposed Material Alteration relates to quantum of housing that could be achieved on Council owned lands. Reference to 627 social housing units relates to the number of social housing units that could be achieved on privately owned lands under Part V of the Planning and Development Act 2000 (as amended). In the interest of transparency, the removal of reference to the quantum of housing and land that could be delivered is therefore not considered to be favourable.

In terms of the additional text provided under the Proposed Material Alteration in relation to factoring the needs of the Travelling community into the plan, it is advised that the pre-existing text under Section 2.1.6 indicates that the identification of traveller accommodation is the function of the traveller accommodation programme.

**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.

In the absence of Councillor W. Lavelle, the Motion **FELL**

**M14/0618 Item ID:58656**

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

*Cllrs P Gogarty F Timmons L O’Toole G O’ Connell D O’Donovan*

That Material Alteration Ref Section 2.1 – No. 6 as made by the elected members be adopted with the following amendment:

Delete section beginning **“Of the 150 hectares of Net Developable Area…”** and ending with **“… land swaps with other land owners.”**

**REPORT:**

[Material Alteration 2.1 - No 6](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=17) relates to the delivery of social and affordable housing on publicly and privately owned lands as well as meeting needs of the Travelling Community**.**

Material Alteration 2.1 - No 6 relates to the delivery of social and affordable housing on publicly and privately owned lands as well as meeting needs of the Travelling Community.

This motion is not consistent with the Chief Executives (CE) Report on the Proposed Material Alterations (May 2018), which recommends that the Planning Scheme be made with the Proposed Material Alteration.

Further to the response and recommendation in relation to Motion 13/Item 58677, it is advised that reference to approximately 2,110 social and affordable housing units (up to 39 hectares) under the Proposed Material Alteration relates to quantum of housing that could be achieved on Council owned lands. Reference to 627 social housing units relates to the number of social housing units that could be achieved on privately owned lands under Part V of the Planning and Development Act 2000 (as amended). In the interest of transparency, the removal of reference to the quantum of housing and land that could be delivered is therefore not considered to be favourable.

**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.

A discussion on how Motions would be taken followed. Following contributions from Councillors P. Gogarty, B. Ferron, L. O’Toole, D. Looney, M. Ward, Mr. B. Keaney, Senior Planner and Mr. D. McLoughlin, Chief Executive responded to queries raised.

A [Roll Call](http://www.sdublincoco.ie/viewdocument.aspx?id=ebd2eae9-0c71-48dd-acf8-a91300d88c4f) vote was called for, the result of which was as follows:

**FOR 8 (EIGHT)**

**AGAINST 22 (TWENTY TWO)**

**ABSTAIN 0 (NIL)**

The Motion **FELL**

**M15/0618 Item ID:58753**

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

MATERIAL ALTERATION REF Section 2 -1 – No 6

Draft Planning Scheme 2.2.6 Page 33

1. **Section 2.1 No. 6**

MOTION: Replace the current wording with the following-

“All development shall comply with the requirements of Part V of the Planning and Development Act, 2000 - 2016 (as amended) and with the South Dublin County Council Housing Strategy with regard to the provision of Social and Affordable Housing (if further amended).

In accordance with Section 168 (4) of the Planning and Development Act 2000 – 2016 (as amended) and the South Dublin Council Interim Housing Strategy 2016.

Given the growing demand to address the need for affordable housing and the mounting barriers to private ownership, while the main focus of the Clonburris SDZ shall be proper planning for the area, one of the major objectives of the planning scheme shall be the provision of affordable housing in an integrated and sustainable way with equal access for all residents to facilities and amenities. South Dublin County Council shall work with Central Government on new and additional strategies supportive of affordable housing as a matter of urgency.

South Dublin County Council shall work to achieve the best possible outcomes in terms of planned, widely distributed and socially integrated housing provision for all of its citizens within the planning scheme in accordance with the statutory obligations imposed by Part V of the planning and development act 2000 throughout the SDZ area. The distribution and percentage will be subject to appropriate master planning, will involve the integrated development of all lands collectively and where it necessitates commensurate land transfers, Part 8 planning approval will be required. This integrated approach is aligned to the County Development Plan, the Council Housing Strategy, National Housing and Planning Policy.

Furthermore, South Dublin County Council in its role of Housing Authority shall act as a catalyst in relation to other stake holders for the delivery of the appropriate level of public transport, traffic infrastructure, and for community, social and commercial facilities and amenities required and set out in this SDZ and be delivered in accordance with the agreed phasing set out in this SDZ in a manner that actively and urgently promotes rather than inhibits the development of residential units across the SDZ.”

co-signed by  Councillor Guss O'Connell Councillor Paul Gogarty, Councillor Liona O'Toole, Councillor Francis Timmons and Councillor Deirdre O'Donovan

**REPORT:**

[Material Alteration 2.1 - No 6](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=17) relates to the delivery of social and affordable housing on publicly and privately owned lands as well as meeting needs of the Travelling Community**.**

Material Alteration 2.1 - No 6 relates to the delivery of social and affordable housing on publicly and privately owned lands as well as meeting needs of the Travelling Community.

This motion is not consistent with the Chief Executives (CE) Report on the Proposed Material Alterations (May 2018), which recommends that the Planning Scheme be made with the Proposed Material Alteration.

**The subject motion seeks to replace all the text on social housing under Section 2.1.6 and would remove aspects that relate to consistency with the *Interim Housing Strategy*** contained in the *South Dublin County Council Development Plan 2016 – 2022* particularly that which relates to the application of a 10% social housing requirement on privately owned lands through Part V of the Planning and Development Act 2000 (as amended). This would be at variance with Section 168(4) of the Planning and Development Act 2000 (as amended), which states that a draft planning scheme for residential development shall be consistent with the relevant Housing Strategy for the County.

**Affordable Housing Schemes on privately owned lands (though Part V of the Planning and Development Act) and its associated funding streams have been stood down under current Government Housing Policy (Housing Policy Statement, 2011). This is reflected by the South Dublin County Council Interim Housing Strategy (2016), which the Draft Planning Scheme must be consistent with.**

It is also advised that, under the Section 179 of the Planning and Development Act 2000 (as amended) and the accompanying Planning and Development Regulations 2001 (as amended), local authority development that involves the construction of erection of a house is already required to comply with the provisions of the aforementioned legislation in relation to Part 8 consultation and approval process.

Further to the response and recommendation in relation to Motion 13/Item 58677, it is advised that reference to approximately 2,110 social and affordable housing units (up to 39 hectares) under the Proposed Material Alteration relates to quantum of housing that could be achieved on Council owned lands. Reference to 627 social housing units relates to the number of social housing units that could be achieved on privately owned lands under Part V of the Planning and Development Act 2000 (as amended). In the interest of transparency, the removal of reference to the quantum of housing and land that could be delivered is therefore not considered to be favourable.

**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 G. O’Connell, M. Genockey, P. Gogarty, M. Ward, D. Looney, C. King, L. O’Toole, B. Ferron, Chief Executive Mr. D. McLoughlin responded to queries raised. A [Roll Call](http://www.sdublincoco.ie/viewdocument.aspx?id=5a0a5926-4ee8-40b2-87eb-a91300d8f896) vote was called for, the result of which was as follows:

**FOR 11 (ELEVEN)**

**AGAINST 20 (TWENTY)**

**ABSTAIN 0 (NIL)**

The Motion **FELL**

**M16/0618 Item ID:58794**

Proposed by Councillor D. O'Brien

Any proposal for residential development in KNES1 must be mixed tenure providing an appropriate level of private, affordable and social housing to meet local need

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

[KNES1 Location map](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60329)

**REPORT:**

[Material Alteration 2.1 - No 6](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=17) relates to the delivery of social and affordable housing on publicly and privately owned lands as well as meeting needs of the Travelling Community**.**

The subject motion seeks to achieve a mixture of tenure to include affordable housing for a specified sub sector of the Draft Planning Scheme.

Further to the response and recommendation in relation to Motion 13/Item 58677 it is advised that that this would render the Draft Planning Scheme inconsistent with

Housing Strategy for the County and the Planning and Development Act 2000 (as amended).

**In the context that the Affordable Housing Schemes (on privately owned lands) have been stood down under Government Housing Policy, the South Dublin County Council Interim Housing Strategy 2016 sets out a requirement to reserve 10% of lands for social housing with no requirement for Affordable Housing.** Section 168(4) of the Planning and Development Act 2000 (as amended) states that a draft planning scheme for residential development shall be consistent with the relevant Housing Strategy for the County.

Furthermore, Section 2.1.6 of the Draft Planning Scheme seeks to facilitate a diverse range of dwelling tenures including social housing throughout the SDZ Lands. **This would be complimented by Proposed Material Alteration Section 2.1 – No. 6, which seeks to promote land swaps and facilitate the integration of social and affordable housing through the distribution of publicly owned lands.**

The subject motion would therefore be inappropriate and unnecessary in relation to compliance with Planning and Development Legislation, the provisions of the Draft Planning Scheme and Proposed Material Alteration Section 2.1 – No. 6.

**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.

Councillor D. O’Brien **AGREED** to **WITHDRAW** the Motion

**M17/0618 Item ID:58787**

Proposed by Councillor E. O'Brien and seconded by Councillor P. Foley

Section 2.1.6 page 21 be amended to read All development shall comply with the requirements of Part V of the Planning and Development Act, 2000 - 2016 (as amended) and with the South Dublin County Council Housing Strategy with regard to the provision of Social and Affordable Housing

This Local Authority noting its role as a housing authority and desirous of delivering a mix of housing type, tenure and social mix commits to utilising all lands within the SDZ to maximise the delivery of social, affordable, private rental and private owned homes. The Local Authority recognises its obligation to provide social and affordable housing and will commit to deliver where possible, having regard to the prevailing housing need, an amount of social housing and affordable housing consistent with the existing communities which will border the SDZ.

The distribution and percentage will be subject to appropriate master planning, will involve the integrated development of all lands collectively and where it necessitates commensurate land transfers, Part 8 planning approval will be required.

South Dublin County Council shall ensure that the provision of social and affordable housing is delivered with commensurate services and access to public transport, community facilities and other amenities as may be required.

**REPORT:**

[Material Alteration 2.1 - No 6](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=17) relates to the delivery of social and affordable housing on publicly and privately owned lands as well as meeting needs of the Travelling Community**.**

This motion is not consistent with the Chief Executives (CE) Report on the Proposed Material Alterations (May 2018), which recommends that the Planning Scheme be made with the Proposed Material Alteration.

**The subject motion seeks to replace all the text on social housing under Section 2.1.6 and would remove aspects that relate to consistency with the *Interim Housing Strategy*** contained in the *South Dublin County Council Development Plan 2016 – 2022* particularly that which relates to the application of a 10% social housing requirement on privately owned lands through Part V of the Planning and Development Act 2000 (as amended).

Further to the response and recommendation in relation to Motion 13/Item 58677, it is advised that reference to approximately 2,110 social and affordable housing units (up to 39 hectares) under the Proposed Material Alteration relates to quantum of housing that could be achieved on Council owned lands. Reference to 627 social housing units relates to the number of social housing units that could be achieved on privately owned lands under Part V of the Planning and Development Act 2000 (as amended).

In the interest of transparency, the removal of reference to the quantum of housing and land that could be delivered and the requirements of the Interim Housing Strategy is therefore not considered to be favourable.

**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.

A Show of Hands vote was called for, the result of which was as follows:

**FOR 11 (ELEVEN)**

**AGAINST 20 (TWENTY)**

**ABSTAIN 0 (NIL)**

The Motion **FELL**

**M18/0618 Item ID:58657**

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

*Cllrs P Gogarty  L O’Toole F Timmons G O’ Connell D O’Donovan*

That Material Alteration Ref Section 2.1 – No. 6 as made by the elected members be adopted with the following amendment:

Replace section beginning **“Of the 150 hectares of Net Developable Area…”** and ending with **“… land swaps with other land owners.”** with the following:

**South Dublin County Council as the planning and housing authority for the area is both obligated and mandated to achieve the best possible outcomes in terms of planned, widely distributed and socially integrated housing provision for all of its citizens within the planning scheme. As a major landowner in control of circa. 22% of the land bank within the plan area it is committed to gainfully utilising this asset together with the statutory obligations imposed by Part V of the planning and development act 2000 to deliver the optimum distributed provision of social and affordable housing throughout the SDZ area with no clustering of social units. The distribution and percentage will be subject to appropriate master planning, will involve the integrated development of all lands collectively and where it necessitates commensurate land transfers and Part 8 planning approval will be required. This integrated approach is aligned to the County Development Plan, the Council Housing Strategy, National Housing and Planning Policy and sufficiently agile to allow for the incorporation of any new or additional national strategies supportive of affordability.**

**REPORT:**

[Material Alteration 2.1 - No 6](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=17) relates to the delivery of social and affordable housing on publicly and privately owned lands as well as meeting needs of the Travelling Community**.**

Further to the response and recommendation in relation to Motion 13/Item 58677, it is advised that reference to approximately 2,110 social and affordable housing units (up to 39 hectares) under the Proposed Material Alteration relates to quantum of housing that could be achieved on Council owned lands. Reference to 627 social housing units relates to the number of social housing units that could be achieved on privately owned lands under Part V of the Planning and Development Act 2000 (as amended). In the interest of transparency, the removal of reference to the quantum of housing and land that could be delivered is therefore not considered to be favourable.

**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.

A [Roll Call](http://www.sdublincoco.ie/viewdocument.aspx?id=672603d6-bc5a-47be-904c-a91300d96334) vote was called for, the result of which was as follows:

**FOR 11 (ELEVEN)**

**AGAINST 20 (TWENTY)**

**ABSTAIN 0 (NIL)**

The Motion **FELL**

**M19/0618 Item ID:58776**

Proposed by Councillor E. Higgins and seconded by Councillor V. Casserly

Section 2.1 No 6

That the text of the material alteration be amended to read:

Of the 151 hectares of Net Developable Area that is designated for housing in the overall planning scheme up to 39 hectares with a minimum of 20 hectares, or an equivalent share of Council owned lands, will be utilised to maximise the even distribution of social housing, affordable housing and adapted housing for older people and persons with disabilities, and that this housing be distributed right throughout the SDZ area and adheres to Part 5 Legislation of the Planning and Development Act 2010. To facilitate the best possible integration of housing mix into the overall Planning Scheme, the Council will actively explore land swaps with other land owners and will take into account the mix of existing estates adjoining the SDZ to ensure a diverse and inclusive distribution.

Co Sponsored: Vicki Casserly, Kenneth Egan, Brian Lawlor, Conor McMahon, Paula Donovan

**REPORT:**

[Material Alteration 2.1 - No 6](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=17) relates to the delivery of social and affordable housing on publicly and privately owned lands as well as meeting needs of the Travelling Community**.**

**Response**

Material Alteration 2.1 - No 6 relates to the delivery of social and affordable housing on publicly and privately owned lands as well as meeting needs of the Travelling Community.

Further to the response and recommendation in relation to Motion 13/Item 58677, it is advised that reference to approximately 2,110 social and affordable housing units (up to 39 hectares) under the Proposed Material Alteration relates to quantum of housing that could be achieved on Council owned lands. Reference to 627 social housing units relates to the number of social housing units that could be achieved on privately owned lands under Part V of the Planning and Development Act 2000 (as amended). In the interest of transparency, the removal of reference to the quantum of housing that could be delivered is therefore not considered to be favourable.

**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.

A [Roll Call](http://www.sdublincoco.ie/viewdocument.aspx?id=a6d1a098-8272-4b5a-b0fb-a91300d9ef7a) vote was called for, the result of which was as follows:

**FOR 12 (TWELVE)**

**AGAINST 17 (TEN)**

**ABSTAIN 3 (THREE)**

The Motion **FELL**

**M20/0618 Item ID:58791**

Proposed by Councillor D. O'Brien

Any proposed residential development CE 51 canal extension must be approved via a Part 8 planning application following consultation with the adjacent community

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

[Location map - Canal Extension S1](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60327)

**REPORT:**

[**Material Alteration 2.1 - No 6**](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=17) **relates to the delivery of social and affordable housing on publicly and privately owned lands as well as meeting needs of the Travelling Community.**

The subject motion seeks to prescribe the approval process for a specified sub sector of the Draft Planning Scheme.

It is advised that, under the Section 179 of the Planning and Development Act 2000 (as amended) and the accompanying Planning and Development Regulations 2001 (as amended), **local authority development that involves the construction of erection of a house is already required to comply with the provisions of the legislation in relation to the Part 8 consultation and approval process.**

**Prescription of the Part 8 process to a sub-sector on the SDZ lands would be prejudicial to the ownership of lands and would undermine the potential for land swaps** in the case of lands that are within local authority ownership. This would be at variance with Material Alteration Section 2.1 – No. 6, which promotes land swaps in order to facilitate the integration of social and affordable housing, and Section 2.1.6 of the Draft Planning Scheme, which seeks to ensure an appropriate distribution of social housing.

**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.

Councillor D. O’Brien **AGREED** to **WITHDRAW** the Motion

**M21/0618 Item ID:58703**

Proposed by Councillor L. O'Toole and seconded by Councillor D. O’Donovan

Co-signed Cllrs Liona O’Toole, Paul Gogarty, Guss O’Connell, Francis Timmons, Deirdre O’Donovan

**Section 2.1 No. 7**

*Dwelling Size & Private Amenity Space*

We support this material alteration, as agreed by this Council.

**REPORT:**

[Material Alteration Section 2.1 – No. 7](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=18) relates to compliance with Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities (2015) or any superseding guidelines in terms of requirements on communal facilities etcetera.

This motion and the Proposed Material Alteration is consistent with the recommendations of the Chief Executives.

**Recommendation**

It is recommended that this motion is 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 Motion was **AGREED**

**M22/0618 Item ID:58695**

Proposed by Councillor W. Lavelle

That MATERIAL ALTERATION REF. Section 2.1 – No. 7 be confirmed subject to a modification to read as follows:  
“Car usage is a right for Residents throughout the scheme but alternatives will be provided, 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.  
Underground car park spaces to be provided in high density areas allowing for the option of resident car parking and/or renting of spaces. Provision to be made for Young families, those of restricted Mobility and Elderly couples to have the right to access to designated Car Park Spaces close to their Homes”

**REPORT:**

[Material Alteration Section 2.1 – No. 7](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=18) relates to compliance with Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities (2015) or any superseding guidelines in terms of requirements on communal facilities etcetera.

**The subject motion seeks to insert narrative and prescribe requirements for basement parking in higher density areas, which are neither relevant to the Proposed Material Alteration or in accordance the aforementioned guidelines.** Notwithstanding this, the subject motion is also at variance with the principle of the integrating land use and transport planning, the Draft SDZ Planning Scheme and a range of Ministerial Guidelines.

**The higher density areas of the Draft SDZ Planning Scheme coincide with the areas that are most accessible to public transport where there will be a reduced demand and need for parking or travel by private motor vehicle.** This accords with the principle of integrating land-use and transport planning.

The SDZ Planning Scheme seeks to minimise the number of car spaces and maximise use in higher density areas order to promote sustainable travel. 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 reduce parking in higher density areas in a manner that reflects proximity to public transport, encourages the efficient use of such infrastructure and discourages car commuting.

This approach is also consistent with the recently published ***Sustainable Urban Housing Design Standards for New Apartments Guidelines for Planning Authorities* (March 2018), which sets out a default policy for car parking to be minimised, substantially reduced or wholly eliminated particularly in high accessible areas** such as the higher density areas of the SDZ Lands.

In terms of parking numbers, the Transport Assessment and Strategy that accompanies the Draft Planning Scheme has carried out an assessment of the car parking standards proposed under the Draft Planning Scheme and it is indicated that these will be more than sufficient.

In terms of the format of parking, the Draft SDZ Transport Assessment and Strategy concludes that **the majority of parking can be met on-street thus reducing resource and urban design implications.** **On-street Parking has been found to promote traffic calming, promote street activity, increase security and promote the efficient use and turnover of spaces** (DMURS, 2015). Further to the wording of the motion, this parking format is also conducive to disabled parking. The promotion of basement parking in high density areas regardless of need and public transport accessibility is therefore at variance with DMURS and the findings of the Transport Assessment and Strategy.

In terms of monetary implications, **the *Review of Delivery Costs and Viability for Affordable Residential Developments* (DHPLG, April 2018) concludes that basement parking can be the most costly form of parking for apartment schemes (€57,937 loss per unit).** Any prescribed requirement to minimise on street parking and require the provision of basement parking regardless of public transport accessibility and need would have significant affordability implications.

It is therefore recommended that the Proposed Material Alteration is not appropriate from the perspective of land use and transport integration, place making, viability, compliance with ministerial guidelines and compliance with the relevant regional transport strategy.

**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.

In the absence of Councillor W. Lavelle, the Motion **FELL**

2.2 Movement and Transport

**M23/0618 Item ID:58662**

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

*Cllrs P Gogarty F Timmons L O’Toole G O’ Connell D O’Donovan*

That Material Alteration Ref Section 2.2 – No. 1 as made by the elected members be adopted.

**REPORT:**

[Material Alteration 2.2 - No 1](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=19) relates to the deletion of reference to the unique positioning of the SDZ Lands and suggestion of stipulations in relation to traffic congestion and the phasing of infrastructure.

This motion is not consistent with the recommendations of the Chief Executives (CE) Report (May 2018), which recommends that the SDZ Planning Scheme be made without the Proposed Material Alteration.

The findings of the Transport Assessment and Strategy that accompanies the Draft Planning Scheme confirms the unique positioning of the SDZ Lands particularly in the context of the existing and proposed transport options offered and concludes that Clonburris is one of the most optimal locations in the state for housing. The removal of reference to the unique positioning of the SDZ lands would not take cognisance of the potential for the integration of land use and transport resources on the SDZ Lands.

The Transport Assessment and Strategy models the impact of trip demands of the Draft Planning Scheme on the surrounding street network and concludes 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. **The aspect of the Proposed Material Alteration that makes a statement in relation to traffic, therefore conflicts with the findings of the Transport Assessment and Strategy in relation to marginally contributing to traffic flows.**

Furthermore, 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.

The aspect of the Proposed Material Alterations that seeks the delivery of additional transport infrastructure in advance of development does not reflect these findings particularly the opportunity to deliver internal streets and cycle and pedestrian routes in tandem with housing the early phases of the Planning Scheme.

The proposed motion and Material Alteration are therefore not considered to reflect the land use and transport potential of the SDZ lands or the findings of the Transport Assessment and Strategy.

**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 D. Looney, Mr B. Keaney, Senior Planner responded to queries raised. A [Roll Call](http://www.sdublincoco.ie/viewdocument.aspx?id=3742b88a-cc0a-4351-bdc8-a91300da56e5) vote was called for, the result of which was as follows:

**FOR 16 (SIXTEEN)**

**AGAINST 15 (FIFTEEN)**

**ABSTAIN 1 (ONE)**

The Motion was **CARRIED**

**M24/0618 Item ID:58799**

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

Notwithstanding any **proposed Local Pedestrian, Cyclist or Vehicular Link** indicated in this Planning Scheme, any new pedestrian/cycling route or vehicular link to/from existing residential estates **that** involve**s** the opening or removal of existing boundary walls or railings, will only be progressed following a public consultation **in accordance with the Permeability Best Practice Guide (NTA, 2013)** and approval by the elected members through the part 8 process.

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

**REPORT:**

Proposed [Material Alteration Ref Section 2.2 – No. 2](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=19) seeks to ensure that pedestrian, cyclist and vehicular links that would involve the opening of boundaries will be subject to consultation through the Part 8 process.

This motion is consistent with the CE Report (May 2018), which recommends that the SDZ Planning Scheme be made with the Proposed Material Alteration subject to the following amendment:

“2.2.3 Pedestrian and Cycle Movement…

Notwithstanding any preferred new pedestrian/cycling route or vehicular link **Proposed Local Pedestrian, Cyclist or Vehicular Link** indicated in this Planning Scheme, any new pedestrian/cycling route or vehicular link to/from existing residential estates **that** which may involve**s** the opening or removal of existing boundary walls or railings, will only be progressed following a public consultation **in accordance with the Permeability Best Practice Guide (NTA, 2013)** and approval by the elected members through the part 8 process.”

**Recommendation**

It is recommended that this motion is 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 Motion was **AGREED**

**M25/0618 Item ID:58793**

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

Any change to cul-de-sacs adjacent any development arising from the Planning Scheme must be approved via Part 8 planning application following consultation with local residents

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

**REPORT:**

Proposed [Material Alteration Ref Section 2.2 – No. 2](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=19) seeks to ensure that pedestrian, cyclist and vehicular links that would involve the opening of boundaries will be subject to consultation through the Part 8 process.

This motion is consistent with the CE Report (May 2018), which recommends that the SDZ Planning Scheme be made with the Proposed Material Alteration subject to the following amendment:

“2.2.3 Pedestrian and Cycle Movement…

Notwithstanding any preferred new pedestrian/cycling route or vehicular link **Proposed Local Pedestrian, Cyclist or Vehicular Link** indicated in this Planning Scheme, any new pedestrian/cycling route or vehicular link to/from existing residential estates **that** which may involve**s** the opening or removal of existing boundary walls or railings, will only be progressed following a public consultation **in accordance with the Permeability Best Practice Guide (NTA, 2013)** and approval by the elected members through the part 8 process.”

Further to the wording of the subject motion, the Part 8 statutory consultation process provides the opportunity for consultation with local residents prior to approval.

It is recommended that the SDZ Planning Scheme be made with the Proposed Material Alteration, which includes reference to the Part 8 consultation process, subject to amendment recommendations in the CE Report (May 2018). This generally aligns with the subject motion.

**Recommendation**

It is recommended that this motion is 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 Motion was **AGREED**

**M26/0618 Item ID:58663**

Proposed by Councillor P. Gogarty

*Cllrs P Gogarty L O’Toole G O’ Connell F Timmons D O’Donovan*

That Material Alteration Ref Section 2.2 – No. 2 as made by the elected members be adopted with the following amendment:

After “part 8 process” insert, **"or by a plebiscite of residents should one be formally requested by an officially constituted and recognised residents association or by a petition signed by 80% of households in an estate.”**

**REPORT:**

Proposed [Material Alteration Ref Section 2.2 – No. 2](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=19) seeks to ensure that pedestrian, cyclist and vehicular links that would involve the opening of boundaries will be subject to consultation through the Part 8 process.

This motion is not consistent with the recommendations of the CE Report (May 2018), which recommends that the SDZ Planning Scheme be made with the Proposed Material Alteration subject to the following amendment:

“2.2.3 Pedestrian and Cycle Movement…

Notwithstanding any preferred new pedestrian/cycling route or vehicular link **Proposed Local Pedestrian, Cyclist or Vehicular Link** indicated in this Planning Scheme, any new pedestrian/cycling route or vehicular link to/from existing residential estates **that** which may involve**s** the opening or removal of existing boundary walls or railings, will only be progressed following a public consultation **in accordance with the Permeability Best Practice Guide (NTA, 2013)** and approval by the elected members through the part 8 process.”

The above amendment essentially amalgamates Material Alteration 2.2 – No. 3 with the Proposed Material Alteration through the inclusion of reference to *Permeability Best Practice Guide* (NTA, 2013) and is the preferred alternative. The NTA guide, which was prepared in collaboration with South Dublin County Council and engineering consultants, demonstrates how best to facilitate demand for walking and cycling in existing areas and draws on the experience of recent permeability project within the County and elsewhere. The said publication represents the most up to date and relevant guidance available and includes recommendations in relation to utilisation of the Part 8 process.

**In addition to the Part 8 process, the subject motion seeks the inclusion of a further stipulations (plebiscite or petition) that would delay, duplicate and undermine aspects of the statutory process for consultation on local authority projects**. **Requirements in relation to a petition could also be open to challenge in terms of providing a representative sample and avoiding self-selection.** This aspect of the motion would be at variance with the recommendations of *Reaching Out – Guidelines on Consultation for Public Sector Bodies* (2011) in terms of identifying target audiences, choosing the appropriate method of consultation and publicising the consultation.

Within the context of the potential of the subject motion to undermine the realisation of permeability projects, it is advised that research (Permeability Best Practice Guide, 2013) has shown that local improvements 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 including a shift to more sustainable modes of transport.

It is therefore advised that the subject motion is not appropriate and would complicate and undermine the statutory consultation process for permeability projects.

**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 P. Gogarty, M. Duff, D. Looney, M. Genockey, and B. Ferron, the Chief Executive Mr D. McLoughlin responded to queries raised

Councillor P. Gogarty **AGREED** to **WITHDRAW** the Motion

**M27/0618 Item ID:58704**

Proposed by Councillor L. O'Toole

Co-signed Cllrs Liona O’Toole, Paul Gogarty, Guss O’Connell, Francis Timmons, Deirdre O’Donovan

**Section 2.2 No. 2 Pg. 42**

*2 2 3 Pedestrian Movement*

We support and agree with this material alteration, as adopted by this council and request that the CE’s amendment, ‘in accordance with NTA best practice’ is removed.

**REPORT:**

Proposed [Material Alteration Ref Section 2.2 – No. 2](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=19) seeks to ensure that pedestrian, cyclist and vehicular links that would involve the opening of boundaries will be subject to consultation through the Part 8 process.

This motion is not consistent with the recommendations of the CE Report (May 2018), which recommends that the SDZ Planning Scheme be made with the Proposed Material Alteration subject to the following amendment:

“2.2.3 Pedestrian and Cycle Movement…

Notwithstanding any preferred new pedestrian/cycling route or vehicular link **Proposed Local Pedestrian, Cyclist or Vehicular Link** indicated in this Planning Scheme, any new pedestrian/cycling route or vehicular link to/from existing residential estates **that** which may involve**s** the opening or removal of existing boundary walls or railings, will only be progressed following a public consultation **in accordance with the Permeability Best Practice Guide (NTA, 2013)** and approval by the elected members through the part 8 process.”

The above amendment essentially amalgamates Material Alteration 2.2 – No. 3 with the Proposed Material Alteration through the inclusion of reference to *Permeability Best Practice Guide* (NTA, 2013) and is the preferred alternative. The NTA guide was prepared in collaboration with South Dublin County Council and Engineering consultants on how best to facilitate demand for walking and cycling in existing areas.

The above amendment essentially amalgamates Material Alteration 2.2 – No. 3 with the Proposed Material Alteration through the inclusion of reference to *Permeability Best Practice Guide* (NTA, 2013) and is the preferred alternative. **The NTA guide, which was prepared in collaboration with South Dublin County Council and engineering consultants, demonstrates how best to facilitate demand for walking and cycling in existing areas and draws on the experience of recent permeability project within the County and elsewhere.** The said publication represents the most up to date and relevant guidance available and includes recommendations in relation to utilisation of the Part 8 process.

It is therefore preferred that the SDZ Planning Scheme be made with the Proposed Material Alteration subject to amendment recommendations in the CE Report (May 2018).

**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.

Councillor L. O’Toole **AGREED** to **WITHDRAW** the Motion

**M28/0618 Item ID:58664**

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

*Cllrs P Gogarty F Timmons L O’Toole G O’ Connell D O’Donovan*

That Material Alteration Ref Section 2.2 – No. 3 as made by the elected members be adopted.

**REPORT:**

[Proposed Material Alteration Ref. Section 2.2 – No. 3](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=19) clarifies that Pedestrian and Cycle Links are indicative only and shall be subject to further approval with reference to best practice guidance. There is an element of duplication in relation to preceding Proposed Material Alteration.

This motion is not consistent with the recommendations of the CE Report (May 2018), which recommends that the SDZ Planning Scheme be made without the Proposed Material Alteration and that an amended version of Material Alteration Ref. Section 2.2 - No. 2 be made in its place.

The recommendations amendment under the CE Report in relation to Proposed Material Alteration Ref. Section 2.2 - No. 2 incorporates Material Alteration Ref. Section 2.2 - No. 3 with regards to reference to the Permeability Best Practice Guide (2013).

The Proposed Material Alteration Ref. Section 2.2 - No. 2 is therefore preferred alternative, subject to the recommended CE amendment. It is therefore recommended that the subject motion be amended to align with the CE Report.

**Recommendation**

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

That the SDZ Planning Scheme be made with the Proposed Material Alteration Ref. Section 2.3 – No. 3 subject to the following amendment:

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.

**Notwithstanding any Proposed Local Pedestrian, Cyclist or Vehicular Link indicated in this Planning Scheme, any new pedestrian/cycling route or vehicular link to/from existing residential estates that involves the opening or removal of existing boundary walls or railings, will only be progressed following a public consultation in accordance with the Permeability Best Practice Guide (NTA, 2013) and approval by the elected members through the part 8 process.**

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

SEA supports the CEO recommendation.

**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**

**M29/0618 Item ID:58678**

Proposed by Councillor W. Lavelle

That MATERIAL ALTERATION REF. Section 2.2 – No. 3 is confirmed.

**REPORT:**

[**Proposed Material Alteration Ref. Section 2.2 – No. 3**](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=19) clarifies that Pedestrian and Cycle Links are indicative only and shall be subject to further approval with reference to best practice guidance. There is an element of duplication in relation to preceding Proposed Material Alteration.

This motion is not consistent with the recommendations of the CE Report (May 2018), which recommends that the SDZ Planning Scheme be made without the Proposed Material Alteration and that an amended version of Material Alteration Ref. Section 2.2 - No. 2 be made in its place.

The recommendations amendment under the CE Report in relation to Proposed Material Alteration Ref. Section 2.2 - No. 2 essentially incorporates this Proposed Material Alteration with regard to reference to the Permeability Best Practice Guide (2013).

The Proposed Material Alteration Ref. Section 2.2 - No. 2 is therefore the preferred alternative, subject to the recommended CE amendment. It is recommended that the subject motion be amended to align with the CE Report.

**Recommendation**

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

That the SDZ Planning Scheme be made with the Proposed Material Alteration Ref. Section 2.3 – No. 3 subject to the following amendment:

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.

**Notwithstanding any Proposed Local Pedestrian, Cyclist or Vehicular Link indicated in this Planning Scheme, any new pedestrian/cycling route or vehicular link to/from existing residential estates that involves the opening or removal of existing boundary walls or railings, will only be progressed following a public consultation in accordance with the Permeability Best Practice Guide (NTA, 2013) and approval by the elected members through the part 8 process.**

**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.

In the absence of Councillor W. Lavelle, the Motion **FELL**

**M30/0618 Item ID:58705**

Proposed by Councillor L. O'Toole and seconded by Councillor D. O’Donovan

Co-signed Cllrs Liona O’Toole, Paul Gogarty, Guss O’Connell, Francis Timmons, Deirdre O’Donovan

**Section 2.2 No. 5 Pg. 53**

*2 2 3 Pedestrian and Cycle Movement*

We accept the material alteration as it stands.

**REPORT:**

Proposed [Material Alteration Ref. Section 2.2 – No 5](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=23) seeks to underground car parks, roads and rail track. This motion is not consistent with the recommendations of the CE Report (May 2018), which recommends that the SDZ Planning Scheme be made without the Proposed Material Alteration.

The Draft SDZ Planning Scheme promotes cycling and walking through the incorporation of a network of dedicated and street integrated pedestrian and cyclist routes. It is not proposed to underground any roads or railway track as part of the Planning Scheme.

Further to the submission of the NTA on the subject Proposed Material Alteration , the undergrounding of roads would be at variance with *DMURS* (2013) in term of the promotion of multi-functional streets that integrate and balance the needs of all modes of transport. **DMURS advises that segregated design solutions tend to fail as places and streets should be designed as places that carefully considers the balance between segregation and integration**. It is also advised that higher levels of integration between modes of transport will calm traffic and increase ease of movement for more vulnerable users. Furthermore, a more connected, traffic calmed network will reduced car dependency and increase use of more sustainable modes of transport.

In terms of the suggested undergrounding of rail, **the DART Underground element of the DART Expansion Programme as envisaged under the *Transport Strategy for the Greater Dublin Area* (2016 – 2035) and the *National Development Plan 2018 – 2027*, will involve an underground rail link in Dublin City Centre only**. Further to the submission from the NTA, there are no plans or identified need to underground the section of the Kildare line that traverses the SDZ lands and this aspect of the Proposed Material Alteration is not consistent with the regional transport strategy. Such a requirement would significantly undermine the viability of the entire SDZ Scheme.

In terms of the undergrounding of car parks, **the Transport Assessment and Strategy that accompanies the Draft Planning Scheme concludes that the majority of parking can be met on-street** thus reducing resource and urban design implications. According to DMURS, on-street Parking has been found to promote traffic calming, promote street activity, increase security and promote the efficient use and turnover of spaces.

Furthermore, **the *Review of Delivery Costs and Viability for Affordable Residential Developments* (DHPLG, April 2018) concludes that basement parking can be the most costly form of parking for apartment schemes (€57,937 loss per unit)**. Any prescribed requirement to increase underground car parking would therefore have significant affordability and viability implications. This is reflected in a submission from the land owner.

The Proposed Material Alteration is therefore neither necessary nor appropriate and would significantly undermine the viability of 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 L. O’Toole, D. Looney, C. King, Mr B. Keaney, Senior Planner responded to queries raised. A Show of Hands vote was called for the result of which was as follows:

**FOR 13 (THIRTEEN)**

**AGAINST 18 (EIGHTEEN)**

**ABSTAIN 0 (NIL)**

The Motion **FELL**

**M31/0618 Item ID:58706**

Proposed by Councillor L. O'Toole and seconded by Councillor D. O’Donovan

Co-signed Cllrs Liona O’Toole, Paul Gogarty, Guss O’Connell, Francis Timmons, Deirdre O’Donovan

**Section 2.2 No. 6 Pg. Pg 55**

*2. 2. 5 Bridges*

We accept the material alteration as adopted by this council.

**REPORT:**

[Proposed Material Alteration Section 2.2 – No. 6](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=23) seeks to introduce pedestrian overbridges for streets into the planning scheme.

This motion is not consistent with the recommendations of the CE Report (May 2018), which recommends that the SDZ Planning Scheme be made without the Proposed Material Alteration.

The provision of over street pedestrian bridges would be at variance with *DMURS* (2013) in term of the promotion of multi-functional streets that integrate and balance the needs of all modes of transport. DMURS advises that **segregated design solutions tend to fail as places, increase car dependency, fail to cater for pedestrian and cyclist desire lines, and reduce pedestrian and cyclist activity**. This is supported by the submissions of the NTA and Department of Housing on the Proposed Material Alteration, which indicate that **segregating pedestrians from vehicular traffic fails to address issues of speed and that measures such as pedestrian over-bridges tend to disenfranchise the mobility impaired**.

**The above considerations are demonstrated by the pedestrian overbridge at Fairview Dublin 3** (see attached image – Figure 1) where vehicular movement and speeds are prioritised while pedestrian movement is corralled across an overbridge via ramps and steps regardless of desire lines and mobility.

It is advised under *DMURS* that the key is to promote the street as a place that balances segregation and integration. It is also advised that higher levels of integration between modes of transport will calm traffic and increase ease of movement for more vulnerable users. Furthermore, a more connected, traffic calmed network will reduced car dependency and increase use of more sustainable modes of transport.

**It is a key principle of Section 2.2 of the Draft Planning Scheme to upgrade existing sections of strategic roads to integrated urban streets with reduced traffic speeds including Grange Castle Road/Outer Ring Road and Adamstown Avenue. This will involve a combination of measures including the provision of signalised junctions, double planting, transition zones, on-street parking and frontage from development**.

Improvements to existing junctions including roundabout junctions are identified and detailed under the Transport Assessment and Strategy and the Draft Planning Scheme. This includes for the upgrade of Grange Castle Road/Outer Ring Road and Adamstown Avenue to urban streets. A total of 3 junction upgrades (S2, S3 and S15) are proposed for improved safety and movement for pedestrians between KNWS1 and KNES1/KNES2. **An example of the type of crossing and street upgrade envisaged is illustrated by the attached image** (Figure 2).

The Proposed Material Alteration is therefore neither necessary nor appropriate from a place making, pedestrian safety, mobility or movement perspective.

**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.

[M 31 Response - Fig. 1 Fairview Bridge](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60438)  
[M 31 Response - Fig. 2 Dorset St. Crossing](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60439)  
[Material Alteration Section 2.2 â€' No. 6 (Fig 2.2.7)](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60324)

Following contributions from Councillors L. O’Toole, P. Gogarty, D. Looney, Mr B. Keaney, Senior Planner responded to queries raised. A [Roll Call](http://www.sdublincoco.ie/viewdocument.aspx?id=3742b88a-cc0a-4351-bdc8-a91300da56e5) vote was called for, the result of which was as follows:

**FOR 17 (SEVENTEEN)**

**AGAINST 15 (FIFTEEN)**

**ABSTAIN 1 (ONE)**

The Motion was **CARRIED**

**M32/0618 Item ID:58666**

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

*Cllrs P Gogarty F Timmons L O’Toole G O’ Connell D O’Donovan*

That Material Alteration Ref Section 2.2 – No. 7 as made by the elected members be adopted.

**REPORT:**

[Material Alteration 2.2 - No 7](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=26) seeks to make reference to car ownership and promote underground parking in high density areas while deleting scope for car free development and near zero or zero parking provision.

This motion is not consistent with the CE Report (May 2018), which recommends that the SDZ Planning Scheme be made without the Proposed Material Alteration.

The subject motion and Proposed Material Alteration is at variance with the principle of the integrating land use and transport planning, the Draft SDZ Planning Scheme and a range of Ministerial Guidelines.

**The higher density areas of the Draft SDZ Planning Scheme coincide with the areas that are most accessible to public transport where there will be a reduced demand and need for parking or travel by private motor vehicle.** This accords with the principle of integrating land-use and transport planning.

The SDZ Planning Scheme seeks to minimise the number of car spaces and maximise use in higher density areas order to promote sustainable travel. 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 reduce parking in higher density areas in a manner that reflects proximity to public transport, encourages the efficient use of such infrastructure and discourages car commuting.

This approach is also consistent with the recently published ***Sustainable Urban Housing Design Standards for New Apartments Guidelines for Planning Authorities* (March 2018), which sets out a default policy for car parking to be minimised, substantially reduced or wholly eliminated particularly in high accessible areas** such as the higher density areas of the SDZ Lands.

In terms of parking numbers, the Transport Assessment and Strategy that accompanies the Draft Planning Scheme has carried out an assessment of the car parking standards proposed under the Draft Planning Scheme and it is indicated that these will be more than sufficient.

In terms of the format of parking, the Draft SDZ Transport Assessment and Strategy concludes that **the majority of parking can be met on-street thus reducing resource and urban design implications.** **On-street Parking has been found to promote traffic calming, promote street activity, increase security and promote the efficient use and turnover of spaces** (DMURS, 2015). The promotion of basement parking in high density areas regardless of need and public transport accessibility is therefore at variance with DMURS and the findings of the Transport Assessment and Strategy.

In terms of monetary implications, **the *Review of Delivery Costs and Viability for Affordable Residential Developments* (DHPLG, April 2018) concludes that basement parking can be the most costly form of parking for apartment schemes (€57,937 loss per unit).** Any prescribed requirement for basement parking regardless of public transport accessibility and need would have significant affordability implications.

Further to reference to renting of parking in the Proposed Material Alteration, notwithstanding that this is outside the scope of the Draft Planning Scheme, this would promote parking that is surplus to the requirements of development and promote unstainable commuter patterns including the attraction of additional commuter traffic to the SDZ lands.

Material Alteration Ref. Section 2.2 - No. 8 represents a preferred alternative to this Proposed Material Alteration.

It is therefore recommended that the Proposed Material Alteration is not appropriate from the perspective of land use and transport integration, place making, viability, compliance with ministerial guidelines and compliance with the regional transport strategy.

**Recommendation**

It is recommended that this motion is not adopted.

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

SEA supports CEO recommendation.

**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 32 in conjunction with Motion 33

**M33/0618 Item ID:58707**

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

Co-signed Cllrs Liona O’Toole, Paul Gogarty, Guss O’Connell, Francis Timmons, Deirdre O’Donovan

**Section 2.2 No. 7 Pg. 59**

*Car Parking Standards*

We accept the material alteration, as agreed.

**REPORT:**

[Material Alteration 2.2 - No 7](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=26) seeks to make reference to car ownership and promote underground parking in high density areas while deleting scope for car free development and near zero or zero parking provision.

This motion is not consistent with the recommendations of the CE Report (May 2018), which recommends that the SDZ Planning Scheme be made without the Proposed Material Alteration.

Further to the response under Motion 32/Item 58666, the higher density areas of the Draft SDZ Planning Scheme coincide with the areas that are most accessible to public transport where there will be a reduced demand and need for parking or travel by private motor vehicle. This accords with the principle of integrating land-use and transport planning.

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* seek to reduce parking in higher density areas in a manner that reflects proximity to public transport, encourages the efficient use of such infrastructure and discourages car commuting. This is reflected under the *Sustainable Urban Housing Design Standards for New Apartments Guidelines for Planning Authorities* (March 2018).

In terms of parking numbers, the Transport Assessment and Strategy that accompanies the Draft Planning Scheme has carried out an assessment of the car parking standards proposed under the Draft Planning Scheme and it is indicated that these will be more than sufficient.

In terms of the format of parking, the Draft SDZ Transport Assessment and Strategy concludes that the majority of parking can be met on-street thus reducing resource and urban design implications. On-street Parking has been found to promote traffic calming, promote street activity, increase security and promote the efficient use and turnover of spaces (DMURS, 2015). Further to the wording of the motion, this parking format is also conducive to disabled parking. The promotion of basement parking in high density areas regardless of need and public transport accessibility is therefore at variance with DMURS and the findings of the Transport Assessment and Strategy.

In terms of monetary implications, the *Review of Delivery Costs and Viability for Affordable Residential Developments* (DHPLG, April 2018) concludes that basement parking can be the most costly form of parking for apartment schemes (€57,937 loss per unit). Any prescribed requirement for basement parking regardless of public transport accessibility and need would have significant affordability implications.

Material Alteration Ref. Section 2.2 - No. 8 represents a preferred alternative to this Proposed Material Alteration.

It is therefore recommended that the Proposed Material Alteration is not appropriate from the perspective of land use and transport integration, place making, viability, compliance with ministerial guidelines and compliance with the regional transport strategy.

**Recommendation**

It is recommended that this motion is not adopted.

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

SEA supports CEO recommendation.

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

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

Councillor C. King proposed amended wording of the motion to amend the Material Alteration Section 2.2 No.7 as follows:

‘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 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 car parking by different uses (including residential and Park & Ride) should be submitted with applications for large scale mixed use development.

To allow for more efficient turnover of spaces, on-street parking (where provided) should not be allocated to individual dwellings. The sharing of spaces for residential development with Park and Ride facilities is also particularly encouraged. Underground car park spaces to be provided in high density areas allowing for the option of resident car parking and/or renting of spaces.

The car parking standards for the key land uses in Clonburris are set out under the *South Dublin County Council Development Plan 2016 – 2022* and the Transport Assessment and Strategy that accompanies this Planning Scheme. The standards are maximum parking standards and should not be viewed as a target. Details in relation to the design of car parking are set out under Section 2.8 (Built Form and Design) of this Planning Scheme.

Further to the Accessibility Assessment carried out as part of the accompanying Transport Assessment and Strategy, Zone 2 parking standards prescribed under *the South Dublin County Council Development Plan 2016 – 2022* shall be applied to all areas that have been identified with an accessibility level of 1, 2 or 3 (see Fig. 2.2.8). Zone 1 parking standards shall be applied to all other areas of the SDZ lands.

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

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

**M34/0618 Item ID:58667**

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

*Cllrs P Gogarty G O’ Connell F Timmons L O’Toole D O’Donovan*

That Material Alteration Ref Section 2.2 – No. 8 as made by the elected members be adopted.

**REPORT:**

[Material Alteration 2.2 - No 8](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=26) seeks to clarify that car free housing can only occur at railway stations and that the caveats in relation to reduced parking are applicable to near zero and zero parking. The Proposed Material Alteration represents a preferred alternative to Material Alteration Section 2.2 - No. 7.

This motion is consistent with the CE Report (May 2018), which recommends that the SDZ Planning Scheme be made with the Proposed Material Alteration.

**Recommendation**

It is recommended that this motion is 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 Motion was **AGREED**

**M35/0618 Item ID:58668**

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

*Cllrs P Gogarty G O’ Connell F Timmons L O’Toole D O’Donovan*

That Material Alteration Ref Section 2.2 – No. 9 as made by the elected members not be adopted in line with the CEO's recommendation.

**REPORT:**

[Material Alteration 2.2 - No 9](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=27) seeks to amend the legend of Figure 2.2.8 to highlight underground parking.

This motion is consistent with the CE Report (May 2018), which recommends that the SDZ Planning Scheme be made without the Proposed Material Alteration.

**Recommendation**

It is recommended that this motion is 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.

[Material Alteration 2.2 - No 9 (Fig 2.2.8 Accessibility Levels)](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60325)

The Motion was **AGREED**

2.3 Green and Blue Infrastructure

**M36/0618 Item ID:58709**

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

Co-signed Cllrs Liona O’Toole, Paul Gogarty, Guss O’Connell, Francis Timmons, Deirdre O’Donovan

**Section 2.3 No. 1 Pg. 67**

*Green and Blue Infrastructure*

We accept the material alteration, as agreed.

**REPORT:**

[Material Alteration 2.3 No. 1](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=28) refers to the requirement for an Ecological, Heritage and Environmental Plan (EHEP).

The Draft Planning Scheme fully supports the rich and varied natural heritage features, habitats and landscapes of the SDZ lands. The Scheme provides for a number of measures to manage important ecological, heritage and environmental issues on the lands.

As such, it is considered that the intent of this motion is already covered by the Strategic Environmental Assessment and Appropriate Assessment Screening Process, both of which are statutory processes and subject to specific requirements. In addition, a Parks and Landscape Strategy, Biodiversity Management Plan (BMP) and a Construction Environmental Management Plan (CEMP) are also required to manage ecological, heritage and environmental issues on the lands.

**Recommendation**

It is recommended that this motion is not adopted.

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

For reasons above, the SEA supports the CEO’s recommendation- sufficient provision is included in the Planning Scheme for the ecological and landscape considerations.

**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 L. O’Toole, D. Looney, C. King and M. Duff, Mr B. Keaney, Senior Planner responded to queries raised.

Councillor L. O’Toole **AGREED** to **WITHDRAW** the Motion

**M37/0618 Item ID:58669**

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

*Cllrs P Gogarty G O’ Connell F Timmons L O’Toole D O’Donovan*

That Material Alteration Ref Section 2.3 – No. 2 as made by the elected members be adopted.

**REPORT:**

[Material Alteration 2.3 No. 2](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=28) refers to public lighting and CCTV along the Grand Canal.

The proposed Material Alteration refers to development along the Grand Canal will incorporate appropriate public lighting and CCTV in the interests of public safety and avoidance of antisocial behavior.

The Draft Planning Scheme has carefully considered the environmental impacts of additional lighting on the Grand Canal, a proposed Natural Heritage Area (pNHA). Through the SEA process and the Ecology studies carried out, the northern towpath of the Grand Canal has been identified as the area of greatest sensitivity.

One of the key principles of the Draft Planning Scheme is to

‘To maximise appropriate access to and use of the Grand Canal, Griffeen Valley Park and other biodiversity assets in an ecologically sensitive way, thereby offering unique selling points to the SDZ Planning Scheme;’

In addition, Section 2.11.2 Biodiversity and Natural Heritage Features refers to the Grand Canal and states that

*Appropriate access to the northern towpath shall be carefully designed based on site specific characterises and sensitivities (including lighting design, new planting of hawthorn and blackthorn species) and shall be set out in the LPS.* (See also Sections 2.10)

*All external lighting should be downlighting and should be time limited where possible. Lighting should be avoided in sensitive wildlife areas and light pollution, in general, should be avoided. Any additional nocturnal illumination of the canal corridor resulting from the development of the Planning Scheme should be kept to a minimum. Further lighting along the northern bank shall be restricted and shall be based on the sensitivities of bat species using the northern bank.*

As such, in order to protect the continuity and character of the pNHA, the Draft Planning Scheme requires all buildings to be set back 50m from the pNHA boundary, and all other development to be set back 30m of the pNHA boundary. Access to the Grand Canal from the northern side will be carefully designed to achieve a balance between minimizing environmental impacts and mitigating against antisocial behaviour. This will include for the provision of CCTV, where appropriate, at planning application stage.

It is considered that the intent of this motion is covered under the Draft 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**

For reasons above, the SEA supports the CEO’s recommendation- sufficient provision is included in the Planning Scheme for the ecological and landscape considerations, in particular potential additional inappropriate lighting along the Grand Canal pNHA.

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

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

Councillor P. Gogarty **AGREED** to **WITHDRAW** the Motion

**M38/0618 Item ID:58788**

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

Section 2.3.1 page 37 be amended by the addition of the following words;  Any development carried out along the Grand Canal will incorporate appropriate public lighting and CCTV in the interests of public safety and avoidance of anti social behaviour

**REPORT:**

[Material Alteration 2.3 No. 2](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=28) refers to public lighting and CCTV along the Grand Canal.

The Draft Planning Scheme has carefully considered the environmental impacts of additional lighting on the Grand Canal, a proposed Natural Heritage Area (pNHA). Through the SEA process and the Ecology studies carried out, the northern towpath of the Grand Canal has been identified as the area of greatest sensitivity.

One of the key principles of the Draft Planning Scheme is to

‘To maximise appropriate access to and use of the Grand Canal, Griffeen Valley Park and other biodiversity assets in an ecologically sensitive way, thereby offering unique selling points to the SDZ Planning Scheme;’

In addition, Section 2.11.2 Biodiversity and Natural Heritage Features refers to the Grand Canal and states that

*Appropriate access to the northern towpath shall be carefully designed based on site specific characterises and sensitivities (including lighting design, new planting of hawthorn and blackthorn species) and shall be set out in the LPS.* (See also Sections 2.10)

*All external lighting should be downlighting and should be time limited where possible. Lighting should be avoided in sensitive wildlife areas and light pollution, in general, should be avoided. Any additional nocturnal illumination of the canal corridor resulting from the development of the Planning Scheme should be kept to a minimum. Further lighting along the northern bank shall be restricted and shall be based on the sensitivities of bat species using the northern bank.*

As such, in order to protect the continuity and character of the pNHA, the Draft Planning Scheme requires all buildings to be set back 50m from the pNHA boundary, and all other development to be set back 30m of the pNHA boundary. Access to the Grand Canal from the northern side will be carefully designed to achieve a balance between minimizing environmental impacts and mitigating against antisocial behaviour. This will include for the provision of CCTV, where appropriate, at planning application stage.

It is considered that the intent of this motion is covered under the Draft 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**

For reasons above, the SEA supports the CEO’s recommendation- sufficient provision is included in the Planning Scheme for the ecological and landscape considerations, in particular potential additional inappropriate lighting along the Grand Canal pNHA.

**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 E. O’Brien and P. Gogarty, Mr B. Keaney, Senior Planner responded to queries raised. A Show of hands vote was called for, the result of which was as follows:

**FOR 24 (TWENTY FOUR)**

**AGAINST 4 (FOUR)**

**ABSTAIN 0 (NIL)**

The Motion was **CARRIED**

2.7 Community Facilities

**M39/0618 Item ID:58671**

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

*Cllrs P Gogarty G O’ Connell F Timmons L O’Toole D O’Donovan*

That Material Alteration Ref Section 2.7 – No. 3 as made by the elected members be adopted.

**REPORT:**

[MATERIAL ALTERATION REF. Section 2.7 – No.3](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=32) relates to the minimum number of childcare facilites in the Planning Scheme.

In the Chief Executive’s report, it is recommended that the SDZ Planning Scheme be made without this Proposed Material Alteration.

 The Planning Scheme seeks to facilitate the sustainable development of good quality and accessible early childhood care (early years and general childcare both home based and centre based) and education infrastructure.

The Scheme requires an approach to early childhood care that combines an area based and market led provision. **The 600 Childcare Places across the Scheme is a minimum provision and it is anticipated that the market will exceed this minimum. The minimum figure of 600 places is derived from ensuring a space for the anticipated children in the 3-4 age range within the population of the SDZ.** It is considered that a proportion of children will not use childcare, will access childcare outside the site (adjacent to workplace etc) or will be minded in the home environment by family members. The figure of 600 is comparable with Adamstown SDZ Planning Scheme

The phasing requires the developer to demonstrate available provision is provided in the catchment. The Scheme will also support proposals for early childhood care and education use within employment floorspace, community buildings such as community centres and schools.

The Chief Executive recommends that the minimum provision of childcare places remains at 600 and the Material Alteration is not made.

**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.

Councillor P. Gogarty **AGREED** to **WITHDRAW** the Motion

**M40/0618 Item ID:58711**

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

Co-signed Cllrs Liona O’Toole, Paul Gogarty, Guss O’Connell, Francis Timmons, Deirdre O’Donovan

**Section 2.7 No. 3 Pg. 79**

*2.7.3 Other Communities Facilities…*

We accept the material alteration, as agreed by this Council.

**REPORT:**

**Response**

[MATERIAL ALTERATION REF. Section 2.7 – No.3](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=32) relates to minimum childcare provision

In the Chief Executive’s report, it is recommended that the SDZ Planning Scheme be made without this Proposed Material Alteration.

The Planning Scheme seeks to facilitate the sustainable development of good quality and accessible early childhood care (early years and general childcare both home based and centre based) and education infrastructure.

The Scheme requires an approach to early childhood care that combines an area based and market led provision. **The 600 Childcare Places across the Scheme is a minimum provision and it is anticipated that the market will exceed this minimum. The minimum figure of 600 places is derived from ensuring a space for the anticipated children in the 3-4 age range within the population of the SDZ.** It is considered that a proportion of children will not use childcare, will access childcare outside the site (adjacent to workplace etc) or will be minded in the home environment by family members. The figure of 600 is comparable with Adamstown SDZ Planning Scheme

The phasing requires the developer to demonstrate available provision is provided in the catchment. The Scheme will also support proposals for early childhood care and education use within employment floorspace, community buildings such as community centres and schools.

The Chief Executive recommends that the minimum provision of childcare places remains at 600 and the Material Alteration is not made.

**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 L. O’Toole, P. Kearns, M. Genockey, Mr B. Keaney, Senior Planner responded to queries raised.

A Show of hands vote was called for, the result of which was as follows:

**FOR 26 (TWENTY SIX)**

**AGAINST 0 (NIL)**

**ABSTAIN 1 (ONE)**

The Motion was **CARRIED**

**M41/0618 Item ID:58786**

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

As part of the SDZ process the Local Authority request the Dublin Fire Brigade to immediately carry out an audit of Fire Services in the Dublin Mid- West/Dublin South West areas and noting the previous provision of the location of Fire Station in the Adamstown SDZ has proven unworkable to designate a site in the Clonburris SDZ and that provision be made for such Fire Station in the Clonburris SDZ the said site to be used as an alternative community facility in the event that it is not required by Dublin Fire Brigade. Amend section 2.7.3 at page 52

[Draft Planning Scheme Fig 2.1.3 Function map](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60546)

**REPORT:**

[MATERIAL ALTERATION REF. Section 2.7](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=33) – No.5 relates to the addition of text on Fire Station provision.

The subject motion replicates Motion 177 from the Special Council Meeting on the Draft Planning Scheme in January 2018. The outcome of the motion was to adopt the CE recommendation which stated:

 ‘South Dublin County Council will continue to co-operate with and support Dublin City Council and Dublin Fire Brigade in the development of a Fire Station at Clonburris.‘

MA Section 2.7 No. 5 inserts this text into Section 2.7 of the Draft Planning Scheme. In the Chief Executive’s Report, it is recommended that the Planning Scheme is made with this MA.

As part of the preparation on the Draft Planning Scheme, the Planning Authority engaged with Dublin Fire Brigade (DFB). During the consultation, DFB indicated a desire to construct a Fire Station and assessed the Adamstown site and options in Clonburris. **Based on their assessment on proximity to population, historic fire service incidents and long term fire demand in the area, a preference for a site at Clonburris adjacent to the Fonthill Road was indicated.** The Chief Executive supports this provision of a Fire Station within the SDZ and the Draft Planning Scheme allocates a site for a Fire Station at Clonburris North West.

Dublin Fire Brigade however have not finalised a Fire & Emergency Operations Plan under Section 26 of the Fire Services Act 1981. A Section 26 Plan depicts the required organisation structure, personnel, equipment, fire stations, water supplies, training, procedures, all resources and other related matters. The plan will detail current arrangements within the fire authority and will also set out strategic plans and targets for the fire authority for the next 5 years.

The making available of the site for the new Fire Station is included as a requirement in the Phasing Programme. DFB have indicated that the Fire Station at Clonburris will serve a wider regional catchment. The Chief Executive considers that the identification and provision of a site is appropriate and considers that the construction of the Fire Station is a wider County issue. It is Council policy to engage with Dublin City Council and the DFB to improve the fire service for the County as established in the South Dublin County Council Development Plan 2016 – 2022 under Section 3.7.0.

Having regard to the Motion submitted, it is considered that a requirement to carry out an audit of Fire Services in the Dublin Mid- West/Dublin South West areas, is beyond the scope of the SDZ Planning Scheme.

The Chief Executive supports the provision of a Fire Station at Clonburris. The DPS has allocated a suitable site for a Fire Station and will support the Fire Authority in the development of the station. The Chief Executive recommends that the Material Alteration Section 2.7 – No. 5 as advertised, is acceptable and no further amendments are necessary.

**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 Motion was **AGREED**

**M42/0618 Item ID:58696**

Proposed by Councillor W. Lavelle

That MATERIAL ALTERATION REF. Section 2.7 – No. 5 be confirmed subject to a modification to read as follows:  
“Fire Stations are generally located on a regional scale. In South Dublin County, the primary fire station is located at Belgard Road, Tallaght, approximately 3.5km from the SDZ lands. It is noted that the Adamstown SDZ Planning Scheme had identified a location for a Fire Station which was subsequently deemed unsuitable due to Traffic congestion in the immediate locality. Given the nature and scale of development proposed in Clonburris, provision has been made to reserve a site for a fire station. Following consultation with the Dublin Fire Brigade, the preferred site was identified adjacent to the Fonthill road and Thomas Omer Way adjacent to Clonburris Urban Centre. South Dublin County Council (as the Development Agency) will continue to co-operate with and support Dublin City Council and Dublin Fire Brigade in the development of a Fire Station at Clonburris.”

[Draft Planning Scheme Fig 2.1.3 Function map](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60548)

**REPORT:**

[MATERIAL ALTERATION REF. Section 2.7 – No.5](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=33) relates to the addition of text on Fire Station provision.

**As part of the preparation on the Draft Planning Scheme, the Planning Authority engaged with Dublin Fire Brigade (DFB). During the consultation, DFB indicated a desire to construct a Fire Station and assessed the Adamstown site and options in Clonburris. Based on their assessment on proximity to population, historic fire service incidents and long term fire demand in the area, a preference for a site at Clonburris adjacent to the Fonthill Road was indicated. The Chief Executive supports this provision of a Fire Station within the SDZ and the Draft Planning Scheme allocates a site for a Fire Station.**

Dublin Fire Brigade however have not finalised a Fire & Emergency Operations Plan under Section 26 of the Fire Services Act 1981. A Section 26 Plan depicts the required organisation structure, personnel, equipment, fire stations, water supplies, training, procedures, all resources and other related matters. The plan will detail current arrangements within the fire authority and will also set out strategic plans and targets for the fire authority for the next 5 years.

The making available of the site for the new Fire Station is included as a requirement in the Phasing Programme. DFB have indicated that the Fire Station at Clonburris will serve a wider regional catchment. The Chief Executive considers that the identification and provision of a site is appropriate and considers that the construction of the Fire Station is a wider County issue. It is Council policy to engage with Dublin City Council and the DFB to improve the fire service for the County as established in the South Dublin County Council Development Plan 2016 – 2022 under Section 3.7.0.

The Chief Executive supports the provision of a Fire Station at Clonburris. The DPS has allocated a suitable site for a Fire Station and will support the Fire Authority in the development of the station. The Chief Executive recommends that the Material Alteration Section 2.7 – No. 5 as advertised, is acceptable and no further amendments are necessary.

**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.

In the absence of Councillor W. Lavelle the Motion **FELL**

**M43/0618 Item ID:58775**

Proposed by Councillor E. Higgins and seconded by Councillor G. O’Connell

Section 2.7 No 5

Be amended to include ‘and that the identified site be clearly marked in all plans’.

Co Sponsored: Vicki Casserly, Kenneth Egan, Brian Lawlor, Conor McMahon, Paula Donovan

[Draft Planning Scheme Fig 2.1.3 Function map](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60549)

**REPORT:**

[MATERIAL ALTERATION REF. Section 2.7 – No.5](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=33) relates to Fire Station provision.

As part of the preparation on the Draft Planning Scheme, the Planning Authority engaged with Dublin Fire Brigade (DFB). During the consultation, DFB indicated a desire to construct a Fire Station and assessed the Adamstown site and options in Clonburris. Based on their assessment on proximity to population, historic fire service incidents and long term fire demand in the area, a preference for a site at Clonburris adjacent to the Fonthill Road was indicated. The Chief Executive supports this provision of a Fire Station within the SDZ and the Draft Planning Scheme allocates a site for a Fire Station. **The indicative site location for a Fire Station on the SDZ lands is shown on Figure 2.1.3 Function Concept Map (see attached).**

Dublin Fire Brigade however have not finalised a Fire & Emergency Operations Plan under Section 26 of the Fire Services Act 1981. A Section 26 Plan depicts the required organisation structure, personnel, equipment, fire stations, water supplies, training, procedures, all resources and other related matters. The plan will detail current arrangements within the fire authority and will also set out strategic plans and targets for the fire authority for the next 5 years.

The making available of the site for the new Fire Station is included as a requirement in the Phasing Programme. DFB have indicated that the Fire Station at Clonburris will serve a wider regional catchment. The Chief Executive considers that the identification and provision of a site is appropriate and considers that the construction of the Fire Station is a wider County issue. It is Council policy to engage with Dublin City Council and the DFB to improve the fire service for the County as established in the South Dublin County Council Development Plan 2016 – 2022 under Section 3.7.0.

The Chief Executive supports the provision of a Fire Station at Clonburris. The DPS has allocated a suitable site for a Fire Station and will support the Fire Authority in the development of the station. Having regard to the motion submitted, it is considered that to specify the site for a Fire Station on all Planning Scheme plans and drawings would be premature pending further consultation and collaboration with Dublin Fire Brigade and other stakeholders.

The Chief Executive recommends that the Material Alteration Section 2.7 – No. 5 as advertised, is acceptable and no further amendments are necessary.

**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 Motion was **AGREED**

**M44/0618 Item ID:58672**

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

*Cllrs P Gogarty G O’ Connell  L O’Toole F Timmons D O’Donovan*

That Material Alteration Ref Section 2.7 – No. 6 as voted by the members be made.

**REPORT:**

[MATERIAL ALTERATION REF. Section 2.7 – No.6](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=33) relates to the addition of text on Garda Station provision.

The Chief Executive supports the provision of a Garda Station within the SDZ. The Draft Planning Scheme outlines that in the event of An Garda Siochana identifying the need for the provision of a Garda Station at Clonburris, the station can be accommodated within the Kishoge or Clonburris Urban Centres. The provision and planning of Garda Stations is the function of the Department of Justice and Equality in conjunction with An Garda Siochana.

In general, a Garda Station should be centralised in an area and can be integrated into an urban setting. In the context of the Planning Scheme, a Garda station doesn’t require specific site identification. The Draft Planning Scheme requires the provision of community floorspace and as such, there are multiple opportunities for a Garda Station within the planned urban centres blocks.

**Recommendation**

It is recommended that this motion is 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 Motion was **AGREED**

**M45/0618 Item ID:58809**

Proposed by Councillor G. O'Connell and seconded by Councillor F. Timmons

MATERIAL ALTERATION REF: Section 2.7 – No 6

Draft Planning Scheme Section 2.7.3 Page 52

That the material alternation be accepted with the following additional wording in heavy italics-

MOTION:

Provision is made in the Clonburris SDZ **for a New purposely built Garda Station that incorporates Ronanstown Garda *Station and includes a criminal investigation unit that can serve the increasing population of Dublin Mid-West, and that a piece of land is allocated to the provision of such a much needed station to replace the Ronanstown Station that is no longer fit for Purpose.***The said site to be used as an alternative community facility in the event that it is not required by An Garda Siochana*.*

Proposed: Councillor Francis Timmons co-singed by Councillor Guss O’Connell, Councillor Deirdre O’Donovan, Councillor Paul Gogarty and Councillor Liona O’Toole

**REPORT:**

[MATERIAL ALTERATION REF. Section 2.7 – No.6](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=33) relates to the addition of text on Garda Station provision.

The Chief Executive supports the provision of a Garda Station within the SDZ. The Draft Planning Scheme outlines that in the event of An Garda Siochana identifying the need for the provision of a Garda Station at Clonburris, the station can be accommodated within the Kishoge or Clonburris Urban Centres.

The provision and planning of Garda Stations is the function of the Department of Justice and Equality in conjunction with An Garda Siochana. It is beyond the scope of the Planning Scheme to account for the catchments of Garda Stations and the provision of a regional criminal investigation unit.

In general, a Garda Station should be centralised in an area and can be integrated into an urban setting. In the context of the Planning Scheme, a Garda station doesn’t require specific site identification. The Draft Planning Scheme requires the provision of community floorspace and as such, there are opportunities for a Garda Station within the planned urban centres blocks.

The Chief Executive recommends that the Material Alteration Section 2.7 – No. 6 as advertised, is acceptable and no further amendments are necessary.

**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.

Councillor G. O’Connell **AGREED** to **WITHDRAW** the Motion

**M46/0618 Item ID:58774**

Proposed by Councillor E. Higgins and seconded by Councillor F. Timmons

Section 2.7 No 6

Be amended to include ‘and that the identified preferred site(s) be clearly marked in all plans’.

Co Sponsored: Vicki Casserly, Kenneth Egan, Brian Lawlor, Conor McMahon, Paula Donovan

**REPORT:**

[MATERIAL ALTERATION REF. Section 2.7 – No.6](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=33) relates to the addition of text on Garda Station provision

The Chief Executive supports the provision of a Garda Station within the SDZ. The Draft Planning Scheme outlines that in the event of An Garda Siochana identifying the need for the provision of a Garda Station at Clonburris, the station can be accommodated within the Kishoge or Clonburris Urban Centres. The provision and planning of Garda Stations is the function of the Department of Justice and Equality in conjunction with An Garda Siochana. In general, a Garda Station should be centralised in an area and can be integrated into an urban setting. In the context of the Planning Scheme, a Garda station doesn’t require specific site identification. The Draft Planning Scheme requires the provision of community floorspace and as such, there are opportunities for a Garda Station within the planned urban centres blocks.

Having regard to the motion submitted, it is considered that to specify a site for a Garda Station in the Planning Scheme would be premature pending further consultation and collaboration An Garda Siochana and other stakeholders.

The Chief Executive recommends that the Material Alteration Section 2.7 – No. 6 as advertised, is acceptable and no further amendments are necessary.

**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 46 was discussed in conjunction with Motion 45 and Motion 47.

Following contributions from Councillors L. Dunne, G. O’Connell, E. Higgins, F. Timmons, K. Mahon, M. Ward, D. O’Brien, C. King, E. O’Brien, Mr B. Keaney responded to queries raised. Further contributions followed from Councillors B. Ferron, L. O’Toole, R. Nolan, P. Gogarty, an amended wording for Motion 47 was proposed by Councillor F Timmons and seconded by Councillor G. O’Connell as follows:

Provision is made in the Clonburris SDZ for a New purposely built Garda Station that includes a criminal investigation unit that can serve the increasing population of Dublin Mid-West, and that a piece of land is allocated to the provision of such a much needed station. The said site to be used as an alternative community facility in the event that it is not required by An Garda Siochana.

Contributions on the amended wording followed from Councillors M. Duff, M. Murphy and L. Dunne, Mr B. Keaney, Senior Planner responded to the further queries.

The Amendment was **NOT AGREED**

A Show of hands vote was called for on the original Motion 46, the result of which was as follows:

**FOR 7 (SEVEN)**

**AGAINST 19 (NINETEEN)**

**ABSTAIN 3 (THREE)**

The Motion **FELL**

**M47/0618 Item ID:58001**

Proposed by Councillor F. Timmons and seconded by Councillor E. Higgins

That SDCC supports calls for a New purposely built Garda Station that amalgamates Ronanstown Garda Station and includes a criminal investigation unit that can deal with the serious crimes in Dublin Mid West. We commit to having this as part of the SDZ and a piece of land is allocated to the provision of such a much needed station to replace the temporary Ronanstown Station that is no longer fit for Purpose. A commitment to this needs to be included in the SDZ.

**REPORT:**

[MATERIAL ALTERATION REF. Section 2.7 – No.6](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=34) relates to the addition of text on Garda Station provision.

The Chief Executive supports the provision of a Garda Station within the SDZ. The Draft Planning Scheme outlines that in the event of An Garda Siochana identifying the need for the provision of a Garda Station at Clonburris, the station can be accommodated within the Kishoge or Clonburris Urban Centres.

The provision and planning of Garda Stations is the function of the Department of Justice and Equality in conjunction with An Garda Siochana. It is beyond the scope of the Planning Scheme to account for the catchments of Garda Stations and the provision of a regional criminal investigation unit.

In general, a Garda Station should be centralised in an area and can be integrated into an urban setting. In the context of the Planning Scheme, a Garda station doesn’t require specific site identification. The Draft Planning Scheme requires the provision of community floorspace and as such, there are opportunities for a Garda Station within the planned urban centres blocks.

The Chief Executive recommends that the Material Alteration Section 2.7 – No. 6 as advertised, is acceptable and no further amendments are necessary.

**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 47 was discussed in conjunction with Motion 46 above.

Councillor F. Timmons **AGREED** to **WITHDRAW** the Motion

**M48/0618 Item ID:58676**

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

*Cllrs P Gogarty G O’ Connell  L O’Toole F Timmons D O’Donovan*

That Material Alteration Ref Section 2.7 – No. 7 as amended by the CEO be made, with the following amendment:

Insert in *2.7.6 Schools and Third Level Educational Facilities*, second paragraph, after “… 'Toolkit for School Travel.'",  the following: **“Schools should be located adjacent to at least one full GAA size playing pitch, or should contain similar within their own grounds, with access available out of hours for community use”.**

**REPORT:**

[MATERIAL ALTERATION REF. Section 2.7 – No.7](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=34) relate to additional text on Schools and Third Level Educational Facilities.

As part of the masterplanning process, the Planning Authority ensured that the majority of the proposed school sites are located adjacent to significant open space. The Draft Planning Scheme identifies six sites for new schools; five of these sites are immediately adjacent to proposed or existing strategic open space. The provision of sports and recreational facilities within the school sites is a function of the Department of Education and Skills.

The Draft Planning Scheme provides for over 90 hectares of open space which will be supplemented by other green spaces and all residents will be within 400m of natural and semi natural open space. In addition, a Parks and Landscape Strategy (PLS) is required to be prepared prior to commencement and in agreement with South Dublin County Council. The PLS is considered to be the primary mechanism by which playing pitches and other active recreation uses will be identified and proposed for the lands.

The Chief Executive recommends that the Material Alteration Section 2.7 – No. 7 as advertised, is acceptable and no further amendments are necessary.

**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 P. Gogarty, D. Looney, C. King, M. Duff, L. O’Toole, P. Kearns, E. O’Brien, V. Casserly, M. Genockey, B. Leech, Mr B. Keaney, Senior Planner and Chief Executive Mr D. McLoughlin responded to queries raised. Two amended wordings were proposed by Councillor V. Casserly and Ed O’Brien respectively, Councillor V. Casserly’s withdrew her proposed wording as follows:

‘To delete full size GAA pitch and replace with a pitch (**length**: 130m (metres) to 145m and width: 80m to 90m)’

Further contributions followed from Councillors P. Kearns, E. O’Brien and B. Bonner. Original Motion wording as amended by Cllr O’Brien was unanimously **CARRIED**, following a Show of hands vote.

‘That Material Alteration Ref Section 2.7 – No. 7 as amended by the CEO be made, with the following amendment:

Insert in *2.7.6 Schools and Third Level Educational Facilities*, second paragraph, after “… 'Toolkit for School Travel.'",  the following: **Schools should be located adjacent to open space of sufficient size to allow for the participation in multiple sports and other physical recreation, with access available out of hours for community use’**

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

2.8 Built Form and Design

**M49/0618 Item ID:58673**

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

*Cllrs P Gogarty G O’ Connell  L O’Toole F Timmons D O’Donovan*

That Material Alteration Ref Section 2.8 – No. 2 as amended by the CEO be made with the following one word change:

In paragraph under heading General, amend "shall be between 2 and 3 storeys" to read **"shall be between 1 and 3 storeys"**.

**REPORT:**

Proposed [Material Alteration Section 2.8 – No. 2](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=35) relates to the safeguard for the height of development immediately adjoining existing one and two storey housing. This includes the introduction of a height restriction of between 2 and 3 stories as well as a further restriction in relation to overlooking.

This motion is not consistent with the Chief Executives (CE) Report (May 2018), which recommends that the SDZ Planning Scheme be made with the Proposed Material Alteration subject to the following amendment:

“2.8.6 Building Heights and Street Widths

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.

Any existing one storey house should not be overlooked by more than one storey and any existing two storey house should not be overlooked by more than two stories.”

**In the context of accessibility to public transport and the location of the SDZ lands within the Metropolitan Consolidation Town of Clondalkin, building heights have been designated across the Draft Planning Scheme to ensure that development makes efficient use of public transport and the SDZ lands as a strategic land resource**. Further to the wording of the Proposed Material Alteration, the Draft Scheme seeks to ensure that new developments, immediately adjoining existing one and two storey housing, respects existing building heights while incorporate a gradual change in height.

**The Proposed Material Alterations clarifies that new residential development that adjoins (backs or sides onto) 1 or 2 storey housing shall be between 2 and 3 storeys in height. This is consistent with the provision of the current County Development Plan (Policy H9 Objectives 3)** and allows for some flexibility in the scheme for sustainable development while providing some certainty for existing residents.

Sections 2.8.7 and 2.8.8 of the Draft Planning scheme sets out further safeguards with regards to the protection of residential amenity in terms of privacy and access to daylight. Combined with the Proposed Material Alteration, as amended under the CE Report (May 2018), this will ensure that no significant marked increase in close proximity to existing low-rise housing will be permissible**.**

Given that **2 and 3 storey housing is unlikely to significantly detract from existing residential amenity, a further lowering in building heights (as suggested in the subject motion) to below the County Development Plan safeguard is not considered appropriate, sustainable or necessary** particularly in relation to the opportunities offered by the SDZ lands to integrate land use and transport resources.

The Proposed Material Alteration should therefore be amended in accordance with the CE Report.

**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.

Councillor P. Gogarty **AGREED** to **WITHDRAW** the Motion

**M50/0618 Item ID:58713**

Proposed by Councillor L. O'Toole and seconded by Councillor D. O’Donovan

Co-signed Cllrs Liona O’Toole, Paul Gogarty, Guss O’Connell, Francis Timmons, Deirdre O’Donovan

**Section 2.8 No. 2 Pg. 90**

*2.8.6 Building Heights and Street Widths*

We agree with the original material alteration, as agreed by the Council.

**REPORT:**

[Proposed Material Alteration Section 2.8 – No. 2](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=35) relates to the safeguard for the height of development immediately adjoining existing one and two storey housing. This includes the introduction of a height restriction of between 2 and 3 stories as well as a further restriction in relation to overlooking.

This motion is not consistent with the CE Report (May 2018), which recommends that the SDZ Planning Scheme be made with the Proposed Material Alteration subject to the following amendment:

“2.8.6 Building Heights and Street Widths

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.

Any existing one storey house should not be overlooked by more than one storey and any existing two storey house should not be overlooked by more than two stories.”

**In the context of accessibility to public transport and the location of the SDZ lands within the Metropolitan Consolidation Town of Clondalkin, building heights have been designated across the Draft Planning Scheme to ensure that development makes efficient use of the SDZ lands as a strategic land resource**. Further to the wording of the Proposed Material Alteration, the Draft Scheme seeks to ensure that new developments, immediately adjoining existing one and two storey housing, respects existing building heights while incorporate a gradual change in height.

**The Proposed Material Alterations clarifies that new residential development that adjoins (backs or sides onto) 1 or 2 storey housing shall be between 2 and 3 storeys in height. This is consistent with the provision of the current County Development Plan (Policy H9 Objectives 3)** and allows for some flexibility in the scheme for sustainable development while providing some certainty for existing residents.

Sections 2.8.7 and 2.8.8 of the Draft Planning scheme sets out further safeguards with regards to the protection of residential amenity in terms of privacy and access to daylight. Combined with the Proposed Material Alteration, as amended under the CE Report (May 2018), this will ensure that no significant marked increase in close proximity to existing low-rise housing will be permissible.

Given that **2 and 3 storey housing is unlikely to significantly detract from existing residential amenity, a further lowering in building heights (as suggested in the element proposed for deletion under the CE Report and requested for inclusion by the motion) to below the County Development Plan safeguard is not considered appropriate, sustainable or necessary** particularly in relation to the opportunities offered by the SDZ lands to integrate land use and transport resources.

The Proposed Material Alteration should therefore be amended in accordance with the CE Report.

**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 L. O’Toole, Mr B. Keaney, Senior Planner responded to queries raised.

A Show of hands vote was called for, the result of which was as follows:

**FOR 13 (THIRTEEN)**

**AGAINST 0 (NIL)**

**ABSTAIN 1 (ONE)**

The Motion was **CARRIED**

**M51/0618 Item ID:58812**

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

*Cllrs P Gogarty G O’ Connell  L O’Toole F Timmons D O’Donovan*

That Material Alteration Ref Section 2.8 – No. 3 not be made, in line with the CEO's recommendations.

[Rationale: Points put forward about sunlight and planning flexibility are sensible]

**REPORT:**

[Proposed Material Alteration Section 2.8 – No. 3](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=35) seeks the removal of the option of setback floors above maximum permissible heights.

This motion is consistent with the CE Report (May 2018), which recommends that the SDZ Planning Scheme be made without the Proposed Material Alteration.

**Recommendation**

It is recommended that this motion is 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 Motion was **AGREED**

**M52/0618 Item ID:58680**

Proposed by Councillor W. Lavelle

That MATERIAL ALTERATION REF. Section 2.8 – No. 3 is confirmed.

[M 52 Response: Fig 1 Setback Sketches](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60471)  
[M 52 Response: Fig 2 Setback Photo](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60472)

**REPORT:**

[Proposed Material Alteration Section 2.8 – No. 3](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=35) seeks the removal of the option of setback floors above maximum permissible heights.

This motion is not consistent with the CE Report (May 2018), which recommends that the SDZ Planning Scheme be made without the Proposed Material Alteration.

It is advised that the option of setback floors would allow for a more efficient use of lands (particularly in areas served by public transport such as Clonburris) while also providing flexibility in relation to meeting prescribed density ranges.

**Setback floors offer flexibility in terms of dwelling design, dwelling mix (duplex units etc.) and private open space (roof gardens/terraces etc.). As demonstrated in the accompanying image, setback floors can be a useful design solution that increases accommodation while mitigating against loss of privacy or daylight.**

Furthermore, the text that the Proposed Material Alteration seeks to delete includes safeguards that would require such setback floor to:

* Make a positive contribution to the streetscape (via a Design Statement); and
* Ensure no adverse effects on amenity, such as an unacceptable loss of daylight or sunlight.

The above safeguards are strengthened under Sections 2.8.7 (Privacy and Overlooking) and 2.8.8 (Sunlight and Daylight) of the Draft Planning Scheme, while Section 2.8.6 (Building Heights and Street Widths) seeks to ensure that building heights respect the surrounding context with no significant marked increase in close proximity to existing low-rise housing.

It is considered that, in the interest of integrating land use and transport planning while promoting flexibility in terms of densities and dwelling mix, the text of the subject Proposed Material Alteration should not be deleted from 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.

In the absence of Councillor W. Lavelle the Motion **FELL**

2.9 Services, infrastructure and Energy Framework

**M53/0618 Item ID:58681**

Proposed by Councillor W. Lavelle

That MATERIAL ALTERATION REF. Section 2.9 – No. 6 be confirmed subject to a modification to add “and Balgaddy Road” after the reference to Griffeen Avenue.

[Location map](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60281)

**REPORT:**

This motion relates to [MATERIAL ALTERATION REF. Section 2.9 – No.6.](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=39)

In the Chief Executive’s report, it is recommended that the SDZ Planning Scheme be made without this Proposed Material Alteration.

Having regard to the Motion submitted, it is noted that in accordance with Section 2.9.13 Construction Environmental Management Plans (CEMP), of the Draft Planning Scheme, a CEMP shall be prepared in advance of the physical elements proposed as part of the Planning Scheme and will be implemented throughout. The plans are also required to incorporate a range of relevant mitigation measures.

The Draft Planning Scheme also requires that all construction and maintenance works to be undertaken on the SDZ lands are to be undertaken in accordance with a range of policy and guidance documents.

Having regard to the Motion submitted, it is considered that safeguarding the residential amenity of existing estates, including Griffeen Avenue, Balgaddy Road and other locations in the vicinity of the SDZ lands, can be addressed as part of these Construction Environmental Management Plans, which will have to be submitted to the Planning Authority.

It is considered that construction management is adequately addressed in Section 2.9.13 Construction Environmental Management Plans, of 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. SEA supports CEO recommendation.

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

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

In the absence of Councillor W. Lavelle the Motion **FELL**

**M54/0618 Item ID:58682**

Proposed by Councillor W. Lavelle

That MATERIAL ALTERATION REF. Section 2.9 – No. 7 be confirmed

[Griffeen Ave location map](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60304)

**REPORT:**

This motion relates to [MATERIAL ALTERATION REF. Section 2.9 – No.7](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=39)

In the Chief Executive’s report, it is recommended that the SDZ Planning Scheme be made without this Proposed Material Alteration.

Having regard to the Motion submitted, it is noted that in accordance with Section 2.9.13 Construction Environmental Management Plans (CEMP), of the Draft Planning Scheme, a CEMP shall be prepared in advance of the physical elements proposed as part of the Planning Scheme and will be implemented throughout. The plans are also required to incorporate a range of relevant mitigation measures.

The Draft Planning Scheme also requires that all construction and maintenance works to be undertaken on the SDZ lands are to be undertaken in accordance with a range of policy and guidance documents.

Having regard to the Motion submitted, it is considered that safeguarding the residential amenity of existing estates, including Griffeen Avenue, Balgaddy Road and other locations in the vicinity of the SDZ lands, can be addressed as part of these Construction Environmental Management Plans, which will have to be submitted to the Planning Authority.

It is considered that construction management is adequately addressed in Section 2.9.13 Construction Environmental Management Plans, of 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. SEA supports CEO recommendation.

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

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

In the absence of Councillor W. Lavelle the Motion **FELL**

**M55/0618 Item ID:58714**

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

Co-signed Cllrs Liona O’Toole, Paul Gogarty, Guss O’Connell, Francis Timmons, Deirdre O’Donovan

**Section 2.9 No 7 Pg. 105**

*2.9.13 Construction Environmental Management Plans*

We agree with the material alteration, as agreed by this Council.

[Griffeen Ave location map](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60305)

**REPORT:**

This motion relates to [MATERIAL ALTERATION REF. Section 2.9 – No.7](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=39)

In the Chief Executive’s report, it is recommended that the SDZ Planning Scheme be made without this Proposed Material Alteration.

Having regard to the Motion submitted, it is noted that in accordance with Section 2.9.13 Construction Environmental Management Plans (CEMP), of the Draft Planning Scheme, a CEMP shall be prepared in advance of the physical elements proposed as part of the Planning Scheme and will be implemented throughout. The plans are also required to incorporate a range of relevant mitigation measures.

The Draft Planning Scheme also requires that all construction and maintenance works to be undertaken on the SDZ lands are to be undertaken in accordance with a range of policy and guidance documents.

Having regard to the Motion submitted, it is considered that safeguarding the residential amenity of existing estates, including Griffeen Avenue, Balgaddy Road and other locations in the vicinity of the SDZ lands, can be addressed as part of these Construction Environmental Management Plans, which will have to be submitted to the Planning Authority.

It is considered that construction management is adequately addressed in Section 2.9.13 Construction Environmental Management Plans, of 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. SEA supports CEO recommendation.

**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 L. O’Toole, D. O’Brien, M. Ward, E. O’Brien, Mr B. Keaney, Senior Planner responded to queries raised.

A Show of hands vote was called for, the result of which was as follows:

**FOR 9 (NINE)**

**AGAINST 16 (SIXTEEN)**

**ABSTAIN 0 (NIL)**

The Motion **FELL**

**M56/0618 Item ID:58773**

Proposed by Councillor E. Higgins and seconded by Councillor E. O’Brien

Section 2.9 No 7

Be amended to include ‘That construction traffic serving the development of lands under the SDZ be prohibited, by way of explicit planning compliance condition from using Griffeen Avenue and Balgaddy Road.

Co Sponsored: Vicki Casserly, Kenneth Egan, Brian Lawlor, Conor McMahon, Paula Donovan

[Location map](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60318)

**REPORT:**

This motion relates to [MATERIAL ALTERATION REF. Section 2.9 – No.7](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=39)

In the Chief Executive’s report, it is recommended that the SDZ Planning Scheme be made without this Proposed Material Alteration.

Having regard to the Motion submitted, it is noted that in accordance with Section 2.9.13 Construction Environmental Management Plans (CEMP), of the Draft Planning Scheme, a CEMP shall be prepared in advance of the physical elements proposed as part of the Planning Scheme and will be implemented throughout. The plans are also required to incorporate a range of relevant mitigation measures.

The Draft Planning Scheme also requires that all construction and maintenance works to be undertaken on the SDZ lands are to be undertaken in accordance with a range of policy and guidance documents.

Having regard to the Motion submitted, it is considered that safeguarding the residential amenity of existing estates, including Griffeen Avenue, Balgaddy Road and other locations in the vicinity of the SDZ lands, can be addressed as part of these Construction Environmental Management Plans, which will have to be submitted to the Planning Authority.

It is considered that construction management is adequately addressed in Section 2.9.13 Construction Environmental Management Plans, of 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. SEA supports CEO recommendation.

**Appropriate 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 was called for, the result of which was as follows:

**FOR 9 (NINE)**

**AGAINST 16 (SIXTEEN)**

**ABSTAIN 0 (NIL)**

The Motion **FELL**

2.10 Landscape and Open Space

**M57/0618 Item ID:58675**

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

*Cllrs P Gogarty G O’ Connell  L O’Toole F Timmons D O’Donovan*

That Material Alteration Ref Section 2.10 – No. 1 as voted by the members be made, with the following amendment:

Change "full size" to read **"full GAA size"**

[Rationale: Full GAA size is the largest standard type of pitch used in field sports involving goalposts on grass. This clarifies the dimension range required]

**REPORT:**

[Material Alteration 2.10- No. 1](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=40) refers to additional text in the 2.10.1 Introduction.

***2.10.1 Introduction****…*

*Outdoor community facilities including* ***full size multi-use*** *playing* ***pitches which will accommodate various outdoor activities*** *and children’s play facilities* ***including facilities for teenagers*** *provide opportunities for outdoor activity and recreation.*

The Motion requests that ‘full size’ be changed to ‘full GAA size.’ It is considered that additional text to this specific paragraph is unnecessary as the intent of the motion is already covered a number of times in Section 2.10 of 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**

SEA supports CEO recommendation for above reasons.

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

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

Councillor P. Gogarty **AGREED** to **WITHDRAW** the Motion

**M58/0618 Item ID:58797**

Proposed by Councillor D. O'Brien and seconded by Councillor L. Dunne

Consider additional green space and play areas in KNE S1/2/3/4 to meet the needs of the existing and new population without having any negative impact on proposed residential densities

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

**REPORT:**

This Motion does not relate to any specific Material Alteration. It is considered that the masterplanning of the Draft Planning Scheme was an iterative process involving a multi-disciplinary team of experts using best practice approaches and concepts including open space provision. Over 90 hectares of open space will be provided on the lands, supplemented by other green spaces and all residents will be within 400m of natural and semi natural open space.

As such, it is considered that there is sufficient open space provided in the Planning Scheme and any additional parkland would compromise the capacity of the lands to accommodate residential development, additional green space for Kishoge North East is not justified in the absence of an evidence based approach.

**Recommendation**

It is recommended that this motion is not adopted.

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

SEA supports CEO recommendation for above reasons.

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

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

Councillor D. O’Brien **AGREED** to **WITHDRAW** the Motion

**M59/0618 Item ID:58715**

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

Co-signed Cllrs Liona O’Toole, Paul Gogarty, Guss O’Connell, Francis Timmons, Deirdre O’Donovan

**Section 2.10 No. 4 Pg. 113**

*Griffeen Valley Park Extension*

We accept this material alteration and amend the CE’s amendment to insert,

bullet point 3: ‘*standard, full-size dimensions’*

*and to insert bullet point 1: ‘A mix of active recreational facilities* ***and amenities for all ages*** *in the core area of the park’.*

**REPORT:**

[Material Alteration 2.10- No. 4](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=41) refers to Griffeen Valley Park Extension.

The Motion requests insertion of bullet point 3: ‘*standard, full-size dimensions’*

*and to insert bullet point 1: ‘A mix of active recreational facilities* ***and amenities for all ages*** *in the core area of the park’.*

*The Motion requests that ‘full size’ be changed to ‘full GAA size.’ It is considered that additional text to this specific paragraph is unnecessary as the intent of the motion is already covered in 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**

SEA supports CEO recommendation for above reasons.

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

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

Councillor L. O’Toole **AGREED** to **WITHDRAW** the Motion

**M60/0618 Item ID:58694**

Proposed by Councillor W. Lavelle

That the CE’s recommendation with respect to MATERIAL ALTERATION REF. Section 2. 10– No. 4 be accepted subject to retaining the text “with, if necessary, additional parkland be provided to achieve this.”

**REPORT**

**Material Alteration 2.10- No. 4 refers to Griffeen Valley Park Extension.**

With regard to the propose text ‘if necessary, additional parkland be provided to achieve this’, it is considered that there is sufficient open space provided in the Planning Scheme and any additional parkland would compromise the capacity of the lands to accommodate residential development. The Chief Executive considers that the wording is unnecessary especially in the context of the above and in the absence of any justification in terms of an evidence base.

**Recommendation**

It is recommended that this motion is not adopted.

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

For reasons above SEA Supports this CEO recommendation

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

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

In the absence of Councillor W. Lavelle the Motion **FELL**

**M61/0618 Item ID:58580**

Proposed by Councillor B. Bonner and seconded by Councillor M. Ward

Material Alteration 2. 10 . 3

That this Park would be called simply Na Cluainte  (note spelling)

and not Na Cluainte Park or Na Cluainte / The meadows park.

Na Cluainte means the meadows so no other words are needed.

**REPORT:**

[Material Alteration 2.10- No. 5](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=44) refers to the renaming of the Barony Park to Na Cluainte.

This motion is generally consistent with the recommendations of the Chief Executives (CE) Report on the Proposed Material Alterations (May, 2018).

**Recommendation**

It is recommended that this motion is adopted.

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

Noted, positive interaction with Cultural Heritage, SEO, support CEO recommendation

**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 was **AGREED**

**M62/0618 Item ID:58792**

Proposed by Councillor M. Ward and seconded by Councillor B. Bonner

P38 – In Material Alteration REF: Section 2.10-No5 replace “Na Cluinta/The Meadows Park’ with ‘Na Cluainte/The Meadows’ and amend through the PlanninG Scheme accordingly

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

**REPORT:**

[Material Alteration 2.10- No. 5](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=44) refers to the renaming of the Barony Park to Na Cluainte.

This motion is generally consistent with the recommendations of the Chief Executives (CE) Report on the Proposed Material Alterations (May, 2018).

**Recommendation**

It is recommended that this motion is adopted.

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

Noted, positive interaction with Cultural Heritage, SEO, support CEO recommendation

**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 was **AGREED**

2.11 Biodiversity and Natural Heritage

**M63/0618 Item ID:58577**

Proposed by Councillor B. Bonner and seconded by Councillor P. Kearns

The following item is jointly submitted by Pamela Kearns, Mick Duff, Martina Genockey and Breeda Bonner.

Suggested modification to Material Alteration Section 2.11-No 2 as follows:

The important hedgerow along the Neilstown / Cappagh boundary should be enhanced and protected and that as much as possible of the over thirty kilometers of hedgerow on the SDZ lands would be retained and protected and where these hedgerows cannot be retained, a new hedgerow network composed of the same species shall be planted along roadways within the development.

**REPORT:**

[Material Alteration 2.11- No. 2](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=45) relates to the hedgerow along the Neilstown / Cappagh boundary.

In relation to hedgerows, the Draft Planning Scheme currently supports the preservation of existing hedgerows where possible. It is considered that this motion, amending the proposed Material Alteration is generally consistent with the Draft Planning Scheme. The retention of the Neilstown/Cappagh boundary as far as possible, is acceptable given that it is a townland boundary and retention of this will be on a case by case basis, at planning application stage.

**Recommendation**

It is recommended that this motion is adopted.

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

SEA supports CEO recommendation

**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 was **AGREED**

**M64/0618 Item ID:58795**

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

To maintain as far as is possible the hedgerows at the boundary of Foxborough and KNES1 without any negative impact on proposed residential densities

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

**REPORT:**

While [Material Alteration 2.11- No. 2](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=45) relates to the hedgerow along the Neilstown / Cappagh boundary, no Material Alteration refers to the boundary of of Foxborough and KNES1. Nothwithstanding this, and in relation to hedgerows, the Draft Planning Scheme currently supports the preservation of existing hedgerows where possible. It is considered that the retention of hedgerows at the boundary of Foxborough and KNES1 as far as possible, is already covered in the Draft Planning Scheme and retention of these should be on a case by case basis, at planning application stage.

**Recommendation**

It is recommended that this motion is not adopted.

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

SEA supports CEO recommendation

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

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

Councillor D. O’Brien **AGREED** to **WITHDRAW** the Motion

**M65/0618 Item ID:58772**

Proposed by Councillor E. Higgins and seconded by Councillor V. Casserly

Section 2.11 No 2

Be amended to include ‘That trees along the boundary of the SDZ lands including at existing established estates such as Cappaghmore and Foxborough be protected and retained’.

Co Sponsored: Vicki Casserly, Kenneth Egan, Brian Lawlor, Conor McMahon, Paula Donovan

**REPORT:**

[Material Alteration 2.11- No. 2](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=45) relates to the hedgerow along the Neilstown / Cappagh boundary.

It is considered that the protection of treelines at existing established estates such as Cappaghmore and Foxborough is already covered in the Draft Planning Scheme and retention of these should be on a case by case basis, at planning application stage.

**Recommendation**

It is recommended that this motion is not adopted.

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

SEA supports CEO recommendation

**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 66 in conjunction with Motion 65

**M66/0618 Item ID:58789**

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

Section 2.11.2 be amended by the insertion of the following sentence at page 86 ; all efforts will be made to preserve existing hedgerows bordering the existing Foxborough estate and proposed KNES1

**REPORT:**

[Material Alteration 2.11- No. 2](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=45) relates to the hedgerow along the Neilstown / Cappagh boundary.

In relation to hedgerows, the Draft Planning Scheme currently supports the preservation of existing hedgerows where possible. It is considered that the retention of hedgerows at the boundary of Foxborough and KNES1 as far as possible, is already covered in the Draft Planning Scheme and retention of these should be on a case by case basis, at planning application stage.

**Recommendation**

It is recommended that this motion is not adopted.

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

SEA supports CEO recommendation

**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. Higgins and M. Ward, Councillor M. Ward proposed to include the words “where possible” in the Motion wording to read as follows:

“Section 2.11 No 2

Be amended to include ‘Where possible, trees along the boundary of the SDZ lands be protected and retained.”

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

Development Area 7: Kishoge North West

**M67/0618 Item ID:58716**

Proposed by Councillor L. O'Toole

Co-signed Cllrs Liona O’Toole, Paul Gogarty, Guss O’Connell, Francis Timmons, Deirdre O’Donovan

**Section 3.3 No. 1 Pg. 127**

*Figure 3.3.15 Kishoge North West*

We agree with this material alteration, with the following amendment, delete, ‘*should contain only the proposed second level school with the remainder of the block.’*

**REPORT:**

[Material Alteration 3.3 No. 1](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=48) refers to the block containing only the proposed new second-level school with the remainder of the block to be public parkland.

The Draft Planning Scheme was prepared to ensure that residential development is appropriately distributed across the SDZ lands in a manner that makes efficient use of transport infrastructure and services while integrating with employment, retail, community and education uses.

This motion requests that the KNW area be amended to contain only the proposed new second-level school with the remainder of the block to be public parkland. A map has been attached for reference.

It is considered that this would not be the most efficient use of the lands. A carefully co-ordinated and considered landscape and open space strategy has been devised for the SDZ Lands and the Draft Planning Scheme already provides 90 hectares of Parks and Open Spaces. The Draft Planning Scheme identifies six sites for new schools; five of these sites are immediately adjacent to proposed or existing strategic open space. The remaining site is for a post primary school in Development Area 7 KNW. This site is sized to accommodate a playing pitch. The provision of sports and recreational facilities within the school sites is a function of the Department of Education and Skills.

In addition, the location of schools and open spaces has been scrutinised in relation to (inter alia) transport, movement, biodiversity and natural heritage.

In addition, the masterplanning of the Draft Planning Scheme was an iterative process involving a multi-disciplinary team of experts using best practice approaches and concepts.

A range of professions were involved including key stakeholders, such as Irish Water, National Transport Authority, Eirgrid, SEAI and the Department of Education and Skills, and the inputs of key professions from SDCC and external consultations into the AA, SEA, SFRA, SWS, Energy Masterplan, Retail Study, Employment Floorspace Demand Study and the Transport Assessment and Strategy processes.

The Draft Planning Scheme is a robust comprehensive framework prepared in accordance with

* the requirements of the SDZ Order (S.I. No. 604 of 2015) for the subject lands to prioritise residential development within the ‘designated area’ of the SDZ Lands;
* the designation of the SDZ lands under SDZ Order (S.I. No. 604 of 2015) on the basis of the potential to provide a comprehensive planning and development framework, the phased delivery of housing to meet the deficiency in housing supply and the potential to make efficient use of public investment;
* the Interim Housing Strategy for South Dublin County (2016) in terms of meeting the housing needs for the County (32,650 dwellings between 2016 and 2022);

As such and within the context of the above, alternative layouts are not justified in the absence of an evidence based approach.

**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.

[Material Alteration Section 3.3 - No. 1 (Fig 3.3.15)](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60299)

The Motion **FELL**

4.0 Phasing

**M68/0618 Item ID:58771**

Proposed by Councillor E. Higgins and seconded by Councillor V. Casserly

Section 4.0 No 1

Be amended to include ‘provision of a dedicated orbital bus routes along the Outer Ring Road and Fonthill Road.’

Co Sponsored: Vicki Casserly, Kenneth Egan, Brian Lawlor, Conor McMahon, Paula Donovan

**REPORT:**

[Material Alteration Section 4.0 No.](http://clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=32)1 refers to the insertion of the provision of the orbital bus routes as a phasing requirement in the Planning Scheme.

 In the Chief Executive’s report, it is recommended that the SDZ Planning Scheme be made **without** this Proposed Material Alteration.

The subject motion proposes an amendment to remove the reference to Adamstown link road from the MA. The NTA submission outlines that they are committed to providing orbital bus routes along Fonthill Road and the Outer Ring Road. The Adamstown Link road does not form part of an orbital corridor and in the event that this Material Alteration is made, the Chief Executive recommends that reference to Adamstown Link Road is removed.

A key principle of the Phasing Programme is to identify the critical infrastructure and link the critical infrastructure to the delivery of residential development. The Proposed Material Alteration adds the following to the list of infrastructure to be phased with residential development in the Planning Scheme:

 ‘19. Provision of dedicated orbital bus routes along the Outer Ring Road, Fonthill Road and Adamstown Link Road’

The Chief Executive considers that the relevant national transport infrastructure for the area is planned through the NTA Greater Dublin Area Transport Strategy 2016 - 2035 and planned projects such as the Orbital Bus from Tallaght to Blanchardstown will benefit the wider catchment of Clondalkin, Lucan, Tallaght, Blanchardstown and north east Kildare area.

Correspondence from the NTA 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 Planning Scheme. The Transport Assessment indicates that core orbital bus routes will be delivered by 2026. The NTA 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 outlines 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.

Section 4 of the Draft Planning Scheme details the Phasing Programme for the development of the lands. The Phasing Programme aims to provide a balanced delivery of infrastructure, urban centres and community services in tandem with population increase through a logical flexible schedule.

Policy and legislation provided the context for the phasing approach in the Draft Planning Scheme:

* The Draft Planning Scheme for the Clonburris SDZ has been prepared as a direct result of Government legislation (S.I. No. 604 of 2015). The SDZ Order identifies the lands at Clonburris to be of economic and social importance to the State.
* The Clonburris SDZ is categorised as a Major Urban Housing Development Site (MUHDS), and was allocated funding in 2017 under the Local Infrastructure Housing Activation Fund (LIHAF)
* The Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) indicate that planning must proactively drive and support sustainable development, integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner that will sustain recovery and future prosperity.

The subject Material Alteration proposes to amend Chapter 4 of the Scheme to link the orbital bus route service and the delivery of residential units.

As a summary, the Chief Executive outlines that the Lucan and Clondalkin area will benefit from the planned future public transport and the Draft Planning Scheme does not phase development in the Clonburris SDZ with the delivery of planned public transport for the following reasons:

* The main public transport infrastructure serving the Planning Scheme are the two railway stations that allow access to the Kildare Railway route. It is considered that location of the lands adjacent to the railway is the primary rationale for the designation of the SDZ (two train stations delivered). The Phasing in the Planning Scheme includes the opening of the Kishoge Railway Station and it is the view of the Chief Executive that the phasing of the delivery of residential development to public transport should only be linked to the accessibility of residents to the Kildare Railway Line to achieve sustainable development.
* *Planning Policy Statement 2015* and *Rebuilding Ireland* (DHPCLG, 2016) seeks to proactively drive and support sustainable development in an economically viable manner. Within this context, the application of a stringent and potentially onerous phasing programme to the SDZ lands would affect viability compared to other residential zoned lands within the region that are not subject to such requirements.
* The linking of regional pieces of transport infrastructure such as DART Expansion to the precise delivery of housing numbers at a local level is problematic and would more than likely delay the delivery of homes in an unnecessary manner.
* The mix and location of land uses in the Draft Planning Scheme, access to two railway stations serving the key trip demand to Dublin City and the permeability of the masterplan are the primary components influencing the trip generation, trip distribution and mode split projections
* Quantum of development in the Draft Planning Scheme is based on density ranges. The density ranges are derived having regard to the existing public transport infrastructure.
* The precedent of the Adamstown An Bord Pleanála decision to remove the Phoenix Park Tunnel Link works from the phasing.
* Traffic and Transport Assessments (TTA) provides access to further assessment of the transport impacts of proposed developments at planning application stage and provides a safeguard on the interim impacts on existing transport infrastructure pending delivery of strategic transport infrastructure.
* The Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.

Within the context of the above, the phasing of the orbital bus routes could delay or inhibit the delivery of housing required by the Core Strategy of the County Development Plan and supported by national policy and legislation.

The Chief Executive recommends that this Proposed Material Alteration is not included in the Planning Scheme.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

**Appropriate 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 was called for, the result of which was as follows:

**FOR 26 (TWENTY SIX)**

**AGAINST 0 (NIL)**

**ABSTAIN 0 (NIL)**

The Motion was **CARRIED**

**M69/0618 Item ID:58717**

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

Co-signed Cllrs Liona O’Toole, Paul Gogarty, Guss O’Connell, Francis Timmons, Deirdre O’Donovan

**Section 4.0 No. 1 Pg. 132**

*Table 4.2 Infrastructure required to be linked to the delivery of residential development and phased in accordance with the construction of residential units…*

We accept the material alteration, as agreed by the Council.

**REPORT:**

The subject motion relates to [MA Section 4.0 No. 1](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=32):

‘Table 4.2 Infrastructure required to be linked to the delivery of residential development and phased in accordance with the construction of residential units…

1. Provision of dedicated orbital bus routes along the Outer Ring Road, Fonthill Road and Adamstown Link Road.’

In the Chief Executive’s report, it is recommended that the SDZ Planning Scheme be made **without** this Proposed Material Alteration.

A key principle of the Phasing Programme is to identify the critical infrastructure and link the critical infrastructure to the delivery of residential development. The Proposed Material Alteration adds the following to the list of infrastructure to be phased with residential development in the Planning Scheme:

‘19. Provision of dedicated orbital bus routes along the Outer Ring Road, Fonthill Road and Adamstown Link Road’

The Chief Executive considers that the relevant national transport infrastructure for the area is planned through the NTA Greater Dublin Area Transport Strategy 2016 - 2035 and planned projects such as the Orbital Bus from Tallaght to Blanchardstown will benefit the wider catchment of Clondalkin, Lucan, Tallaght, Blanchardstown and north east Kildare area.

Correspondence from the NTA 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 Planning Scheme. The Transport Assessment indicates that core orbital bus routes will be delivered by 2026. The NTA 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 outlines 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.

Section 4 of the Draft Planning Scheme details the Phasing Programme for the development of the lands. The Phasing Programme aims to provide a balanced delivery of infrastructure, urban centres and community services in tandem with population increase through a logical flexible schedule.

Policy and legislation provided the context for the phasing approach in the Draft Planning Scheme:

* The Draft Planning Scheme for the Clonburris SDZ has been prepared as a direct result of Government legislation (S.I. No. 604 of 2015). The SDZ Order identifies the lands at Clonburris to be of economic and social importance to the State.
* The Clonburris SDZ is categorised as a Major Urban Housing Development Site (MUHDS), and was allocated funding in 2017 under the Local Infrastructure Housing Activation Fund (LIHAF)
* The Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) indicate that planning must proactively drive and support sustainable development, integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner that will sustain recovery and future prosperity.

The subject Material Alteration proposes to amend Chapter 4 of the Scheme to link the orbital bus route service and the delivery of residential units.

As a summary, the Chief Executive outlines that the Lucan and Clondalkin area will benefit from the planned future public transport and the Draft Planning Scheme does not phase development in the Clonburris SDZ with the delivery of planned public transport for the following reasons:

* Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) seeks to proactively drive and support sustainable development in an economically viable manner. Within this context, the application of a stringent and potentially onerous phasing programme to the SDZ lands would affect viability compared to other residential zoned lands within the region that are not subject to such requirements.
* The linking of regional pieces of transport infrastructure such as DART Expansion to the precise delivery of housing numbers at a local level is problematic and would more than likely delay the delivery of homes in an unnecessary manner.
* The main public transport infrastructure serving the Planning Scheme are the two railway stations that allow access to the Kildare Railway route. It is considered that location of the lands adjacent to the railway is the primary rationale for the designation of the SDZ (two train stations delivered). The Phasing in the Planning Scheme includes the opening of the Kishoge Railway Station and it is the view of the Chief Executive that the phasing of the delivery of residential development to public transport should only be linked to the accessibility of residents to the Kildare Railway Line to achieve sustainable development.
* The mix and location of land uses in the Draft Planning Scheme, access to two railway stations serving the key trip demand to Dublin City and the permeability of the masterplan are the primary components influencing the trip generation, trip distribution and mode split projections
* Quantum of development in the Draft Planning Scheme is based on density ranges. The density ranges are derived having regard to the existing public transport infrastructure.
* The precedent of the Adamstown An Bord Pleanála decision to remove the Phoenix Park Tunnel Link works from the phasing.
* Traffic and Transport Assessments (TTA) provides access to further assessment of the transport impacts of proposed developments at planning application stage and provides a safeguard on the interim impacts on existing transport infrastructure pending delivery of strategic transport infrastructure.
* The Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.

Within the context of the above, the phasing of the orbital bus routes could delay or inhibit the delivery of housing required by the Core Strategy of the County Development Plan and supported by national policy and legislation.

The Chief Executive recommends that this Proposed Material Alteration is not included in the Planning Scheme.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

**Appropriate 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 was called for, the result of which was as follows:

**FOR 26 (TWENTY SIX)**

**AGAINST 0 (NIL)**

**ABSTAIN 0 (NIL)**

The Motion was **CARRIED**

**M70/0618 Item ID:58683**

Proposed by Councillor W. Lavelle

That MATERIAL ALTERATION REF. Section 4.0 – No. 1 be confirmed

**REPORT:**

The subject motion relates to MA Section 4.0 No. 1:

 ‘**Table 4.2 Infrastructure required to be linked to the delivery of residential development and phased in accordance with the construction of residential units…**

**19. Provision of dedicated orbital bus routes along the Outer Ring Road, Fonthill Road and Adamstown Link Road.’**

In the Chief Executive’s report, it is recommended that the SDZ Planning Scheme be made **without** this Proposed Material Alteration.

A key principle of the Phasing Programme is to identify the critical infrastructure and link the critical infrastructure to the delivery of residential development. The Proposed Material Alteration adds the following to the list of infrastructure to be phased with residential development in the Planning Scheme:

 ‘19. Provision of dedicated orbital bus routes along the Outer Ring Road, Fonthill Road and Adamstown Link Road’

**The Chief Executive considers that the relevant national transport infrastructure for the area is planned through the NTA Greater Dublin Area Transport Strategy 2016 - 2035 and planned projects such as the Orbital Bus from Tallaght to Blanchardstown will benefit the wider catchment of Clondalkin, Lucan, Tallaght, Blanchardstown and north east Kildare area.**

Correspondence from the NTA 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 Planning Scheme. The Transport Assessment indicates that core orbital bus routes will be delivered by 2026. The NTA 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 outlines 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.

Section 4 of the Draft Planning Scheme details the Phasing Programme for the development of the lands. The Phasing Programme aims to provide a balanced delivery of infrastructure, urban centres and community services in tandem with population increase through a logical flexible schedule.

Policy and legislation provided the context for the phasing approach in the Draft Planning Scheme:

* The Draft Planning Scheme for the Clonburris SDZ has been prepared as a direct result of Government legislation (S.I. No. 604 of 2015). The SDZ Order identifies the lands at Clonburris to be of economic and social importance to the State.
* The Clonburris SDZ is categorised as a Major Urban Housing Development Site (MUHDS), and was allocated funding in 2017 under the Local Infrastructure Housing Activation Fund (LIHAF)
* The Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) indicate that planning must proactively drive and support sustainable development, integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner that will sustain recovery and future prosperity.

The subject Material Alteration proposes to amend Chapter 4 of the Scheme to link the orbital bus route service and the delivery of residential units.

As a summary, the Chief Executive outlines that the Lucan and Clondalkin area will benefit from the planned future public transport and the Draft Planning Scheme does not phase development in the Clonburris SDZ with the delivery of planned public transport for the following reasons:

* The main public transport infrastructure serving the Planning Scheme are the two railway stations that allow access to the Kildare Railway route. It is considered that location of the lands adjacent to the railway is the primary rationale for the designation of the SDZ (two train stations delivered). The Phasing in the Planning Scheme includes the opening of the Kishoge Railway Station and it is the view of the Chief Executive that the phasing of the delivery of residential development to public transport should only be linked to the accessibility of residents to the Kildare Railway Line to achieve sustainable development.
* The mix and location of land uses in the Draft Planning Scheme, access to two railway stations serving the key trip demand to Dublin City and the permeability of the masterplan are the primary components influencing the trip generation, trip distribution and mode split projections
* Quantum of development in the Draft Planning Scheme is based on density ranges. The density ranges are derived having regard to the existing public transport infrastructure.
* The precedent of the Adamstown An Bord Pleanála decision to remove the Phoenix Park Tunnel Link works from the phasing.
* Traffic and Transport Assessments (TTA) provides access to further assessment of the transport impacts of proposed developments at planning application stage and provides a safeguard on the interim impacts on existing transport infrastructure pending delivery of strategic transport infrastructure.
* The Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.
* *Planning Policy Statement 2015* and *Rebuilding Ireland* (DHPCLG, 2016) seeks to proactively drive and support sustainable development in an economically viable manner. Within this context, the application of a stringent and potentially onerous phasing programme to the SDZ lands would affect viability compared to other residential zoned lands within the region that are not subject to such requirements.
* The linking of regional pieces of transport infrastructure such as DART Expansion to the precise delivery of housing numbers at a local level is problematic and would more than likely delay the delivery of homes in an unnecessary manner.

Within the context of the above, the phasing of the orbital bus routes could delay or inhibit the delivery of housing required by the Core Strategy of the County Development Plan and supported by national policy and legislation.

The Chief Executive recommends that this Proposed Material Alteration is not included in the Planning Scheme.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

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

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

In the absence of Councillor W. Lavelle the Motion **FELL**

**M71/0618 Item ID:58770**

Proposed by Councillor E. Higgins and seconded by Councillor V. Casserly

Section 4.0 No 2

That the Material Alteration as agreed on by Councillors be included in the plan and that the plan be amended to say:

The railway station at Kishoge should be opened and operational by 2020 as committed to by the NTA and no further development take place or planning permissions granted after 2020 until it is operational, open and meeting the needs of the community. This will give improved transport for current residents of the area, for those who work currently in Grangecastle and for those who will work on the construction phase of the SDZ.

Co Sponsored: Vicki Casserly, Kenneth Egan, Brian Lawlor, Conor McMahon, Paula Donovan

**REPORT:**

The proposed MA Section 4 – No. 2 adds the following text to Section 4.3 of the Draft Planning Scheme:

*'The railway station at Kishoge should be opened and operational by 2020 as committed to by the NTA and no further development take place or planning permissions granted after 2020 until it is operational, open and meeting the needs of the community. This will give improved transport for current residents of the area, for those who work currently in Grangecastle and for those who will work on the construction phase of the SDZ.***'**

The subject motion proposes this text be included in the Planning Scheme. The Chief Executive recommends amending the wording of the Material Alteration to tie the text to Table 4.3 and **only link residential development to a phase of development, rather than a calendar year.**

The Chief Executive recognises that the operation of the Kishoge Railway Station is critical to delivering the vision, the projected transport modal share and a sustainable community at Clonburris. The railway station is fully integrated into the density, land use, urban centre hierarchy and street network in the Draft Planning Scheme. The NTA has stated that it is committed to opening Kishoge railway station in 2020.

The Phasing Programme in Table 4.3 includes a requirement for the opening of the Kishoge railway station **as part of Phase 1B (1,001 – 2,000 units)**. The subject Material Alteration **would provide for a second phasing stipulation for the station opening, linking the station opening and development to the calendar year of 2020.** The Chief Executive considers that such an approach is inconsistent with the remainder of the phasing programme. It is considered that the text that ‘no further development take place or planning permission granted after 2020 until it is open and meeting the needs of the community’ should be omitted.

**Recommendation**

It is recommended that the motion is adopted, subject to amendment:

Insert the following paragraph in Section 4.3:

The railway station at Kishoge should be opened and operational by 2020. This will give improved transport for current residents of the area, for those who work currently in Grangecastle and for those who will work on the construction phase of the SDZ. Development shall only take place when demonstrated that it is in accordance with the requirements of Table 4.3, in particular Phase 1A and 1B regarding Kishoge Railway Station.

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

For above reasons, the SEA supports the CE recommendation.

**Appropriate 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 was called for, the result of which was as follows:

**FOR 26 (TWENTY SIX)**

**AGAINST 0 (NIL)**

**ABSTAIN 0 (NIL)**

The Motion was **CARRIED**

**M72/0618 Item ID:58718**

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

Co-signed Cllrs Liona O’Toole, Paul Gogarty, Guss O’Connell, Francis Timmons, Deirdre O’Donovan

**Section 4.0 No 2 Pg.136**

*4.3 Phasing Table*

We accept the material alteration, as agreed by the members.

**REPORT:**

The proposed MA Section 4 – No. 2 adds the following text to Section 4.3 of the Draft Planning Scheme:

***'The railway station at Kishoge should be opened and operational by 2020 as committed to by the NTA and no further development take place or planning permissions granted after 2020 until it is operational, open and meeting the needs of the community. This will give improved transport for current residents of the area, for those who work currently in Grangecastle and for those who will work on the construction phase of the SDZ.'***

The subject motion proposes this text be included in the Planning Scheme. The Chief Executive recommends amending the wording of the Material Alteration to tie the text to Table 4.3 and only link residential development to a phase of development, rather than a calendar year.

The Chief Executive recognises that the operation of the Kishoge Railway Station is critical to delivering the vision, the projected transport modal share and a sustainable community at Clonburris. The railway station is fully integrated into the density, land use, urban centre hierarchy and street network in the Draft Planning Scheme. The NTA has stated that it is committed to opening Kishoge railway station in 2020.

The Phasing Programme in Table 4.3 includes a requirement for the opening of the Kishoge railway station **as part of Phase 1B (1,001 – 2,000 units)**. The subject Material Alteration **would provide for a second phasing stipulation for the station opening, linking the station opening and development to the calendar year of 2020.** The Chief Executive considers that such an approach is inconsistent with the remainder of the phasing programme. It is considered that the text that ‘no further development take place or planning permission granted after 2020 until it is open and meeting the needs of the community’ should be omitted.

**Recommendation**

It is recommended that the motion is adopted, subject to amendment:

Insert the following paragraph in Section 4.3:

The railway station at Kishoge should be opened and operational by 2020. This will give improved transport for current residents of the area, for those who work currently in Grangecastle and for those who will work on the construction phase of the SDZ. Development shall only take place when demonstrated that it is in accordance with the requirements of Table 4.3, in particular Phase 1A and 1B regarding Kishoge Railway Station.

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

For above reasons, the SEA supports the CE recommendation.

**Appropriate 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 was called for, the result of which was as follows:

**FOR 26 (TWENTY SIX)**

**AGAINST 0 (NIL)**

**ABSTAIN 0 (NIL)**

The Motion was **CARRIED**

**M73/0618 Item ID:58684**

Proposed by Councillor W. Lavelle

That MATERIAL ALTERATION REF. Section 4.0 – No. 2 be confirmed

**REPORT:**

The proposed MA Section 4 – No. 2 adds the following text to Section 4.3 of the Draft Planning Scheme:

**The railway station at Kishoge should be opened and operational by 2020 as committed to by the NTA and no further development take place or planning permissions granted after 2020 until it is operational, open and meeting the needs of the community. This will give improved transport for current residents of the area, for those who work currently in Grangecastle and for those who will work on the construction phase of the SDZ.**

The subject motion proposes this text be included in the Planning Scheme.The Chief Executive recommends amending the wording of the Material Alteration to tie the text to Table 4.3 and only link residential development to a phase of development, rather than a calendar year.

The Chief Executive recognises that the operation of the Kishoge Railway Station is critical to delivering the vision, the projected transport modal share and a sustainable community at Clonburris. The railway station is fully integrated into the density, land use, urban centre hierarchy and street network in the Draft Planning Scheme. The NTA has stated that it is committed to opening Kishoge railway station in 2020.

The Phasing Programme in Table 4.3 includes a requirement for the opening of the Kishoge railway station **as part of Phase 1B (1,001 – 2,000 units)**. The subject Material Alteration **would provide for a second phasing stipulation for the station opening, linking the station opening and development to the calendar year of 2020.** The Chief Executive considers that such an approach is inconsistent with the remainder of the phasing programme. It is considered that the text that ‘no further development take place or planning permission granted after 2020 until it is open and meeting the needs of the community’ should be omitted.

**Recommendation**

It is recommended that the motion is adopted, subject to amendment:

Insert the following paragraph in Section 4.3:

The railway station at Kishoge should be opened and operational by 2020. This will give improved transport for current residents of the area, for those who work currently in Grangecastle and for those who will work on the construction phase of the SDZ. Development shall only take place when demonstrated that it is in accordance with the requirements of Table 4.3, in particular Phase 1A and 1B regarding Kishoge Railway Station.

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

For above reasons, the SEA supports the CE recommendation.

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

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

In the absence of Councillor W. Lavelle the Motion **FELL**

**M74/0618 Item ID:58798**

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

P43 – In Material Alteration REF: Section 4.0 – No. 2 insert new sentence at the end of the last paragraph on P43 too read:

‘To ensure that increased public transport infrastructure is delivered according to the phasing Plan and the needs of the existing and expanding community the Council will establish a monitoring group comprising of Council officials, elected members and the National Transport Authority that shall meet at a minimum twice a year.”

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

**REPORT:**

The content of the motion is noted. An agreed amendment in the CE Report (December 2017) to Section 4.10 of the Draft Planning Scheme inserts the text ‘South Dublin County Council shall proactively manage and promote the integrated development of this Planning Scheme’.

As part of this work and in carrying out the functions of the Council, SDCC will work in tandem with the NTA throught the Transportation SPC. In this context, the Chief Executive has no objection to the insertion of the text into Section 4.3 about a monitoring group for public transport as an amendment to MA Section 4 – No.2.

**Recommendation**

It is recommended that the motion is adopted

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

For above reasons, the SEA supports the CE recommendation.

**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 D. O’Brien and C. King

The Motion was **AGREED**

**M75/0618 Item ID:58697**

Proposed by Councillor W. Lavelle

That MATERIAL ALTERATION REF. Section 4.0 – No. 3 be confirmed subject to a modification such that the Prior to Commencement wording shall read:  
“South Dublin County Council shall commence consultation with Kildare County Council and Fingal County Council to identify the preferred route of a major regional link road running from the N7 and N4 in accordance with South Dublin County Council Development Plan 2016 -2022 TMI Objective 4 and to initiate and communicate out on a planned route and associated timeline to completion.”

**REPORT:**

MATERIAL ALTERATION REF. Section 4.0 – No. 3 adds the following to the 4.3 Phasing Table

|  |  |
| --- | --- |
| Prior to Commencement | **South Dublin County Council shall commence consultation with Kildare County Council and Fingal County Council to identify the preferred route of a major regional link road running from the N7 and N4 in accordance with South Dublin County Council Development Plan 2016 -2022 TMI Objective 4** |

The subject motion proposes an amendment to the MA to include the text ‘to initiate and communicate out on a planned route and associated timeline to completion.’

The Chief Executive recommends that the Planning Scheme be made without the Material Alteration.

**The development of the SDZ lands is not considered to be reliant on the delivery of the Western Dublin Orbital Route, which will have a wider strategic role.** Traffic generated by Clonburris will contribute to less than 1% of the overall traffic on the strategic road network in the AM peak period with a trip distribution primarily to the north, south and east. This proposed Material Alteration could inappropriately inhibit and delay the commencement of the development of the SDZ Lands. The Chief Executive recommends that projects that the development of the SDZ lands are not reliant are omitted from the phasing.

It is noted that the motion requests that the Material Alteration be amended to include ‘initiate and communicate out on a planned route and associated timeline to completion’. The Chief Executive considers the development of the SDZ lands is not reliant on the delivery of the Western Dublin Orbital Route, which will have a wider strategic role. The connection from the N7 to the N4 is a Medium to Long Term Road Objective in the current County Development Plan. The subject MA requires the commencement of the planning process for the route. **The proposed amendment to the MA requires for the completion of the route selection process. The establishment of a planned route and timeline for a major road infrastructure project is a process that may require substantial time and resources and would be subject to survey and environmental assessment.**

It is considered that the SDZ is not reliant on the delivery of the Western Dublin Orbital Route and the Chief Executive recommends that this motion to phase the SDZ with the planning of the route is not adopted. The planning, public consultation and route selection is an issue for the wider County and is an objective for the County Development Plan.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

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

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

In the absence of Councillor W. Lavelle the Motion **FELL**

**M76/0618 Item ID:58754**

Proposed by Councillor G. O'Connell and seconded by Councillor F. Timmons

MATERIAL ALTERATION REF. Section 4.0 -No 3

Draft Planning Scheme Section 4.3 Page 134

Retain the material Alteration with the added words in heavy italics’ as follows:

“Prior to commencement South Dublin County Council shall commence consultation with Kildare County Council and Fingal County Council to identify the preferred route of a major regional link road running from the N7 and N4 in accordance with South Dublin County Council Development Plan 2016 -2022 TMI Objective 4 ***and to initiate and communicate out an associated timeline to design and completion*.”**

co-signed by  Councillor Guss O'Connell Councillor Paul Gogarty, Councillor Liona O'Toole, Councillor Francis Timmons and Councillor Deirdre O'Donovan

**REPORT:**

MATERIAL ALTERATION REF. Section 4.0 – No. 3 adds the following to the 4.3 Phasing Table

|  |  |
| --- | --- |
| Prior to Commencement | **South Dublin County Council shall commence consultation with Kildare County Council and Fingal County Council to identify the preferred route of a major regional link road running from the N7 and N4 in accordance with South Dublin County Council Development Plan 2016 -2022 TMI Objective 4** |

The subject motion proposes an amendment to the MA to include the text ‘to initiate and communicate out on a planned route and associated timeline to completion.’

The Chief Executive recommends that the Planning Scheme be made without the Material Alteration.

The development of the SDZ lands is not considered to be reliant on the delivery of the Western Dublin Orbital Route, which will have a wider strategic role. Traffic generated by Clonburris will contribute to less than 1% of the overall traffic on the strategic road network in the AM peak period with a trip distribution primarily to the north, south and east. This proposed Material Alteration could inappropriately inhibit and delay the commencement of the development of the SDZ Lands. The Chief Executive recommends that projects that the development of the SDZ lands are not reliant are omitted from the phasing.

It is noted that the motion requests that the Material Alteration be amended to include ‘initiate and communicate out on a planned route and associated timeline to completion’. The Chief Executive considers the development of the SDZ lands is not reliant on the delivery of the Western Dublin Orbital Route, which will have a wider strategic role. The connection from the N7 to the N4 is a Medium to Long Term Road Objective in the current County Development Plan. The subject MA requires the commencement of the planning process for the route. The proposed amendment to the MA requires for the completion of the route selection process. The establishment of a planned route and timeline for a major road infrastructure project is a process that may require substantial time and resources and would be subject to survey and environmental assessment.

It is considered that the SDZ is not reliant on the delivery of the Western Dublin Orbital Route and the Chief Executive recommends that this motion to phase the SDZ with the planning of the route is not adopted. The planning, public consultation and route selection is an issue for the wider County and is an objective for the County Development Plan.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

**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 G. O’Connell, D. O’Brien, E. Higgins, E. O’Brien, L. O’Toole, P. Gogarty, L. Dunne, the Chief Executive Mr D. McLoughlin and Mr B. Keaney, Senior Planner responded to queries raised.

A Show of hands vote was called for, the result of which was as follows:

**FOR 10 (TEN)**

**AGAINST 12 (TWELVE)**

**ABSTAIN 2 (TWO)**

The Motion **FELL**

**M77/0618 Item ID:58769**

Proposed by Councillor E. Higgins and seconded by Councillor G. O’Connell

Section 4.0 No 3

Be amended to include ‘That South Dublin County Council shall initiate and communicate out on a planned route for the Western Dublin Orbital Route and associated timeline to completion’

Co Sponsored: Vicki Casserly, Kenneth Egan, Brian Lawlor, Conor McMahon, Paula Donovan

**REPORT:**

MATERIAL ALTERATION REF. Section 4.0 – No. 3 adds the following to the 4.3 Phasing Table

|  |  |
| --- | --- |
| Prior to Commencement | **South Dublin County Council shall commence consultation with Kildare County Council and Fingal County Council to identify the preferred route of a major regional link road running from the N7 and N4 in accordance with South Dublin County Council Development Plan 2016 -2022 TMI Objective 4** |

The subject motion proposes an amendment to the MA to include the initiation and communication out on a planned route and associated timeline to completion.

 The Chief Executive recommends that the Planning Scheme be made without the Material Alteration.

 The development of the SDZ lands is not considered to be reliant on the delivery of the Western Dublin Orbital Route, which will have a wider strategic role. Traffic generated by Clonburris will contribute to less than 1% of the overall traffic on the strategic road network in the AM peak period with a trip distribution primarily to the north, south and east. This proposed Material Alteration could inappropriately inhibit and delay the commencement of the development of the SDZ Lands. The Chief Executive recommends that projects that the development of the SDZ lands are not reliant are omitted from the phasing.

It is noted that the motion requests that the Material Alteration be amended to include initiate and communicate out on a planned route and associated timeline to completion. The Chief Executive considers the development of the SDZ lands is not reliant on the delivery of the Western Dublin Orbital Route, which will have a wider strategic role. The connection from the N7 to the N4 is a Medium to Long Term Road Objective in the current County Development Plan. The subject MA requires the commencement of the planning process for the route. The proposed amendment to the MA requires for the completion of the route selection process. The establishment of a planned route and timeline for a major road infrastructure project is a process that may require substantial time and resources and would be subject to survey and environmental assessment.

The Chief Executive notes that the Material Alteration only requires the commencement of consultation on the preferred route for the strategic road as part of the phasing of the SDZ. However, as it is considered that the SDZ is not reliant on the delivery of the Western Dublin Orbital Route, the Chief Executive recommends that this Material Alteration to phase the SDZ with the planning of the route is not made. The planning, consultation and route selection is an issue for the wider County and is an objective for the County Development Plan.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

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

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

Councillor E. Higgins **AGREED** to **WITHDRAW** the Motion

**M78/0618 Item ID:58785**

Proposed by Councillor E. O'Brien and seconded by Councillor P. Foley

Consistent with South Dublin Development Plan TMI Objective 4 prior to the commencement of development in the SDZ to commence consultation with Kildare County Council and Fingal County Council to identify the preferred route of a major regional link road running between the N7 and N4 and further agree a programme for the delivery of the said regional link

**REPORT:**

MATERIAL ALTERATION REF. Section 4.0 – No. 3 adds the following to the 4.3 Phasing Tabl

|  |  |
| --- | --- |
| Prior to Commencement | **South Dublin County Council shall commence consultation with Kildare County Council and Fingal County Council to identify the preferred route of a major regional link road running from the N7 and N4 in accordance with South Dublin County Council Development Plan 2016 -2022 TMI Objective 4** |

The subject motion proposes an amendment to the MA to include the initiation and communication out on a planned route and associated timeline to completion.

The Chief Executive recommends that the Planning Scheme be made without the Material Alteration.

The development of the SDZ lands is not considered to be reliant on the delivery of the Western Dublin Orbital Route, which will have a wider strategic role. Traffic generated by Clonburris will contribute to less than 1% of the overall traffic on the strategic road network in the AM peak period with a trip distribution primarily to the north, south and east. This proposed Material Alteration could inappropriately inhibit and delay the commencement of the development of the SDZ Lands. The Chief Executive recommends that projects that the development of the SDZ lands are not reliant are omitted from the phasing.

It is noted that the motion requests that the Material Alteration be amended to include initiate and communicate out on a planned route and associated timeline to completion. The Chief Executive considers the development of the SDZ lands is not reliant on the delivery of the Western Dublin Orbital Route, which will have a wider strategic role. The connection from the N7 to the N4 is a Medium to Long Term Road Objective in the current County Development Plan. The subject MA requires the commencement of the planning process for the route. The proposed amendment to the MA requires for the completion of the route selection process. The establishment of a planned route and timeline for a major road infrastructure project is a process that may require substantial time and resources and would be subject to survey and environmental assessment.

The Chief Executive notes that the Material Alteration only requires the commencement of consultation on the preferred route for the strategic road as part of the phasing of the SDZ. However, as it is considered that the SDZ is not reliant on the delivery of the Western Dublin Orbital Route, the Chief Executive recommends that this Material Alteration to phase the SDZ with the planning of the route is not made. The planning, consultation and route selection is an issue for the wider County and is an objective for the County Development Plan.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

**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**

**M79/0618 Item ID:58768**

Proposed by Councillor E. Higgins and seconded by Councillor W. Lavelle

Section 4.0 No 4

That the Material Alteration as agreed on by Councillors be included in the plan and that Table 4.3 be amended to provide for South Dublin County Council to agree with the NTA the extension of an existing bus route, the increase in the existing bus route frequency or the introduction of a new bus route as appropriate to ensure that a bus service with peak capacity is provided in tandem with the completion of the residential units in Phase 1A.

prior to commencement.

Co Sponsored: Vicki Casserly, Kenneth Egan, Brian Lawlor, Conor McMahon, Paula

**REPORT:**

MA Section 4.0 – No.4 adds the following to the Phasing Table in Section 4.3**:**

**Table 4.3 Phasing Table…**

|  |  |
| --- | --- |
| Prior to Commencement | **South Dublin County Council to agree with the NTA the extension of an existing bus route, the increase in the existing bus route frequency or the introduction of a new bus route as appropriate to ensure that a bus service with peak capacity is provided in tandem with the completion of the residential units in Phase 1A.** |

The Chief Executive’s Report recommends that the Planning Scheme is made without this Material Alteration.

The Chief Executive acknowledges the intention of this motion on MA 4.0 – no4 and several other MAs in terms of including additional bus services to serve the SDZ.

The National Transport Authority (NTA) is a statutory body established by the Minister for Transport. At a national level, the National Transport Authority has responsibility for securing the provision of public passenger land transport services. This includes the provision of subvented bus and rail services by Bus Éireann, Dublin Bus and Irish Rail. In relation to the inclusion of frequency of transport services in the Phasing Table, the Chief Executive considers that such provision would be difficult to implement in practice as the provision of services is outside the control of SDCC and is open to change by the service providers.

Correspondence from the NTA confirms that the NTA is committed to delivering the level of additional public transport infrastructure required to serve Clonburris as identified under the Transport Assessment and Strategy for the Draft Planning Scheme. The NTA advises that it intended to provide the new orbital service through the SDZ lands linking Blanchardstown to Tallaght in the short term**.** The NTA indicate that as part of the BusConnects network review, a number of high frequency local, radial and further orbital services are being considered to serve Lucan and Clondalkin, some of which will serve Clonburris directly, and some which can be adapted to serve Clonburris as development occurs in the future.

The Core Bus Corridors Project Report (NTA, June 2018) indicates confirmation of Radial Core Bus Corridors that will serve Lucan, Clondalkin and Liffey Valley and Future Orbital Bus Corridors that will link Tallaght to Blanchardstown via the SDZ Lands. An overall redesigned bus network is scheduled for publication under BusConnects in July 2018 and it is envisaged that this will help ensure sufficient peak hour services for Clonburris.

As such, in general, it is considered that the Phasing Programme should be measureable and focus on fixed infrastructure. Public transport services and frequency requirements could cause ambiguity in the phasing and unnecessarily delay the delivery of housing and other associated infrastructure.

Section 4 of the Draft Planning Scheme details the Phasing Programme for the development of the lands. The Phasing Programme aims to provide a balanced delivery of infrastructure, urban centres and community services in tandem with population increase through a logical flexible schedule.

The subject Material Alteration is one of a number proposing to amend Table 4.3 of the Scheme to link bus services and the delivery of residential units. The Transport Assessment and Strategy that accompanies the Draft Planning Scheme outlines that the Orbital Bus Route and the DART Underground/Expansion as well as additional local and secondary orbital bus routes will serve the trip demands of the Draft Planning Scheme.

A key principle of the Phasing Programme is to identify the critical infrastructure and link the critical infrastructure to the delivery of residential development. The relevant national transport infrastructure for the area is planned through the NTA Greater Dublin Area Transport Strategy 2016 - 2035 and planned projects such as the Orbital Bus from Tallaght to Blanchardstown will benefit the wide catchment of Clondalkin, Lucan, Tallaght, Blanchardstown and north east Kildare area.

As a summary, the Chief Executive outlines that the Lucan and Clondalkin area will benefit from the planned future public transport and the Draft Planning Scheme does not phase development in the Clonburris SDZ with the delivery of planned public transport for the following reasons:

* The main public transport infrastructure serving the Planning Scheme are the two railway stations that allow access to the Kildare Railway route. It is considered that location of the lands adjacent to the railway is the primary rationale for the designation of the SDZ (two train stations delivered). The Phasing in the Planning Scheme includes the opening of the Kishoge Railway Station and it is the view of the Chief Executive that the phasing of the delivery of residential development to public transport should only be linked to the accessibility of residents to the Kildare Railway Line to achieve sustainable development.
* The mix and location of land uses in the Draft Planning Scheme, access to two railway stations serving the key trip demand to Dublin City and the permeability of the masterplan are the primary components influencing the trip generation, trip distribution and mode split projections
* Quantum of development in the Draft Planning Scheme is based on density ranges. The density ranges are derived having regard to the existing public transport infrastructure.
* The precedent of the Adamstown ABP decision to remove the Phoenix Park Tunnel Link works from the phasing.
* Traffic and Transport Assessments (TTA) provides access to further assessment of the transport impacts of proposed developments at planning application stage and provides a safeguard on the interim impacts on existing transport infrastructure pending delivery of strategic transport infrastructure.
* The Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.
* *Planning Policy Statement 2015* and *Rebuilding Ireland* (DHPCLG, 2016) seeks to proactively drive and support sustainable development in an economically viable manner. Within this context, the application of a stringent and potentially onerous phasing programme to the SDZ lands would affect viability compared to other residential zoned lands within the region that are not subject to such requirements.
* The linking of regional pieces of transport infrastructure such as DART Expansion to the precise delivery of housing numbers at a local level is problematic and would more than likely delay the delivery of homes in an unnecessary manner.

Within the context of the above, the Proposed Material Alteration could delay or inhibit the delivery of housing required by the Core Strategy of the County Development Plan and supported by national policy and legislation.

The Chief Executive recommends that this Material Alteration is not included.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

**Appropriate 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 was called for, the result of which was as follows:

**FOR 13 (THIRTEEN)**

**AGAINST 17 (SEVENTEEN)**

**ABSTAIN 0 (NIL)**

The Motion **FELL**

**M80/0618 Item ID:58685**

Proposed by Councillor W. Lavelle and seconded by Councillor E. Higgins

That MATERIAL ALTERATION REF. Section 4.0 – No. 4 be confirmed

**REPORT:**

MA Section 4.0 – No.4 adds the following to the Phasing Table in Section 4.3**:**

**Table 4.3 Phasing Table…**

|  |  |
| --- | --- |
| Prior to Commencement | **South Dublin County Council to agree with the NTA the extension of an existing bus route, the increase in the existing bus route frequency or the introduction of a new bus route as appropriate to ensure that a bus service with peak capacity is provided in tandem with the completion of the residential units in Phase 1A.** |

The Chief Executive’s Report recommends that the Planning Scheme is made without this Material Alteration.

The Chief Executive acknowledges the intention of this motion on MA 4.0 – no4 and several other MAs in terms of including additional bus services to serve the SDZ.

The National Transport Authority (NTA) is a statutory body established by the Minister for Transport. At a national level, the National Transport Authority has responsibility for securing the provision of public passenger land transport services. This includes the provision of subvented bus and rail services by Bus Éireann, Dublin Bus and Irish Rail. In relation to the inclusion of frequency of transport services in the Phasing Table, the Chief Executive considers that such provision would be difficult to implement in practice as the provision of services is outside the control of SDCC and is open to change by the service providers.

Correspondence from the NTA confirms that the NTA is committed to delivering the level of additional public transport infrastructure required to serve Clonburris as identified under the Transport Assessment and Strategy for the Draft Planning Scheme. The NTA advises that it intended to provide the new orbital service through the SDZ lands linking Blanchardstown to Tallaght in the short term**.** The NTA indicate that as part of the BusConnects network review, a number of high frequency local, radial and further orbital services are being considered to serve Lucan and Clondalkin, some of which will serve Clonburris directly, and some which can be adapted to serve Clonburris as development occurs in the future.

The Core Bus Corridors Project Report (NTA, June 2018) indicates confirmation of Radial Core Bus Corridors that will serve Lucan, Clondalkin and Liffey Valley and Future Orbital Bus Corridors that will link Tallaght to Blanchardstown via the SDZ Lands. An overall redesigned bus network is scheduled for publication under BusConnects in July 2018 and it is envisaged that this will help ensure sufficient peak hour services for Clonburris.

As such, in general, it is considered that the Phasing Programme should be measureable and focus on fixed infrastructure. Public transport services and frequency requirements could cause ambiguity in the phasing and unnecessarily delay the delivery of housing and other associated infrastructure.

Section 4 of the Draft Planning Scheme details the Phasing Programme for the development of the lands. The Phasing Programme aims to provide a balanced delivery of infrastructure, urban centres and community services in tandem with population increase through a logical flexible schedule.

The subject Material Alteration is one of a number proposing to amend Table 4.3 of the Scheme to link bus services and the delivery of residential units. The Transport Assessment and Strategy that accompanies the Draft Planning Scheme outlines that the Orbital Bus Route and the DART Underground/Expansion as well as additional local and secondary orbital bus routes will serve the trip demands of the Draft Planning Scheme.

A key principle of the Phasing Programme is to identify the critical infrastructure and link the critical infrastructure to the delivery of residential development. The relevant national transport infrastructure for the area is planned through the NTA Greater Dublin Area Transport Strategy 2016 - 2035 and planned projects such as the Orbital Bus from Tallaght to Blanchardstown will benefit the wide catchment of Clondalkin, Lucan, Tallaght, Blanchardstown and north east Kildare area.

As a summary, the Chief Executive outlines that the Lucan and Clondalkin area will benefit from the planned future public transport and the Draft Planning Scheme does not phase development in the Clonburris SDZ with the delivery of planned public transport for the following reasons:

* The main public transport infrastructure serving the Planning Scheme are the two railway stations that allow access to the Kildare Railway route. It is considered that location of the lands adjacent to the railway is the primary rationale for the designation of the SDZ (two train stations delivered). The Phasing in the Planning Scheme includes the opening of the Kishoge Railway Station and it is the view of the Chief Executive that the phasing of the delivery of residential development to public transport should only be linked to the accessibility of residents to the Kildare Railway Line to achieve sustainable development.
* The mix and location of land uses in the Draft Planning Scheme, access to two railway stations serving the key trip demand to Dublin City and the permeability of the masterplan are the primary components influencing the trip generation, trip distribution and mode split projections
* Quantum of development in the Draft Planning Scheme is based on density ranges. The density ranges are derived having regard to the existing public transport infrastructure.
* The precedent of the Adamstown ABP decision to remove the Phoenix Park Tunnel Link works from the phasing.
* Traffic and Transport Assessments (TTA) provides access to further assessment of the transport impacts of proposed developments at planning application stage and provides a safeguard on the interim impacts on existing transport infrastructure pending delivery of strategic transport infrastructure.
* The Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.
* Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) seeks to proactively drive and support sustainable development in an economically viable manner. Within this context, the application of a stringent and potentially onerous phasing programme to the SDZ lands would affect viability compared to other residential zoned lands within the region that are not subject to such requirements.
* The linking of regional pieces of transport infrastructure such as DART Expansion to the precise delivery of housing numbers at a local level is problematic and would more than likely delay the delivery of homes in an unnecessary manner.

Within the context of the above, the Proposed Material Alteration could delay or inhibit the delivery of housing required by the Core Strategy of the County Development Plan and supported by national policy and legislation.

The Chief Executive recommends that this Material Alteration is not included.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

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

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

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

**M81/0618 Item ID:58818**

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

*Cllrs P Gogarty L O’Toole F Timmons G O’ Connell  D O’Donovan*

That Material Alteration Ref Section 4.0 – No. 4 as voted by the members be made, with the following replacement of the paragraph in "Table 4.3 Prior to Commencement":

South Dublin County Council to **be provided with** and **agree a timeline with the NTA** regarding the extension of existing bus route**s**, the increase in frequency of **same** **and** the introduction of new bus routes to ensure that adequate bus service**s** with peak capacity are provided **alongside the completion of the residential units in Phase 1A, with no housing construction permitted to start without such a schedule being provided in writing in line with other phasing commitments.**

**REPORT:**

MA Section 4.0 – No.4 adds the following to the Phasing Table in Section 4.3**:**

**Table 4.3 Phasing Table…**

|  |  |
| --- | --- |
| Prior to Commencement | **South Dublin County Council to agree with the NTA the extension of an existing bus route, the increase in the existing bus route frequency or the introduction of a new bus route as appropriate to ensure that a bus service with peak capacity is provided in tandem with the completion of the residential units in Phase 1A.** |

**The Chief Executive’s Report recommends that the Planning Scheme is made without this Material Alteration.**

The Chief Executive acknowledges the intention of this motion on MA 4.0 – no. 4 and several other MAs in terms of including additional bus services to serve the SDZ. The subject motion proposes to amend the MA to provide a prior to commencement requirement that the NTA provide a schedule of bus route improvements and new bus routes. It is considered that the implementation of the ongoing BusConnects network review will address the intention of this motion.

Correspondence from the NTA confirms that the NTA is committed to delivering the level of additional public transport infrastructure required to serve Clonburris as identified under the Transport Assessment and Strategy for the Draft Planning Scheme. The NTA advises that it intended to provide the new orbital service through the SDZ lands linking Blanchardstown to Tallaght in the short term**.** The NTA indicate that as part of the BusConnects network review, a number of high frequency local, radial and further orbital services are being considered to serve Lucan and Clondalkin, some of which will serve Clonburris directly, and some which can be adapted to serve Clonburris as development occurs in the future.

The Core Bus Corridors Project Report (NTA, June 2018) indicates confirmation of Radial Core Bus Corridors that will serve Lucan, Clondalkin and Liffey Valley and Future Orbital Bus Corridors that will link Tallaght to Blanchardstown via the SDZ Lands. An overall redesigned bus network is scheduled for publication under BusConnects in July 2018 and it is envisaged that this will help ensure sufficient peak hour services for Clonburris.

As such, in general, it is considered that the Phasing Programme should be measureable and focus on fixed infrastructure. Public transport services and frequency requirements could cause ambiguity in the phasing and unnecessarily delay the delivery of housing and other associated infrastructure.

The Chief Executive recommends that this motion is not adopted.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

**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 contribution from Councillors P. Gogarty and D. Looney, a [Roll Call](http://www.sdublincoco.ie/viewdocument.aspx?id=eda78ae2-8328-495e-a1d2-a91300dbe81d) vote was called for, the result of which was as follows:

**FOR 12 (TWELVE)**

**AGAINST 18 (EIGHTEEN)**

**ABSTAIN 0 (NIL)**

The Motion **FELL**

**M82/0618 Item ID:58686**

Proposed by Councillor W. Lavelle and seconded by Councillor E. Higgins

That MATERIAL ALTERATION REF. Section 4.0 – No. 5 be confirmed

**REPORT:**

MA Section 4.0 – No.5 proposes a number of bus services between Clonburris and Dublin City Centre. Click [here](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=54) for full text of MA.

**The Chief Executive acknowledges the intention of the motion and Material Alteration regarding phasing and the provision of additional bus services between Clonburris and Dublin City Centre.**

The Chief Executive notes the NTA’s submission on this subject Material Alteration. The NTA advises that the Proposed Material Alteration seeks to provide an unrealistic and unnecessary level of bus service in the absence of assessment of demand and cost and takes no account of rail line capacity, the potential to negatively impact on rail services or the potential for bus congestion. The proposed Material Alteration is therefore not considered practicable, affordable or necessary and the NTA recommends that it is not included in the Planning Scheme.

Correspondence from the NTA 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 Planning Scheme. The NTA advises that it intended to provide the new orbital service through the SDZ lands linking Blanchardstown to Tallaght in the short term**.** The NTA indicate that as part of the BusConnects network review, a number of high frequency local, radial and further orbital services are being considered to serve Lucan and Clondalkin, some of which will serve Clonburris directly, and some which can be adapted to serve Clonburris as development occurs in the future. The Core Bus Corridors Project Report (NTA, June 2018) indicates confirmation of   an Orbital Bus Corridor linking Blanchardstown to Tallaght via the SDZ lands, An overall redesigned bus network is scheduled for publication under BusConnects in July 2018.

The Department of Housing, Planning and Local Government submission outlines that the Council prepared a Transport Assessment and Transport Strategy for the Clonburris development in conjunction with the National Transport Authority. The Department considers this to be an appropriate research basis for the phasing arrangements included in the Planning Scheme and would caution against the inclusion of ad hoc requirements that are not supported by clear and objective evidence.

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 Material Alteration would unnecessarily inhibit the development of the SDZ lands.

In relation to the inclusion of frequency of transport services in the Phasing Table, the Chief Executive considers that such provision would be difficult to implement in practice as the provision of services is outside the control of SDCC and is open to change by the service providers. As such, in general, it is considered that the Phasing Programme should be measureable and focus on fixed infrastructure. Public transport services and frequency requirements could cause ambiguity in the phasing and unnecessarily delay the delivery of housing and other associated infrastructure.

Section 4 of the Draft Planning Scheme details the Phasing Programme for the development of the lands. The Phasing Programme aims to provide a balanced delivery of infrastructure, urban centres and community services in tandem with population increase through a logical flexible schedule.

Current policy and legislation provides the context for the phasing approach to the subject lands:

* The Draft Planning Scheme for the Clonburris SDZ has been prepared as a direct result of Government legislation (S.I. No. 604 of 2015). The SDZ Order identifies the lands at Clonburris to be of economic and social importance to the State.
* The Clonburris SDZ is categorised as a Major Urban Housing Development Site (MUHDS), and was allocated funding in 2017 under the Local Infrastructure Housing Activation Fund (LIHAF)
* The Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) indicate that planning must proactively drive and support sustainable development, integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner that will sustain recovery and future prosperity.

The subject Material Alteration proposes to amend Table 4.3 of the Scheme to link bus service and the delivery of residential units. The Transport Assessment and Strategy that accompanies the Draft Planning Scheme outlines that the Orbital Bus Route and the DART Underground/Expansion as well as additional local and secondary orbital bus routes will serve the trip demands of the Draft Planning Scheme.

A key principle of the Phasing Programme is to identify the critical infrastructure and link the critical infrastructure to the delivery of residential development. The relevant national transport infrastructure for the area is planned through the NTA Greater Dublin Area Transport Strategy 2016 - 2035 and planned projects such as the Orbital Bus from Tallaght to Blanchardstown will benefit the wide catchment of Clondalkin, Lucan, Tallaght, Blanchardstown and north east Kildare area.

The Core Bus Corridors Project Report (NTA, June 2018) indicates confirmation of Radial Core Bus Corridors that will serve Lucan, Clondalkin and Liffey Valley and Future Orbital Bus Corridors that will link Tallaght to Blanchardstown via the SDZ Lands. An overall redesigned bus network is scheduled for publication under BusConnects in July 2018 and it is envisaged that this will help ensure sufficient peak hour services for Clonburris.

As a summary, the Chief Executive outlines that the Lucan and Clondalkin area will benefit from the planned future public transport and the Draft Planning Scheme does not phase development in the Clonburris SDZ with the delivery of planned public transport for the following reasons:

* The main public transport infrastructure serving the Planning Scheme are the two railway stations that allow access to the Kildare Railway route. It is considered that location of the lands adjacent to the railway is the primary rationale for the designation of the SDZ (two train stations delivered). The Phasing in the Planning Scheme includes the opening of the Kishoge Railway Station and it is the view of the Chief Executive that the phasing of the delivery of residential development to public transport should only be linked to the accessibility of residents to the Kildare Railway Line to achieve sustainable development.
* The mix and location of land uses in the Draft Planning Scheme, access to two railway stations serving the key trip demand to Dublin City and the permeability of the masterplan are the primary components influencing the trip generation, trip distribution and mode split projections
* Quantum of development in the Draft Planning Scheme is based on density ranges. The density ranges are derived having regard to the existing public transport infrastructure.
* The precedent of the Adamstown ABP decision to remove the Phoenix Park Tunnel Link works from the phasing.
* Traffic and Transport Assessments (TTA) provides access to further assessment of the transport impacts of proposed developments at planning application stage and provides a safeguard on the interim impacts on existing transport infrastructure pending delivery of strategic transport infrastructure.
* The Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.

*Planning Policy Statement 2015* and *Rebuilding Ireland* (DHPCLG, 2016) seeks to proactively drive and support sustainable development in an economically viable manner. Within this context, the application of a stringent and potentially onerous phasing programme to the SDZ lands would affect viability compared to other residential zoned lands within the region that are not subject to such requirements.

The linking of regional pieces of transport infrastructure such as DART Expansion to the precise delivery of housing numbers at a local level is problematic and would more than likely delay the delivery of homes in an unnecessary manner.

Within the context of the above, the proposed Material Alteration could delay or inhibit the delivery of housing required by the Core Strategy of the County Development Plan and supported by national policy and legislation.

The Chief Executive recommends that this Material Alteration is not included.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

**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 83 and 84 in conjunction with Motion 82.

**M83/0618 Item ID:58810**

Proposed by Councillor P. Gogarty

*Cllrs P Gogarty G O’ Connell  L O’Toole F Timmons D O’Donovan*

That Material Alteration Ref Section 4.0 – No. 5 as voted by the members be made.

**REPORT:**

 MA Section 4.0 – No.5 proposes a number of bus services between Clonburris and Dublin City Centre. Click [here](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=54) for full text of MA.

The Chief Executive acknowledges the intention of the motion and Material Alteration regarding phasing and the provision of additional bus services between Clonburris and Dublin City Centre.

The Chief Executive notes the NTA’s submission on this subject Material Alteration. **The NTA advises that the Proposed Material Alteration seeks to provide an unrealistic and unnecessary level of bus service in the absence of assessment of demand and cost and takes no account of rail line capacity, the potential to negatively impact on rail services or the potential for bus congestion.** The proposed Material Alteration is therefore not considered practicable, affordable or necessary and the NTA recommends that it is not included in the Planning Scheme.

Correspondence from the NTA 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 Planning Scheme. The NTA advises that it intended to provide the new orbital service through the SDZ lands linking Blanchardstown to Tallaght in the short term**.** The NTA indicate that as part of the BusConnects network review, a number of high frequency local, radial and further orbital services are being considered to serve Lucan and Clondalkin, some of which will serve Clonburris directly, and some which can be adapted to serve Clonburris as development occurs in the future. The Core Bus Corridors Project Report (NTA, June 2018) indicates confirmation of   an Orbital Bus Corridor linking Blanchardstown to Tallaght via the SDZ lands, An overall redesigned bus network is scheduled for publication under BusConnects in July 2018.

The Department of Housing, Planning and Local Government submission outlines that the Council prepared a Transport Assessment and Transport Strategy for the Clonburris development in conjunction with the National Transport Authority. The Department considers this to be an appropriate research basis for the phasing arrangements included in the Planning Scheme and would caution against the inclusion of ad hoc requirements that are not supported by clear and objective evidence.

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 Material Alteration would unnecessarily inhibit the development of the SDZ lands.

**In relation to the inclusion of frequency of transport services in the Phasing Table, the Chief Executive considers that such provision would be difficult to implement in practice as the provision of services is outside the control of SDCC and is open to change by the service providers. As such, in general, it is considered that the Phasing Programme should be measureable and focus on fixed infrastructure. Public transport services and frequency requirements could cause ambiguity in the phasing and unnecessarily delay the delivery of housing and other associated infrastructure.**

Section 4 of the Draft Planning Scheme details the Phasing Programme for the development of the lands. The Phasing Programme aims to provide a balanced delivery of infrastructure, urban centres and community services in tandem with population increase through a logical flexible schedule.

Current policy and legislation provides the context for the phasing approach to the subject lands:

* The Draft Planning Scheme for the Clonburris SDZ has been prepared as a direct result of Government legislation (S.I. No. 604 of 2015). The SDZ Order identifies the lands at Clonburris to be of economic and social importance to the State.
* The Clonburris SDZ is categorised as a Major Urban Housing Development Site (MUHDS), and was allocated funding in 2017 under the Local Infrastructure Housing Activation Fund (LIHAF)
* The Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) indicate that planning must proactively drive and support sustainable development, integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner that will sustain recovery and future prosperity.

The subject Material Alteration proposes to amend Table 4.3 of the Scheme to link bus service and the delivery of residential units. The Transport Assessment and Strategy that accompanies the Draft Planning Scheme outlines that the Orbital Bus Route and the DART Underground/Expansion as well as additional local and secondary orbital bus routes will serve the trip demands of the Draft Planning Scheme.

A key principle of the Phasing Programme is to identify the critical infrastructure and link the critical infrastructure to the delivery of residential development. The relevant national transport infrastructure for the area is planned through the NTA Greater Dublin Area Transport Strategy 2016 - 2035 and planned projects such as the Orbital Bus from Tallaght to Blanchardstown will benefit the wide catchment of Clondalkin, Lucan, Tallaght, Blanchardstown and north east Kildare area.

The Core Bus Corridors Project Report (NTA, June 2018) indicates confirmation of Radial Core Bus Corridors that will serve Lucan, Clondalkin and Liffey Valley and Future Orbital Bus Corridors that will link Tallaght to Blanchardstown via the SDZ Lands. An overall redesigned bus network is scheduled for publication under BusConnects in July 2018 and it is envisaged that this will help ensure sufficient peak hour services for Clonburris.

As a summary, the Chief Executive outlines that the Lucan and Clondalkin area will benefit from the planned future public transport and the Draft Planning Scheme does not phase development in the Clonburris SDZ with the delivery of planned public transport for the following reasons:

* The main public transport infrastructure serving the Planning Scheme are the two railway stations that allow access to the Kildare Railway route. It is considered that location of the lands adjacent to the railway is the primary rationale for the designation of the SDZ (two train stations delivered). The Phasing in the Planning Scheme includes the opening of the Kishoge Railway Station and it is the view of the Chief Executive that the phasing of the delivery of residential development to public transport should only be linked to the accessibility of residents to the Kildare Railway Line to achieve sustainable development.
* The mix and location of land uses in the Draft Planning Scheme, access to two railway stations serving the key trip demand to Dublin City and the permeability of the masterplan are the primary components influencing the trip generation, trip distribution and mode split projections
* Quantum of development in the Draft Planning Scheme is based on density ranges. The density ranges are derived having regard to the existing public transport infrastructure.
* The precedent of the Adamstown ABP decision to remove the Phoenix Park Tunnel Link works from the phasing.
* Traffic and Transport Assessments (TTA) provides access to further assessment of the transport impacts of proposed developments at planning application stage and provides a safeguard on the interim impacts on existing transport infrastructure pending delivery of strategic transport infrastructure.
* The Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.
* Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) seeks to proactively drive and support sustainable development in an economically viable manner. Within this context, the application of a stringent and potentially onerous phasing programme to the SDZ lands would affect viability compared to other residential zoned lands within the region that are not subject to such requirements.
* The linking of regional pieces of transport infrastructure such as DART Expansion to the precise delivery of housing numbers at a local level is problematic and would more than likely delay the delivery of homes in an unnecessary manner.

Within the context of the above, the proposed Material Alteration could delay or inhibit the delivery of housing required by the Core Strategy of the County Development Plan and supported by national policy and legislation.

The Chief Executive recommends that this Material Alteration is not included.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

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

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

**M84/0618 Item ID: 58767**

Proposed by Councillor E. Higgins

Section 4.0 No 5

That the Material Alteration to Table 4.3 be amended as agreed on by Councillors be included in the plan.

Co Sponsored: Vicki Casserly, Kenneth Egan, Brian Lawlor, Conor McMahon, Paula Donovan

**REPORT:**

MA Section 4.0 – No.5 proposes a number of bus services between Clonburris and Dublin City Centre. Click [here](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=54) for full text of MA.

The Chief Executive acknowledges the intention of the motion and Material Alteration regarding phasing and the provision of additional bus services between Clonburris and Dublin City Centre.

The Chief Executive notes the NTA’s submission on this subject Material Alteration. The NTA advises that the Proposed Material Alteration seeks to provide an unrealistic and unnecessary level of bus service in the absence of assessment of demand and cost and takes no account of rail line capacity, the potential to negatively impact on rail services or the potential for bus congestion. The proposed Material Alteration is therefore not considered practicable, affordable or necessary and the NTA recommends that it is not included in the Planning Scheme.

Correspondence from the NTA 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 Planning Scheme. The NTA advises that it intended to provide the new orbital service through the SDZ lands linking Blanchardstown to Tallaght in the short term**.** The NTA indicate that as part of the BusConnects network review, a number of high frequency local, radial and further orbital services are being considered to serve Lucan and Clondalkin, some of which will serve Clonburris directly, and some which can be adapted to serve Clonburris as development occurs in the future. The Core Bus Corridors Project Report (NTA, June 2018) indicates confirmation of   an Orbital Bus Corridor linking Blanchardstown to Tallaght via the SDZ lands, An overall redesigned bus network is scheduled for publication under BusConnects in July 2018.

The Department of Housing, Planning and Local Government submission outlines that the Council prepared a Transport Assessment and Transport Strategy for the Clonburris development in conjunction with the National Transport Authority. The Department considers this to be an appropriate research basis for the phasing arrangements included in the Planning Scheme and would caution against the inclusion of ad hoc requirements that are not supported by clear and objective evidence.

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 Material Alteration would unnecessarily inhibit the development of the SDZ lands.

In relation to the inclusion of frequency of transport services in the Phasing Table, the Chief Executive considers that such provision would be difficult to implement in practice as the provision of services is outside the control of SDCC and is open to change by the service providers. As such, in general, it is considered that the Phasing Programme should be measureable and focus on fixed infrastructure. Public transport services and frequency requirements could cause ambiguity in the phasing and unnecessarily delay the delivery of housing and other associated infrastructure.

Section 4 of the Draft Planning Scheme details the Phasing Programme for the development of the lands. The Phasing Programme aims to provide a balanced delivery of infrastructure, urban centres and community services in tandem with population increase through a logical flexible schedule.

Current policy and legislation provides the context for the phasing approach to the subject lands:

* The Draft Planning Scheme for the Clonburris SDZ has been prepared as a direct result of Government legislation (S.I. No. 604 of 2015). The SDZ Order identifies the lands at Clonburris to be of economic and social importance to the State.
* The Clonburris SDZ is categorised as a Major Urban Housing Development Site (MUHDS), and was allocated funding in 2017 under the Local Infrastructure Housing Activation Fund (LIHAF)
* The Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) indicate that planning must proactively drive and support sustainable development, integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner that will sustain recovery and future prosperity.

The subject Material Alteration proposes to amend Table 4.3 of the Scheme to link bus service and the delivery of residential units. The Transport Assessment and Strategy that accompanies the Draft Planning Scheme outlines that the Orbital Bus Route and the DART Underground/Expansion as well as additional local and secondary orbital bus routes will serve the trip demands of the Draft Planning Scheme.

A key principle of the Phasing Programme is to identify the critical infrastructure and link the critical infrastructure to the delivery of residential development. The relevant national transport infrastructure for the area is planned through the NTA Greater Dublin Area Transport Strategy 2016 - 2035 and planned projects such as the Orbital Bus from Tallaght to Blanchardstown will benefit the wide catchment of Clondalkin, Lucan, Tallaght, Blanchardstown and north east Kildare area.

The Core Bus Corridors Project Report (NTA, June 2018) indicates confirmation of Radial Core Bus Corridors that will serve Lucan, Clondalkin and Liffey Valley and Future Orbital Bus Corridors that will link Tallaght to Blanchardstown via the SDZ Lands. An overall redesigned bus network is scheduled for publication under BusConnects in July 2018 and it is envisaged that this will help ensure sufficient peak hour services for Clonburris.

As a summary, the Chief Executive outlines that the Lucan and Clondalkin area will benefit from the planned future public transport and the Draft Planning Scheme does not phase development in the Clonburris SDZ with the delivery of planned public transport for the following reasons:

* The main public transport infrastructure serving the Planning Scheme are the two railway stations that allow access to the Kildare Railway route. It is considered that location of the lands adjacent to the railway is the primary rationale for the designation of the SDZ (two train stations delivered). The Phasing in the Planning Scheme includes the opening of the Kishoge Railway Station and it is the view of the Chief Executive that the phasing of the delivery of residential development to public transport should only be linked to the accessibility of residents to the Kildare Railway Line to achieve sustainable development.
* The mix and location of land uses in the Draft Planning Scheme, access to two railway stations serving the key trip demand to Dublin City and the permeability of the masterplan are the primary components influencing the trip generation, trip distribution and mode split projections
* Quantum of development in the Draft Planning Scheme is based on density ranges. The density ranges are derived having regard to the existing public transport infrastructure.
* The precedent of the Adamstown ABP decision to remove the Phoenix Park Tunnel Link works from the phasing.
* Traffic and Transport Assessments (TTA) provides access to further assessment of the transport impacts of proposed developments at planning application stage and provides a safeguard on the interim impacts on existing transport infrastructure pending delivery of strategic transport infrastructure.
* The Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.
* Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) seeks to proactively drive and support sustainable development in an economically viable manner. Within this context, the application of a stringent and potentially onerous phasing programme to the SDZ lands would affect viability compared to other residential zoned lands within the region that are not subject to such requirements.
* The linking of regional pieces of transport infrastructure such as DART Expansion to the precise delivery of housing numbers at a local level is problematic and would more than likely delay the delivery of homes in an unnecessary manner.

Within the context of the above, the proposed Material Alteration could delay or inhibit the delivery of housing required by the Core Strategy of the County Development Plan and supported by national policy and legislation.

The Chief Executive recommends that this Material Alteration is not included.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

**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. Gogarty and E. Higgins, a [Roll Call](http://www.sdublincoco.ie/viewdocument.aspx?id=0b1bd475-0dcc-44ed-8dce-a91300dca65d) vote was called for, for the combined Motions, the result of which was as follows:

**FOR 18 (EIGHTEEN)**

**AGAINST 16 (SIXTEEN)**

**ABSTAIN 0 (NIL)**

The Motions were **CARRIED**

**M85/0618 Item ID:58800**

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

Amend Material Alteration Ref. Section 4.0 – No 5 by replacing the text in the Minimum Delivery in Phase tables with the following:

Phase 1A – Establish a public transport monitoring and implementation group comprising of Council officials, elected members, the NTA and other relevant stakeholders to meet at least twice yearly to ensure the delivery of public transport commitments.

Phase 1B – The opening of Kishogue Train Station and the provision of train services serving Clondalkin and Kishogue train stations commensurate with local demand

Phase 2 – Provision of orbital bus services in line with National Transport Authority plans with a level of bus service commensurate with local demand to be revised and increased as necessary during later phases

Phase 3 – Commence work on the electrification of the Heuston to Hazelhatch line and completion of the four-tracking between Inchicore and Park West as part of the DART expansion programme as a requirement of Phase 3

Phase 4 – Complete work on the electrification of the Heuston to Hazelhatch line and completion of the four-tracking between Inchicore and Park West as part of the DART expansion programme as a requirement of Phase 4 and ensure a level of DART service commensurate with local demand to be reviewed and increased as demand requires.

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

**REPORT:**

The subject Material Alteration Section 4.0 – No.5 relates to the phasing of public transport services and infrastructure with Phase 1A, 1B, 2, 3 & 4 of the Phasing Table.

The subject motion proposes to amend the MA to include 5 no. public transport related requirements. The Chief Executive has responded to each provision below:

**Phase 1A – Establish a public transport monitoring and implementation group comprising of Council officials, elected members, the NTA and other relevant stakeholders to meet at least twice yearly to ensure the delivery of public transport commitments.**

The content of this provision is noted and replicates the content of Motion 74 on this Agenda. An agreed amendment from the CE Report (December 2017) to Section 4.10 of the Draft Planning Scheme inserts the text ‘South Dublin County Council shall proactively manage and promote the integrated development of this Planning Scheme’.

As part of this work and in carrying out the functions of the Council, SDCC will work in tandem with the NTA. In this context, the Chief Executive has no objection to the insertion of the text into Section 4.3 about a monitoring group for public transport as an amendment to MA Section 4 – No.5

**Phase 1B – The opening of Kishogue Train Station and the provision of train services serving Clondalkin and Kishogue train stations commensurate with local demand**

This provision is in accordance with the content of the Phasing Programme in the Draft Planning Scheme namely:

Phase 1A (0 -1,000 unit) – Agree timeline for opening of Kishoge Railway Station

Phase 1B (1,001 – 2,000 units) – Opening of Station

The Chief Executive recommends this provision.

**Phase 2 – Provision of orbital bus services in line with National Transport Authority plans with a level of bus service commensurate with local demand to be revised and increased as necessary during later phases.**

**Phase 3 – Commence work on the electrification of the Heuston to Hazelhatch line and completion of the four-tracking between Inchicore and Park West as part of the DART expansion programme as a requirement of Phase 3**

**Phase 4 – Complete work on the electrification of the Heuston to Hazelhatch line and completion of the four-tracking between Inchicore and Park West as part of the DART expansion programme as a requirement of Phase 4 and ensure a level of DART service commensurate with local demand to be reviewed and increased as demand requires**

Motions 68, 69, 70, 92, 93, 95, 96 and 97 relate to the phasing of the orbital bus services under MA Section 4.0 – No.1 and MA Section 4.0 – No. 7. The Chief Executive recommends that these MAs are not included in the Planning Scheme.

In addition, Motion 123 relates to the phasing of the DART expansion programme. The Chief Executive recommends that the Planning Scheme be made without inclusion of a phasing requirement for the DART expansion.

The Chief Executive considers that the relevant national transport infrastructure for the area is planned through the NTA Greater Dublin Area Transport Strategy 2016 - 2035 and planned projects such as the Orbital Bus from Tallaght to Blanchardstown and the DART expansion will benefit the wider catchment of Clondalkin, Lucan, Tallaght, Blanchardstown, Dublin City and north east Kildare area.

As a summary, the Chief Executive outlines that the Lucan and Clondalkin area will benefit from the planned future public transport and the Draft Planning Scheme does not phase development in the Clonburris SDZ with the delivery of planned public transport for the following reasons:

* The main public transport infrastructure serving the Planning Scheme are the two railway stations that allow access to the Kildare Railway route. It is considered that location of the lands adjacent to the railway is the primary rationale for the designation of the SDZ (two train stations delivered). The Phasing in the Planning Scheme includes the opening of the Kishoge Railway Station in Phase 1B and it is the view of the Chief Executive that the phasing of the delivery of residential development to public transport should only be linked to the accessibility of residents to the Kildare Railway Line to achieve sustainable development.
* The mix and location of land uses in the Draft Planning Scheme, access to two railway stations serving the key trip demand to Dublin City and the permeability of the masterplan are the primary components influencing the trip generation, trip distribution and mode split projections
* Quantum of development in the Draft Planning Scheme is based on density ranges. The density ranges are derived having regard to the existing public transport infrastructure.
* The precedent of the Adamstown An Bord Pleanála decision to remove the Phoenix Park Tunnel Link works from the phasing.
* Traffic and Transport Assessments (TTA) provides access to further assessment of the transport impacts of proposed developments at planning application stage and provides a safeguard on the interim impacts on existing transport infrastructure pending delivery of strategic transport infrastructure.
* The Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.
* *Planning Policy Statement 2015* and *Rebuilding Ireland* (DHPCLG, 2016) seeks to proactively drive and support sustainable development in an economically viable manner. Within this context, the application of a stringent and potentially onerous phasing programme to the SDZ lands would affect viability compared to other residential zoned lands within the region that are not subject to such requirements.
* The linking of regional pieces of transport infrastructure such as DART Expansion to the precise delivery of housing numbers at a local level is problematic and would more than likely delay the delivery of homes in an unnecessary manner.

Correspondence from the NTA 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 Planning Scheme. The Transport Assessment indicates that core orbital bus routes will be delivered by 2026. The NTA advises that it intended to provide the new orbital service through the SDZ lands linking Blanchardstown to Tallaght in the short term. The Transport Assessment indicates that the DART Expansion Programme will be delivered between 2026 and 2035.

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 outlines 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.

Section 4 of the Draft Planning Scheme details the Phasing Programme for the development of the lands. The Phasing Programme aims to provide a balanced delivery of infrastructure, urban centres and community services in tandem with population increase through a logical flexible schedule.

Policy and legislation provided the context for the phasing approach in the Draft Planning Scheme:

* The Draft Planning Scheme for the Clonburris SDZ has been prepared as a direct result of Government legislation (S.I. No. 604 of 2015). The SDZ Order identifies the lands at Clonburris to be of economic and social importance to the State.
* The Clonburris SDZ is categorised as a Major Urban Housing Development Site (MUHDS), and was allocated funding in 2017 under the Local Infrastructure Housing Activation Fund (LIHAF)
* The Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) indicate that planning must proactively drive and support sustainable development, integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner that will sustain recovery and future prosperity.

Within the context of the above, the phasing of the orbital bus routes and the DART expansion could delay or inhibit the delivery of housing required by the Core Strategy of the County Development Plan and supported by national policy and legislation.

The Chief Executive recommends that an amended wording this motion as follows:

**Recommendation**

It is recommended that the motion is adopted, subject to amendment:

Amend Material Alteration Ref. Section 4.0 – No 5 by replacing the text in the Minimum Delivery in Phase tables with the following:

Phase 1A – Establish a public transport monitoring and implementation group comprising of Council officials, elected members, the NTA and other relevant stakeholders to meet at least twice yearly to ensure the delivery of public transport commitments.

Phase 1B – The opening of Kishogue Train Station and the provision of train services serving Clondalkin and Kishogue train stations commensurate with local demand

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

For above reasons, the SEA supports the CE recommendation.

**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 M. Ward, D. Looney, M. Duff, R. Nolan, E. O’Brien, M. Johansson, L. O’Toole, L. Dunne, G. O’Connell, S. Holland, W. Lavelle, P. Gogarty, E. Higgins, M. Murphy, B. Ferron, D O’Brien and P. Foley.

Councillor P. Gogarty proposed amended wording to the Motion and seconded by Councillor G. O’Connell as follows:

‘Amend Material Alteration Ref. Section 4.0 – No 5 by adding the following text in the Minimum Delivery in Phase tables with the following:

Phase 1A – Establish a public transport monitoring and implementation group comprising of Council officials, elected members, the NTA and other relevant stakeholders to meet at least twice yearly to ensure the delivery of public transport commitments.’

This amendment was **NOT AGREED**.

Councillor M. Duff proposed amended wording of the original motion as follows:

‘Amend Material Alteration Ref. Section 4.0 – No 5 to include in the Minimum Delivery in Phase tables the following:

Phase 1A – Establish a public transport monitoring and implementation group comprising of Council officials, elected members, the NTA and other relevant stakeholders to meet at least twice yearly to ensure the delivery of public transport commitments.

Phase 1B – The opening of Kishogue Train Station and the provision of train services serving Clondalkin and Kishogue train stations commensurate with local demand

Phase 2 – Provision of orbital bus services in line with National Transport Authority plans with a level of bus service commensurate with local demand to be revised and increased as necessary during later phases

Phase 3 – Commence work on the electrification of the Heuston to Hazelhatch line and completion of the four-tracking between Inchicore and Park West as part of the DART expansion programme as a requirement of Phase 3

Phase 4 – Complete work on the electrification of the Heuston to Hazelhatch line and completion of the four-tracking between Inchicore and Park West as part of the DART expansion programme as a requirement of Phase 4 and ensure a level of DART service commensurate with local demand to be reviewed and increased as demand requires.

This Amendment was **AGREED**

Councillor W. Lavelle proposed a further amendment to Councillor M. Duff’s wording as follows:

‘Amend Material Alteration Ref. Section 4.0 – No 5 to include in the Minimum Delivery in Phase tables the following:

Phase 1A – Establish a public transport monitoring and implementation group comprising of Council officials, elected members, the NTA and other relevant stakeholders to meet at least twice yearly to ensure the delivery of public transport commitments.

Phase 2 – Provision of orbital bus services in line with National Transport Authority plans with a level of bus service commensurate with local demand to be revised and increased as necessary during later phases

Phase 3 – Commence work on the electrification of the Heuston to Hazelhatch line and completion of the four-tracking between Inchicore and Park West as part of the DART expansion programme as a requirement of Phase 3

Phase 4 – Complete work on the electrification of the Heuston to Hazelhatch line and completion of the four-tracking between Inchicore and Park West as part of the DART expansion programme as a requirement of Phase 4 and ensure a level of DART service commensurate with local demand to be reviewed and increased as demand requires.’

This Further Amendment was also **AGREED.**

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

**M86/0618 Item ID:58811**

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

*Cllrs P Gogarty G O’ Connell  L O’Toole F Timmons D O’Donovan*

That Material Alteration Ref Section 4.0 – No. 5 as voted by the members be made, with the following amendments:

Table 4.3 Phasing Table Phase 1A to read:

The provision of a minimum of **20** additional AM peak hours bus services serving Clonburris, including the destinations of Dublin City Centre, **Lucan, Clondalkin, Tallaght and Blanchardstown, incorporating routes along the Outer Ring Road** and **20** additional PM peak hours arrivals into Clonburris from the same areas for each 1,000 new units until DART Underground is delivered and operational.

Table 4.3 Phasing Table Phase 1B to read:

The provision of a minimum of **14** additional AM peak hours bus services leaving Clonburris for Dublin City Centre, **Lucan, Clondalkin, Tallaght and Blanchardstown, incorporating routes along the Outer Ring Road** and **14** additional PM peak hours arrivals into Clonburris from these locations for each 1,000 new units until DART Underground is delivered and operational.

Table 4.3 Phasing Table Phase 2 to read:

The provision of a minimum of **14** additional AM peak hours bus services leaving Clonburris for Dublin City Centre, **Lucan, Clondalkin, Tallaght and Blanchardstown, incorporating routes along the Outer Ring Road** and **14** additional PM peak hours arrivals into Clonburris from these locations for each 1,000 new units until DART Underground is delivered and operational.

Table 4.3 Phasing Table Phase 3 to read:

The provision of a minimum of **14** additional AM peak hours bus services leaving Clonburris for Dublin City Centre, **Lucan, Clondalkin, Tallaght and Blanchardstown, incorporating routes along the Outer Ring Road** and **14** additional PM peak hours arrivals into Clonburris from these locations for each 1,000 new units until DART Underground is delivered and operational.

Table 4.3 Phasing Table Phase 4 to read

The provision of a minimum of **16** additional AM peak hours bus services leaving Clonburris for Dublin City Centre, **Lucan, Clondalkin, Tallaght and Blanchardstown, incorporating routes along the Outer Ring Road** and **16** additional PM peak hours arrivals into Clonburris from these locations for each 1,000 new units until DART Underground is delivered and operational.

**REPORT:**

MA Section 4.0 – No.5 proposes a number of bus services between Clonburris and Dublin City Centre. Click [here](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=54) for full text of MA.

The Chief Executive acknowledges the intention of the motion and Material Alteration regarding phasing and the provision of additional bus services between Clonburris and Dublin City Centre.

The Chief Executive notes the NTA’s submission on this subject Material Alteration. The NTA advises that the Proposed Material Alteration seeks to provide an unrealistic and unnecessary level of bus service in the absence of assessment of demand and cost and takes no account of rail line capacity, the potential to negatively impact on rail services or the potential for bus congestion. The proposed Material Alteration is therefore not considered practicable, affordable or necessary and the NTA recommends that it is not included in the Planning Scheme.

Correspondence from the NTA 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 Planning Scheme. The NTA advises that it intended to provide the new orbital service through the SDZ lands linking Blanchardstown to Tallaght in the short term**.** The NTA indicate that as part of the BusConnects network review, a number of high frequency local, radial and further orbital services are being considered to serve Lucan and Clondalkin, some of which will serve Clonburris directly, and some which can be adapted to serve Clonburris as development occurs in the future. The Core Bus Corridors Project Report (NTA, June 2018) indicates confirmation of   an Orbital Bus Corridor linking Blanchardstown to Tallaght via the SDZ lands, An overall redesigned bus network is scheduled for publication under BusConnects in July 2018.

The Department of Housing, Planning and Local Government submission outlines that the Council prepared a Transport Assessment and Transport Strategy for the Clonburris development in conjunction with the National Transport Authority. The Department considers this to be an appropriate research basis for the phasing arrangements included in the Planning Scheme and would caution against the inclusion of ad hoc requirements that are not supported by clear and objective evidence.

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 Material Alteration would unnecessarily inhibit the development of the SDZ lands.

In relation to the inclusion of frequency of transport services in the Phasing Table, the Chief Executive considers that such provision would be difficult to implement in practice as the provision of services is outside the control of SDCC and is open to change by the service providers. As such, in general, it is considered that the Phasing Programme should be measureable and focus on fixed infrastructure. Public transport services and frequency requirements could cause ambiguity in the phasing and unnecessarily delay the delivery of housing and other associated infrastructure.

Section 4 of the Draft Planning Scheme details the Phasing Programme for the development of the lands. The Phasing Programme aims to provide a balanced delivery of infrastructure, urban centres and community services in tandem with population increase through a logical flexible schedule.

Current policy and legislation provides the context for the phasing approach to the subject lands:

* The Draft Planning Scheme for the Clonburris SDZ has been prepared as a direct result of Government legislation (S.I. No. 604 of 2015). The SDZ Order identifies the lands at Clonburris to be of economic and social importance to the State.
* The Clonburris SDZ is categorised as a Major Urban Housing Development Site (MUHDS), and was allocated funding in 2017 under the Local Infrastructure Housing Activation Fund (LIHAF)
* The Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) indicate that planning must proactively drive and support sustainable development, integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner that will sustain recovery and future prosperity.

The subject Material Alteration proposes to amend Table 4.3 of the Scheme to link bus service and the delivery of residential units. The Transport Assessment and Strategy that accompanies the Draft Planning Scheme outlines that the Orbital Bus Route and the DART Underground/Expansion as well as additional local and secondary orbital bus routes will serve the trip demands of the Draft Planning Scheme.

A key principle of the Phasing Programme is to identify the critical infrastructure and link the critical infrastructure to the delivery of residential development. The relevant national transport infrastructure for the area is planned through the NTA Greater Dublin Area Transport Strategy 2016 - 2035 and planned projects such as the Orbital Bus from Tallaght to Blanchardstown will benefit the wide catchment of Clondalkin, Lucan, Tallaght, Blanchardstown and north east Kildare area.

The Core Bus Corridors Project Report (NTA, June 2018) indicates confirmation of Radial Core Bus Corridors that will serve Lucan, Clondalkin and Liffey Valley and Future Orbital Bus Corridors that will link Tallaght to Blanchardstown via the SDZ Lands. An overall redesigned bus network is scheduled for publication under BusConnects in July 2018 and it is envisaged that this will help ensure sufficient peak hour services for Clonburris.

As a summary, the Chief Executive outlines that the Lucan and Clondalkin area will benefit from the planned future public transport and the Draft Planning Scheme does not phase development in the Clonburris SDZ with the delivery of planned public transport for the following reasons:

* The main public transport infrastructure serving the Planning Scheme are the two railway stations that allow access to the Kildare Railway route. It is considered that location of the lands adjacent to the railway is the primary rationale for the designation of the SDZ (two train stations delivered). The Phasing in the Planning Scheme includes the opening of the Kishoge Railway Station and it is the view of the Chief Executive that the phasing of the delivery of residential development to public transport should only be linked to the accessibility of residents to the Kildare Railway Line to achieve sustainable development.
* The mix and location of land uses in the Draft Planning Scheme, access to two railway stations serving the key trip demand to Dublin City and the permeability of the masterplan are the primary components influencing the trip generation, trip distribution and mode split projections
* Quantum of development in the Draft Planning Scheme is based on density ranges. The density ranges are derived having regard to the existing public transport infrastructure.
* The precedent of the Adamstown ABP decision to remove the Phoenix Park Tunnel Link works from the phasing.
* Traffic and Transport Assessments (TTA) provides access to further assessment of the transport impacts of proposed developments at planning application stage and provides a safeguard on the interim impacts on existing transport infrastructure pending delivery of strategic transport infrastructure.
* The Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.
* *Planning Policy Statement 2015* and *Rebuilding Ireland* (DHPCLG, 2016) seeks to proactively drive and support sustainable development in an economically viable manner. Within this context, the application of a stringent and potentially onerous phasing programme to the SDZ lands would affect viability compared to other residential zoned lands within the region that are not subject to such requirements.
* The linking of regional pieces of transport infrastructure such as DART Expansion to the precise delivery of housing numbers at a local level is problematic and would more than likely delay the delivery of homes in an unnecessary manner.

Within the context of the above, the proposed Material Alteration could delay or inhibit the delivery of housing required by the Core Strategy of the County Development Plan and supported by national policy and legislation.

The Chief Executive recommends that this Material Alteration is not included.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

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

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

A [Roll Call](http://www.sdublincoco.ie/viewdocument.aspx?id=3cdaf2b7-fe81-4510-92f0-a91300dd1dde) vote was called for, the result of which was as follows:

**FOR 15 (FIFTEEN)**

**AGAINST 20 (TWENTY)**

**ABSTAIN 0 (NIL)**

The Motion **FELL**

**M87/0618 Item ID:58687**

Proposed by Councillor W. Lavelle

That MATERIAL ALTERATION REF. Section 4.0 – No. 6 be confirmed

**REPORT:**

MA Section 4.0 – No.6 inserts the following text into Phase 1A ( 0- 1,000 units):

**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 times as the existing 25A bus route.**

The Chief Executive acknowledges the intention of this motion on MA 4.0 – No. 6 and several other MAs in terms of including additional transport services to serve the SDZ.

The provision of new bus services and/or alteration of existing bus services will be provided by the BusConnects network review. The NTA indicate that as part of the BusConnects network review, a number of high frequency local, radial and further orbital services are being considered to serve Lucan and Clondalkin, some of which will serve Clonburris directly, and some which can be adapted to serve Clonburris as development occurs in the future.

The Core Bus Corridors Project Report (NTA, June 2018) indicates confirmation of Radial Core Bus Corridors that will serve Lucan, Clondalkin and Liffey Valley and Future Orbital Bus Corridors that will link Tallaght to Blanchardstown via the SDZ Lands. An overall redesigned bus network is scheduled for publication under BusConnects in July 2018 and it is envisaged that this will help ensure sufficient peak hour services for Clonburris.

The National Transport Authority (NTA) is a statutory body established by the Minister for Transport. At a national level, the National Transport Authority has responsibility for securing the provision of public passenger land transport services. This includes the provision of subvented bus and rail services by Bus Éireann, Dublin Bus and Irish Rail. In relation to the inclusion of frequency of transport services in the Phasing Table, the Chief Executive considers that such provision would be difficult to implement in practice as the provision of services is outside the control of SDCC and is open to change by the service providers. As such, in general, it is considered that the Phasing Programme should be measureable and focus on fixed infrastructure. Public transport services and frequency requirements could cause ambiguity in the phasing and unnecessarily delay the delivery of housing and other associated infrastructure.

It is unreasonable to tie the occupation of units particularly at an early phase, to the delivery of a bus service when such demand can be accommodated by the rail line. It is recommended that this material alteration is not included in the Planning Scheme.

Correspondence from the NTA confirms that the NTA is committed to delivering the level of additional public transport infrastructure required to serve Clonburris as identified under the Transport Assessment and Strategy for the Draft Planning Scheme. The NTA advises that it intended to provide the new orbital service through the SDZ lands linking Blanchardstown to Tallaght in the short term**.**

Specific public transport service routing and frequency requirements could cause ambiguity in the phasing and unnecessarily delay the delivery of housing and other associated infrastructure.

Section 4 of the Draft Planning Scheme details the Phasing Programme for the development of the lands. The Phasing Programme aims to provide a balanced delivery of infrastructure, urban centres and community services in tandem with population increase through a logical flexible schedule.

The subject Material Alteration is one of a number proposing to amend Table 4.3 of the Scheme to link bus services and the delivery of residential units. The Transport Assessment and Strategy that accompanies the Draft Planning Scheme outlines that the Orbital Bus Route and the DART Underground/Expansion as well as additional local and secondary orbital bus routes will serve the trip demands of the Draft Planning Scheme.

A key principle of the Phasing Programme is to identify the critical infrastructure and link the critical infrastructure to the delivery of residential development. The relevant national transport infrastructure for the area is planned through the NTA Greater Dublin Area Transport Strategy 2016 - 2035 and planned projects such as the Orbital Bus from Tallaght to Blanchardstown will benefit the wide catchment of Clondalkin, Lucan, Tallaght, Blanchardstown and north east Kildare area.

As a summary, the Chief Executive outlines that the Lucan and Clondalkin area will benefit from the planned future public transport and the Draft Planning Scheme does not phase development in the Clonburris SDZ with the delivery of planned public transport for the following reasons:

* The main public transport infrastructure serving the Planning Scheme are the two railway stations that allow access to the Kildare Railway route. It is considered that location of the lands adjacent to the railway is the primary rationale for the designation of the SDZ (two train stations delivered). The Phasing in the Planning Scheme includes the opening of the Kishoge Railway Station and it is the view of the Chief Executive that the phasing of the delivery of residential development to public transport should only be linked to the accessibility of residents to the Kildare Railway Line to achieve sustainable development.
* The mix and location of land uses in the Draft Planning Scheme, access to two railway stations serving the key trip demand to Dublin City and the permeability of the masterplan are the primary components influencing the trip generation, trip distribution and mode split projections
* Quantum of development in the Draft Planning Scheme is based on density ranges. The density ranges are derived having regard to the existing public transport infrastructure.
* The precedent of the Adamstown ABP decision to remove the Phoenix Park Tunnel Link works from the phasing.
* Traffic and Transport Assessments (TTA) provides access to further assessment of the transport impacts of proposed developments at planning application stage and provides a safeguard on the interim impacts on existing transport infrastructure pending delivery of strategic transport infrastructure.
* The Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.
* Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) seeks to proactively drive and support sustainable development in an economically viable manner. Within this context, the application of a stringent and potentially onerous phasing programme to the SDZ lands would affect viability compared to other residential zoned lands within the region that are not subject to such requirements.
* The linking of regional pieces of transport infrastructure such as DART Expansion to the precise delivery of housing numbers at a local level is problematic and would more than likely delay the delivery of homes in an unnecessary manner.

Within the context of the above, the Proposed Material Alteration could delay or inhibit the delivery of housing required by the Core Strategy of the County Development Plan and supported by national policy and legislation.

The Chief Executive recommends that this Material Alteration is not included.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

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

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

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

**M88/0618 Item ID: 58719**

Proposed by Councillor L. O'Toole

Co-signed Cllrs Liona O’Toole, Paul Gogarty, Guss O’Connell, Francis Timmons, Deirdre O’Donovan

**Section 4.0 No 6 Pg. 149**

*Table 4.3 Phasing Table…*

We accept the material alteration, as agreed by the members.

**REPORT:**

[MA Section 4.0 – No.6](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=54) inserts the following text into Phase 1A ( 0- 1,000 units):

**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 times as the existing 25A bus route.**

The Chief Executive acknowledges the intention of this motion on MA 4.0 – No. 6 and several other MAs in terms of including additional transport services to serve the SDZ.

The provision of new bus services and/or alteration of existing bus services will be provided by the BusConnects network review. The NTA indicate that as part of the BusConnects network review, a number of high frequency local, radial and further orbital services are being considered to serve Lucan and Clondalkin, some of which will serve Clonburris directly, and some which can be adapted to serve Clonburris as development occurs in the future.

The Core Bus Corridors Project Report (NTA, June 2018) indicates confirmation of Radial Core Bus Corridors that will serve Lucan, Clondalkin and Liffey Valley and Future Orbital Bus Corridors that will link Tallaght to Blanchardstown via the SDZ Lands. An overall redesigned bus network is scheduled for publication under BusConnects in July 2018 and it is envisaged that this will help ensure sufficient peak hour services for Clonburris.

The National Transport Authority (NTA) is a statutory body established by the Minister for Transport. At a national level, the National Transport Authority has responsibility for securing the provision of public passenger land transport services. This includes the provision of subvented bus and rail services by Bus Éireann, Dublin Bus and Irish Rail. In relation to the inclusion of frequency of transport services in the Phasing Table, the Chief Executive considers that such provision would be difficult to implement in practice as the provision of services is outside the control of SDCC and is open to change by the service providers. As such, in general, it is considered that the Phasing Programme should be measureable and focus on fixed infrastructure. Public transport services and frequency requirements could cause ambiguity in the phasing and unnecessarily delay the delivery of housing and other associated infrastructure.

It is unreasonable to tie the occupation of units particularly at an early phase, to the delivery of a bus service when such demand can be accommodated by the rail line. It is recommended that this material alteration is not included in the Planning Scheme.

Correspondence from the NTA confirms that the NTA is committed to delivering the level of additional public transport infrastructure required to serve Clonburris as identified under the Transport Assessment and Strategy for the Draft Planning Scheme. The NTA advises that it intended to provide the new orbital service through the SDZ lands linking Blanchardstown to Tallaght in the short term**.**

Specific public transport service routing and frequency requirements could cause ambiguity in the phasing and unnecessarily delay the delivery of housing and other associated infrastructure.

Section 4 of the Draft Planning Scheme details the Phasing Programme for the development of the lands. The Phasing Programme aims to provide a balanced delivery of infrastructure, urban centres and community services in tandem with population increase through a logical flexible schedule.

The subject Material Alteration is one of a number proposing to amend Table 4.3 of the Scheme to link bus services and the delivery of residential units. The Transport Assessment and Strategy that accompanies the Draft Planning Scheme outlines that the Orbital Bus Route and the DART Underground/Expansion as well as additional local and secondary orbital bus routes will serve the trip demands of the Draft Planning Scheme.

A key principle of the Phasing Programme is to identify the critical infrastructure and link the critical infrastructure to the delivery of residential development. The relevant national transport infrastructure for the area is planned through the NTA Greater Dublin Area Transport Strategy 2016 - 2035 and planned projects such as the Orbital Bus from Tallaght to Blanchardstown will benefit the wide catchment of Clondalkin, Lucan, Tallaght, Blanchardstown and north east Kildare area.

As a summary, the Chief Executive outlines that the Lucan and Clondalkin area will benefit from the planned future public transport and the Draft Planning Scheme does not phase development in the Clonburris SDZ with the delivery of planned public transport for the following reasons:

* The main public transport infrastructure serving the Planning Scheme are the two railway stations that allow access to the Kildare Railway route. It is considered that location of the lands adjacent to the railway is the primary rationale for the designation of the SDZ (two train stations delivered). The Phasing in the Planning Scheme includes the opening of the Kishoge Railway Station and it is the view of the Chief Executive that the phasing of the delivery of residential development to public transport should only be linked to the accessibility of residents to the Kildare Railway Line to achieve sustainable development.
* The mix and location of land uses in the Draft Planning Scheme, access to two railway stations serving the key trip demand to Dublin City and the permeability of the masterplan are the primary components influencing the trip generation, trip distribution and mode split projections
* Quantum of development in the Draft Planning Scheme is based on density ranges. The density ranges are derived having regard to the existing public transport infrastructure.
* The precedent of the Adamstown ABP decision to remove the Phoenix Park Tunnel Link works from the phasing.
* Traffic and Transport Assessments (TTA) provides access to further assessment of the transport impacts of proposed developments at planning application stage and provides a safeguard on the interim impacts on existing transport infrastructure pending delivery of strategic transport infrastructure.
* The Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.
* Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) seeks to proactively drive and support sustainable development in an economically viable manner. Within this context, the application of a stringent and potentially onerous phasing programme to the SDZ lands would affect viability compared to other residential zoned lands within the region that are not subject to such requirements.
* The linking of regional pieces of transport infrastructure such as DART Expansion to the precise delivery of housing numbers at a local level is problematic and would more than likely delay the delivery of homes in an unnecessary manner.

Within the context of the above, the Proposed Material Alteration could delay or inhibit the delivery of housing required by the Core Strategy of the County Development Plan and supported by national policy and legislation.

The Chief Executive recommends that this Material Alteration is not included.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

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

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

Councillor L. O’Toole **AGREED** to **WITHDRAW** the Motion

**M89/0618 Item ID:58801**

Proposed by Councillor M. Ward and seconded by Councillor B. Ferron

P45 – Delete Material Alteration Ref: Section 4.0- No 6

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

**REPORT:**

The Chief Executive’s Report recommends that the Planning Scheme be made without the proposed [Material Alteration Section 4.0 – No.6](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=54). This motion supports that recommendation. The Chief Executive recommends that the motion is adopted.

The provision of new bus services and/or alteration of existing bus services will be provided by the BusConnects network review. The NTA indicate that as part of the BusConnects network review, a number of high frequency local, radial and further orbital services are being considered to serve Lucan and Clondalkin, some of which will serve Clonburris directly, and some which can be adapted to serve Clonburris as development occurs in the future.

The Core Bus Corridors Project Report (NTA, June 2018) indicates confirmation of Radial Core Bus Corridors that will serve Lucan, Clondalkin and Liffey Valley and Future Orbital Bus Corridors that will link Tallaght to Blanchardstown via the SDZ Lands. An overall redesigned bus network is scheduled for publication under BusConnects in July 2018 and it is envisaged that this will help ensure sufficient peak hour services for Clonburris.

The National Transport Authority (NTA) is a statutory body established by the Minister for Transport. At a national level, the National Transport Authority has responsibility for securing the provision of public passenger land transport services. This includes the provision of subvented bus and rail services by Bus Éireann, Dublin Bus and Irish Rail. In relation to the inclusion of frequency of transport services in the Phasing Table, the Chief Executive considers that such provision would be difficult to implement in practice as the provision of services is outside the control of SDCC and is open to change by the service providers. As such, in general, it is considered that the Phasing Programme should be measureable and focus on fixed infrastructure. Public transport services and frequency requirements could cause ambiguity in the phasing and unnecessarily delay the delivery of housing and other associated infrastructure.

It is unreasonable to tie the occupation of units particularly at an early phase, to the delivery of a bus service when such demand can be accommodated by the rail line. It is recommended that this material alteration is not included in the Planning Scheme.

Correspondence from the NTA confirms that the NTA is committed to delivering the level of additional public transport infrastructure required to serve Clonburris as identified under the Transport Assessment and Strategy for the Draft Planning Scheme. The NTA advises that it intended to provide the new orbital service through the SDZ lands linking Blanchardstown to Tallaght in the short term**.**

Specific public transport service routing and frequency requirements could cause ambiguity in the phasing and unnecessarily delay the delivery of housing and other associated infrastructure.

Section 4 of the Draft Planning Scheme details the Phasing Programme for the development of the lands. The Phasing Programme aims to provide a balanced delivery of infrastructure, urban centres and community services in tandem with population increase through a logical flexible schedule.

The subject Material Alteration is one of a number proposing to amend Table 4.3 of the Scheme to link bus services and the delivery of residential units. The Transport Assessment and Strategy that accompanies the Draft Planning Scheme outlines that the Orbital Bus Route and the DART Underground/Expansion as well as additional local and secondary orbital bus routes will serve the trip demands of the Draft Planning Scheme.

A key principle of the Phasing Programme is to identify the critical infrastructure and link the critical infrastructure to the delivery of residential development. The relevant national transport infrastructure for the area is planned through the NTA Greater Dublin Area Transport Strategy 2016 - 2035 and planned projects such as the Orbital Bus from Tallaght to Blanchardstown will benefit the wide catchment of Clondalkin, Lucan, Tallaght, Blanchardstown and north east Kildare area.

As a summary, the Chief Executive outlines that the Lucan and Clondalkin area will benefit from the planned future public transport and the Draft Planning Scheme does not phase development in the Clonburris SDZ with the delivery of planned public transport for the following reasons:

* The main public transport infrastructure serving the Planning Scheme are the two railway stations that allow access to the Kildare Railway route. It is considered that location of the lands adjacent to the railway is the primary rationale for the designation of the SDZ (two train stations delivered). The Phasing in the Planning Scheme includes the opening of the Kishoge Railway Station and it is the view of the Chief Executive that the phasing of the delivery of residential development to public transport should only be linked to the accessibility of residents to the Kildare Railway Line to achieve sustainable development.
* The mix and location of land uses in the Draft Planning Scheme, access to two railway stations serving the key trip demand to Dublin City and the permeability of the masterplan are the primary components influencing the trip generation, trip distribution and mode split projections
* Quantum of development in the Draft Planning Scheme is based on density ranges. The density ranges are derived having regard to the existing public transport infrastructure.
* The precedent of the Adamstown ABP decision to remove the Phoenix Park Tunnel Link works from the phasing.
* Traffic and Transport Assessments (TTA) provides access to further assessment of the transport impacts of proposed developments at planning application stage and provides a safeguard on the interim impacts on existing transport infrastructure pending delivery of strategic transport infrastructure.
* The Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.
* The main public transport infrastructure serving the Planning Scheme are the two railway stations that allow access to the Kildare Railway route. It is considered that location of the lands adjacent to the railway is the primary rationale for the designation of the SDZ (two train stations delivered). The Phasing in the Planning Scheme includes the opening of the Kishoge Railway Station and it is the view of the Chief Executive that the phasing of the delivery of residential development to public transport should only be linked to the accessibility of residents to the Kildare Railway Line to achieve sustainable development.
* The mix and location of land uses in the Draft Planning Scheme, access to two railway stations serving the key trip demand to Dublin City and the permeability of the masterplan are the primary components influencing the trip generation, trip distribution and mode split projections
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* The precedent of the Adamstown ABP decision to remove the Phoenix Park Tunnel Link works from the phasing.
* Traffic and Transport Assessments (TTA) provides access to further assessment of the transport impacts of proposed developments at planning application stage and provides a safeguard on the interim impacts on existing transport infrastructure pending delivery of strategic transport infrastructure.
* The Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.
* Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) seeks to proactively drive and support sustainable development in an economically viable manner. Within this context, the application of a stringent and potentially onerous phasing programme to the SDZ lands would affect viability compared to other residential zoned lands within the region that are not subject to such requirements.
* The linking of regional pieces of transport infrastructure such as DART Expansion to the precise delivery of housing numbers at a local level is problematic and would more than likely delay the delivery of homes in an unnecessary manner.

Within the context of the above, the Proposed Material Alteration could delay or inhibit the delivery of housing required by the Core Strategy of the County Development Plan and supported by national policy and legislation.

The Chief Executive recommends that this Material Alteration is not included.

**Recommendation**

It is recommended that the motion is adopted.

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

For above reasons, the SEA supports the CE recommendation.

**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 was **AGREED**

**M90/0618 Item ID: 58820**

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

*Cllrs P Gogarty L O’Toole F Timmons G O’ Connell  D O’Donovan*

That Material Alteration Ref Section 4.0 – No. 6 as voted by the members be made with the following amendments to the text of Table 4.3 Phase 1A as outlined:

After "Dublin City Centre", add "**and between Clonburris, Blanchardstown, Lucan, Clondalkin, Tallaght, including along the Outer Ring Road**,"

Change "said service" to "said service**s**"

**REPORT:**

[MA Section 4.0 – No.6](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=54) inserts the following text into Phase 1A ( 0- 1,000 units):

**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 times as the existing 25A bus route.**

The Chief Executive acknowledges the intention of this motion on MA 4.0 – No. 6 and several other MAs in terms of including additional transport services to serve the SDZ.

The proposed amendment to the MA expands the scope of the bus services required in Phase 1A (0 – 1,000 units). The amendment would require a new dedicated bus route between Clonburris and Dublin City Centre and between Clonburris, Blanchardstown, Lucan, Clondalkin, Tallaght, including along the ORR.

The National Transport Authority (NTA) is a statutory body established by the Minister for Transport. At a national level, the National Transport Authority has responsibility for securing the provision of public passenger land transport services. This includes the provision of subvented bus and rail services by Bus Éireann, Dublin Bus and Irish Rail.

Correspondence from the NTA confirms that the NTA is committed to delivering the level of additional public transport infrastructure required to serve Clonburris as identified under the Transport Assessment and Strategy for the Draft Planning Scheme. The NTA advises that it intended to provide the new orbital service through the SDZ lands linking Blanchardstown to Tallaght in the short term**.** The NTA indicate that as part of the BusConnects network review, a number of high frequency local, radial and further orbital services are being considered to serve Lucan and Clondalkin, some of which will serve Clonburris directly, and some which can be adapted to serve Clonburris as development occurs in the future.

The Core Bus Corridors Project Report (NTA, June 2018) indicates confirmation of Radial Core Bus Corridors that will serve Lucan, Clondalkin and Liffey Valley and Future Orbital Bus Corridors that will link Tallaght to Blanchardstown via the SDZ Lands. An overall redesigned bus network is scheduled for publication under BusConnects in July 2018 and it is envisaged that this will help ensure sufficient peak hour services for Clonburris.

Specific public transport service routing and frequency requirements could cause ambiguity in the phasing and unnecessarily delay the delivery of housing and other associated infrastructure.

Section 4 of the Draft Planning Scheme details the Phasing Programme for the development of the lands. The Phasing Programme aims to provide a balanced delivery of infrastructure, urban centres and community services in tandem with population increase through a logical flexible schedule.

The subject Material Alteration is one of a number proposing to amend Table 4.3 of the Scheme to link bus services and the delivery of residential units. The Transport Assessment and Strategy that accompanies the Draft Planning Scheme outlines that the Orbital Bus Route and the DART Underground/Expansion as well as additional local and secondary orbital bus routes will serve the trip demands of the Draft Planning Scheme.

A key principle of the Phasing Programme is to identify the critical infrastructure and link the critical infrastructure to the delivery of residential development. The relevant national transport infrastructure for the area is planned through the NTA Greater Dublin Area Transport Strategy 2016 - 2035 and planned projects such as the Orbital Bus from Tallaght to Blanchardstown will benefit the wide catchment of Clondalkin, Lucan, Tallaght, Blanchardstown and north east Kildare area.

As a summary, the Chief Executive outlines that the Lucan and Clondalkin area will benefit from the planned future public transport and the Draft Planning Scheme does not phase development in the Clonburris SDZ with the delivery of planned public transport for the following reasons:

* The main public transport infrastructure serving the Planning Scheme are the two railway stations that allow access to the Kildare Railway route. It is considered that location of the lands adjacent to the railway is the primary rationale for the designation of the SDZ (two train stations delivered). The Phasing in the Planning Scheme includes the opening of the Kishoge Railway Station and it is the view of the Chief Executive that the phasing of the delivery of residential development to public transport should only be linked to the accessibility of residents to the Kildare Railway Line to achieve sustainable development.
* The mix and location of land uses in the Draft Planning Scheme, access to two railway stations serving the key trip demand to Dublin City and the permeability of the masterplan are the primary components influencing the trip generation, trip distribution and mode split projections
* Quantum of development in the Draft Planning Scheme is based on density ranges. The density ranges are derived having regard to the existing public transport infrastructure.
* The precedent of the Adamstown ABP decision to remove the Phoenix Park Tunnel Link works from the phasing.
* Traffic and Transport Assessments (TTA) provides access to further assessment of the transport impacts of proposed developments at planning application stage and provides a safeguard on the interim impacts on existing transport infrastructure pending delivery of strategic transport infrastructure.
* The Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.
* Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) seeks to proactively drive and support sustainable development in an economically viable manner. Within this context, the application of a stringent and potentially onerous phasing programme to the SDZ lands would affect viability compared to other residential zoned lands within the region that are not subject to such requirements.
* The linking of regional pieces of transport infrastructure such as DART Expansion to the precise delivery of housing numbers at a local level is problematic and would more than likely delay the delivery of homes in an unnecessary manner.

Within the context of the above, the Proposed Material Alteration could delay or inhibit the delivery of housing required by the Core Strategy of the County Development Plan and supported by national policy and legislation.

The Chief Executive recommends that this Material Alteration is not included.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

**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. Gogarty, C. King, B. Bonner, D. Looney, M. Duff, B. Ferron.

The Motion **FELL**

**M91/0618 Item ID:58779**

Proposed by Councillor E. O'Brien

Table 4.3 Phasing Table page 43 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 buses in line with demand which may increase as the SDZ is further developed.

**REPORT:**

The subject motion is a repeat motion (motion 109) from the Special Meetings in January 2018. The outcome of the motion was an amended motion that resulted in Material Alteration Section 4.0 – No. 6. [MA Section 4.0 – No.6](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=54) inserts the following text into Phase 1A ( 0- 1,000 units):

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 times as the existing 25A bus route.

The subject motion is considered to be a proposed amendment to MA Section 4.0 – No.6.

The Chief Executive acknowledges the intention of this motion on MA 4.0 – No. 6 and several other MAs in terms of including additional trasnport services to serve the SDZ.

The National Transport Authority (NTA) is a statutory body established by the Minister for Transport. At a national level, the National Transport Authority has responsibility for securing the provision of public passenger land transport services. This includes the provision of subvented bus and rail services by Bus Éireann, Dublin Bus and Irish Rail. In relation to the inclusion of frequency of transport services in the Phasing Table, the Chief Executive considers that such provision would be difficult to implement in practice as the provision of services is outside the control of SDCC and is open to change by the service providers.

Correspondence from the NTA confirms that the NTA is committed to delivering the level of additional public transport infrastructure required to serve Clonburris as identified under the Transport Assessment and Strategy for the Draft Planning Scheme. The NTA advises that it intended to provide the new orbital service through the SDZ lands linking Blanchardstown to Tallaght in the short term**.** The NTA indicate that as part of the BusConnects network review, a number of high frequency local, radial and further orbital services are being considered to serve Lucan and Clondalkin, some of which will serve Clonburris directly, and some which can be adapted to serve Clonburris as development occurs in the future.

The Core Bus Corridors Project Report (NTA, June 2018) indicates confirmation of Radial Core Bus Corridors that will serve Lucan, Clondalkin and Liffey Valley and Future Orbital Bus Corridors that will link Tallaght to Blanchardstown via the SDZ Lands. An overall redesigned bus network is scheduled for publication under BusConnects in July 2018 and it is envisaged that this will help ensure sufficient peak hour services for Clonburris.

As such, in general, it is considered that the Phasing Programme should be measureable and focus on fixed infrastructure. Public transport services and frequency requirements could cause ambiguity in the phasing and unnecessarily delay the delivery of housing and other associated infrastructure.

Section 4 of the Draft Planning Scheme details the Phasing Programme for the development of the lands. The Phasing Programme aims to provide a balanced delivery of infrastructure, urban centres and community services in tandem with population increase through a logical flexible schedule.

The subject Material Alteration is one of a number proposing to amend Table 4.3 of the Scheme to link bus services and the delivery of residential units. The Transport Assessment and Strategy that accompanies the Draft Planning Scheme outlines that the Orbital Bus Route and the DART Underground/Expansion as well as additional local and secondary orbital bus routes will serve the trip demands of the Draft Planning Scheme.

A key principle of the Phasing Programme is to identify the critical infrastructure and link the critical infrastructure to the delivery of residential development. The relevant national transport infrastructure for the area is planned through the NTA Greater Dublin Area Transport Strategy 2016 - 2035 and planned projects such as the Orbital Bus from Tallaght to Blanchardstown will benefit the wide catchment of Clondalkin, Lucan, Tallaght, Blanchardstown and north east Kildare area.

As a summary, the Chief Executive outlines that the Lucan and Clondalkin area will benefit from the planned future public transport and the Draft Planning Scheme does not phase development in the Clonburris SDZ with the delivery of planned public transport for the following reasons:

* The main public transport infrastructure serving the Planning Scheme are the two railway stations that allow access to the Kildare Railway route. It is considered that location of the lands adjacent to the railway is the primary rationale for the designation of the SDZ (two train stations delivered). The Phasing in the Planning Scheme includes the opening of the Kishoge Railway Station and it is the view of the Chief Executive that the phasing of the delivery of residential development to public transport should only be linked to the accessibility of residents to the Kildare Railway Line to achieve sustainable development.
* The mix and location of land uses in the Draft Planning Scheme, access to two railway stations serving the key trip demand to Dublin City and the permeability of the masterplan are the primary components influencing the trip generation, trip distribution and mode split projections
* Quantum of development in the Draft Planning Scheme is based on density ranges. The density ranges are derived having regard to the existing public transport infrastructure.
* The precedent of the Adamstown ABP decision to remove the Phoenix Park Tunnel Link works from the phasing.
* Traffic and Transport Assessments (TTA) provides access to further assessment of the transport impacts of proposed developments at planning application stage and provides a safeguard on the interim impacts on existing transport infrastructure pending delivery of strategic transport infrastructure.
* The Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.
* Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) seeks to proactively drive and support sustainable development in an economically viable manner. Within this context, the application of a stringent and potentially onerous phasing programme to the SDZ lands would affect viability compared to other residential zoned lands within the region that are not subject to such requirements.
* The linking of regional pieces of transport infrastructure such as DART Expansion to the precise delivery of housing numbers at a local level is problematic and would more than likely delay the delivery of homes in an unnecessary manner.

Within the context of the above, the Proposed Material Alteration could delay or inhibit the delivery of housing required by the Core Strategy of the County Development Plan and supported by national policy and legislation.

The Chief Executive recommends that this Material Alteration is not included.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

**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**

**M92/0618 Item ID:58720**

Proposed by Councillor L. O'Toole

Co-signed Cllrs Liona O’Toole, Paul Gogarty, Guss O’Connell, Francis Timmons, Deirdre O’Donovan

**Section 4.0 No 7 Pg. 153**

*Table 4.3 Phasing table*

We accept the material alteration, but amend to insert*, ‘ORR’.*

**REPORT:**

[Material Alteration Section 4.0 – No. 7](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=54) adds the following requirement to Phase 1A (0 – 1,000 units):

**Table 4.3 Phasing Table…**

|  |  |  |
| --- | --- | --- |
| **Phase** | **Residential Units constructed and occupied** | **Minimum Delivery in Phase** |
| 1A | 0-1,000 | **Provision of a regular daily orbital bus service linking Lucan, Clonburris, Clondalkin, Tallaght and Blanchardstown.** |

In the Chief Executive’s report, it is recommended that the SDZ Planning Scheme be made **without** this Proposed Material Alteration.

A key principle of the Phasing Programme is to identify the critical infrastructure and link the critical infrastructure to the delivery of residential development. The proposed Material Alteration adds the provision of a regular daily orbital bus service linking Lucan, Clonburris, Clondalkin, Tallaght and Blanchardstown to Phase 1A of the Planning Scheme. Phase 1A provides for the 0-1000 residential units. This Material Alteration would require the provision of the Orbital Bus Routes prior to the development of over 1,000 units.

The Chief Executive considers that the relevant national transport infrastructure for the area is planned through the NTA Greater Dublin Area Transport Strategy 2016 - 2035 and planned projects such as the Orbital Bus from Tallaght to Blanchardstown will benefit the wider catchment of Clondalkin, Lucan, Tallaght, Blanchardstown and north east Kildare area.

Correspondence from the NTA 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 Planning Scheme. The Transport Assessment indicates that core orbital bus routes will be delivered by 2026. This includes for a Tallaght - Blanchardstown Core Orbital Route that will link Tallaght, Clonburris and Lucan. A proposed Tallaght-Liffey Valley Secondary Orbital Route is planned to link Tallaght, Clondalkin, Clonburris and Liffey Valley. Further to the orbital bus service sought under the subject Proposed Material Alteration, It is considered that the provision of one orbital route that links all centres would be difficult to achieve in an efficient manner.

The NTA 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 Core Bus Corridors Project Report (NTA, June 2018) indicates confirmation of Future Orbital Bus Corridors that will link Tallaght to Blanchardstown via the SDZ Lands. An overall redesigned bus network is scheduled for publication under BusConnects in July 2018 and it is envisaged that this will help ensure sufficient peak hour services for Clonburris.

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 outlines 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.

Section 4 of the Draft Planning Scheme details the Phasing Programme for the development of the lands. The Phasing Programme aims to provide a balanced delivery of infrastructure, urban centres and community services in tandem with population increase through a logical flexible schedule.

Policy and legislation provided the context for the phasing approach in the Draft Planning Scheme:

* The Draft Planning Scheme for the Clonburris SDZ has been prepared as a direct result of Government legislation (S.I. No. 604 of 2015). The SDZ Order identifies the lands at Clonburris to be of economic and social importance to the State.
* The Clonburris SDZ is categorised as a Major Urban Housing Development Site (MUHDS), and was allocated funding in 2017 under the Local Infrastructure Housing Activation Fund (LIHAF)
* The Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) indicate that planning must proactively drive and support sustainable development, integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner that will sustain recovery and future prosperity.

The subject Material Alteration proposes to amend Chapter 4 of the Scheme to link the orbital bus route service and the delivery of residential units.

As a summary, the Chief Executive outlines that the Lucan and Clondalkin area will benefit from the planned future public transport and the Draft Planning Scheme does not phase development in the Clonburris SDZ with the delivery of planned public transport for the following reasons:

* The main public transport infrastructure serving the Planning Scheme are the two railway stations that allow access to the Kildare Railway route. It is considered that location of the lands adjacent to the railway is the primary rationale for the designation of the SDZ (two train stations delivered). The Phasing in the Planning Scheme includes the opening of the Kishoge Railway Station and it is the view of the Chief Executive that the phasing of the delivery of residential development to public transport should only be linked to the accessibility of residents to the Kildare Railway Line to achieve sustainable development.
* The mix and location of land uses in the Draft Planning Scheme, access to two railway stations serving the key trip demand to Dublin City and the permeability of the masterplan are the primary components influencing the trip generation, trip distribution and mode split projections
* Quantum of development in the Draft Planning Scheme is based on density ranges. The density ranges are derived having regard to the existing public transport infrastructure.
* The precedent of the Adamstown An Bord Pleanála decision to remove the Phoenix Park Tunnel Link works from the phasing.
* Traffic and Transport Assessments (TTA) provides access to further assessment of the transport impacts of proposed developments at planning application stage and provides a safeguard on the interim impacts on existing transport infrastructure pending delivery of strategic transport infrastructure.
* The Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.
* Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) seeks to proactively drive and support sustainable development in an economically viable manner. Within this context, the application of a stringent and potentially onerous phasing programme to the SDZ lands would affect viability compared to other residential zoned lands within the region that are not subject to such requirements.
* The linking of regional pieces of transport infrastructure such as DART Expansion to the precise delivery of housing numbers at a local level is problematic and would more than likely delay the delivery of homes in an unnecessary manner.

Within the context of the above, the phasing of the orbital bus routes could delay or inhibit the delivery of housing required by the Core Strategy of the County Development Plan and supported by national policy and legislation.

The Chief Executive recommends that this Proposed Material Alteration is not included in the Planning Scheme.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

**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**

**M93/0618 Item ID: 58688**

Proposed by Councillor W. Lavelle

That MATERIAL ALTERATION REF. Section 4.0 – No. 7 be confirmed

**REPORT:**

[Material Alteration Section 4.0 – No. 7](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=54) adds the following requirement to Phase 1A (0 – 1,000 units):

**Table 4.3 Phasing Table…**

|  |  |  |
| --- | --- | --- |
| **Phase** | **Residential Units constructed and occupied** | **Minimum Delivery in Phase** |
| 1A | 0-1,000 | **Provision of a regular daily orbital bus service linking Lucan, Clonburris, Clondalkin, Tallaght and Blanchardstown.** |

In the Chief Executive’s report, it is recommended that the SDZ Planning Scheme be made **without** this Proposed Material Alteration.

A key principle of the Phasing Programme is to identify the critical infrastructure and link the critical infrastructure to the delivery of residential development. The proposed Material Alteration adds the provision of a regular daily orbital bus service linking Lucan, Clonburris, Clondalkin, Tallaght and Blanchardstown to Phase 1A of the Planning Scheme. Phase 1A provides for the 0-1000 residential units. This Material Alteration would require the provision of the Orbital Bus Routes prior to the development of over 1,000 units.

The Chief Executive considers that the relevant national transport infrastructure for the area is planned through the NTA Greater Dublin Area Transport Strategy 2016 - 2035 and planned projects such as the Orbital Bus from Tallaght to Blanchardstown will benefit the wider catchment of Clondalkin, Lucan, Tallaght, Blanchardstown and north east Kildare area.

Correspondence from the NTA 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 Planning Scheme. The Transport Assessment indicates that core orbital bus routes will be delivered by 2026. This includes for a Tallaght - Blanchardstown Core Orbital Route that will link Tallaght, Clonburris and Lucan. A proposed Tallaght-Liffey Valley Secondary Orbital Route is planned to link Tallaght, Clondalkin, Clonburris and Liffey Valley. Further to the orbital bus service sought under the subject Proposed Material Alteration, It is considered that the provision of one orbital route that links all centres would be difficult to achieve in an efficient manner.

The NTA 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 Core Bus Corridors Project Report (NTA, June 2018) indicates confirmation of Future Orbital Bus Corridors that will link Tallaght to Blanchardstown via the SDZ Lands. An overall redesigned bus network is scheduled for publication under BusConnects in July 2018 and it is envisaged that this will help ensure sufficient peak hour services for Clonburris.

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 outlines 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.

Section 4 of the Draft Planning Scheme details the Phasing Programme for the development of the lands. The Phasing Programme aims to provide a balanced delivery of infrastructure, urban centres and community services in tandem with population increase through a logical flexible schedule.

Policy and legislation provided the context for the phasing approach in the Draft Planning Scheme:

* The Draft Planning Scheme for the Clonburris SDZ has been prepared as a direct result of Government legislation (S.I. No. 604 of 2015). The SDZ Order identifies the lands at Clonburris to be of economic and social importance to the State.
* The Clonburris SDZ is categorised as a Major Urban Housing Development Site (MUHDS), and was allocated funding in 2017 under the Local Infrastructure Housing Activation Fund (LIHAF)
* The Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) indicate that planning must proactively drive and support sustainable development, integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner that will sustain recovery and future prosperity.

The subject Material Alteration proposes to amend Chapter 4 of the Scheme to link the orbital bus route service and the delivery of residential units.

As a summary, the Chief Executive outlines that the Lucan and Clondalkin area will benefit from the planned future public transport and the Draft Planning Scheme does not phase development in the Clonburris SDZ with the delivery of planned public transport for the following reasons:

* The main public transport infrastructure serving the Planning Scheme are the two railway stations that allow access to the Kildare Railway route. It is considered that location of the lands adjacent to the railway is the primary rationale for the designation of the SDZ (two train stations delivered). The Phasing in the Planning Scheme includes the opening of the Kishoge Railway Station and it is the view of the Chief Executive that the phasing of the delivery of residential development to public transport should only be linked to the accessibility of residents to the Kildare Railway Line to achieve sustainable development.
* The mix and location of land uses in the Draft Planning Scheme, access to two railway stations serving the key trip demand to Dublin City and the permeability of the masterplan are the primary components influencing the trip generation, trip distribution and mode split projections
* Quantum of development in the Draft Planning Scheme is based on density ranges. The density ranges are derived having regard to the existing public transport infrastructure.
* The precedent of the Adamstown An Bord Pleanála decision to remove the Phoenix Park Tunnel Link works from the phasing.
* Traffic and Transport Assessments (TTA) provides access to further assessment of the transport impacts of proposed developments at planning application stage and provides a safeguard on the interim impacts on existing transport infrastructure pending delivery of strategic transport infrastructure.
* The Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.
* Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) seeks to proactively drive and support sustainable development in an economically viable manner. Within this context, the application of a stringent and potentially onerous phasing programme to the SDZ lands would affect viability compared to other residential zoned lands within the region that are not subject to such requirements.
* The linking of regional pieces of transport infrastructure such as DART Expansion to the precise delivery of housing numbers at a local level is problematic and would more than likely delay the delivery of homes in an unnecessary manner.

Within the context of the above, the phasing of the orbital bus routes could delay or inhibit the delivery of housing required by the Core Strategy of the County Development Plan and supported by national policy and legislation.

The Chief Executive recommends that this Proposed Material Alteration is not included in the Planning Scheme.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

**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**

**M94/0618 Item ID:58803**

Proposed by Councillor M. Ward and seconded by Councillor S. Holland

P45 – Delete Material Alteration Ref: Section 4.0 – No 7

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

**REPORT:**

[Material Alteration Section 4.0 – No. 7](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=54) adds the following requirement to Phase 1A (0 – 1,000 units):

**Table 4.3 Phasing Table…**

|  |  |  |
| --- | --- | --- |
| **Phase** | **Residential Units constructed and occupied** | **Minimum Delivery in Phase** |
| 1A | 0-1,000 | **Provision of a regular daily orbital bus service linking Lucan, Clonburris, Clondalkin, Tallaght and Blanchardstown.** |

In the Chief Executive’s report, it is recommended that the SDZ Planning Scheme be made **without** this Proposed Material Alteration.

A key principle of the Phasing Programme is to identify the critical infrastructure and link the critical infrastructure to the delivery of residential development. The proposed Material Alteration adds the provision of a regular daily orbital bus service linking Lucan, Clonburris, Clondalkin, Tallaght and Blanchardstown to Phase 1A of the Planning Scheme. Phase 1A provides for the 0-1000 residential units. This Material Alteration would require the provision of the Orbital Bus Routes prior to the development of over 1,000 units.

The Chief Executive considers that the relevant national transport infrastructure for the area is planned through the NTA Greater Dublin Area Transport Strategy 2016 - 2035 and planned projects such as the Orbital Bus from Tallaght to Blanchardstown will benefit the wider catchment of Clondalkin, Lucan, Tallaght, Blanchardstown and north east Kildare area.

Correspondence from the NTA 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 Planning Scheme. The Transport Assessment indicates that core orbital bus routes will be delivered by 2026. This includes for a Tallaght - Blanchardstown Core Orbital Route that will link Tallaght, Clonburris and Lucan. A proposed Tallaght-Liffey Valley Secondary Orbital Route is planned to link Tallaght, Clondalkin, Clonburris and Liffey Valley. Further to the orbital bus service sought under the subject Proposed Material Alteration, It is considered that the provision of one orbital route that links all centres would be difficult to achieve in an efficient manner.

The NTA 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 Core Bus Corridors Project Report (NTA, June 2018) indicates confirmation of Future Orbital Bus Corridors that will link Tallaght to Blanchardstown via the SDZ Lands. An overall redesigned bus network is scheduled for publication under BusConnects in July 2018 and it is envisaged that this will help ensure sufficient peak hour services for Clonburris.

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 outlines 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.

Section 4 of the Draft Planning Scheme details the Phasing Programme for the development of the lands. The Phasing Programme aims to provide a balanced delivery of infrastructure, urban centres and community services in tandem with population increase through a logical flexible schedule.

Policy and legislation provided the context for the phasing approach in the Draft Planning Scheme:

* The Draft Planning Scheme for the Clonburris SDZ has been prepared as a direct result of Government legislation (S.I. No. 604 of 2015). The SDZ Order identifies the lands at Clonburris to be of economic and social importance to the State.
* The Clonburris SDZ is categorised as a Major Urban Housing Development Site (MUHDS), and was allocated funding in 2017 under the Local Infrastructure Housing Activation Fund (LIHAF)
* The Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) indicate that planning must proactively drive and support sustainable development, integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner that will sustain recovery and future prosperity.

The subject Material Alteration proposes to amend Chapter 4 of the Scheme to link the orbital bus route service and the delivery of residential units.

As a summary, the Chief Executive outlines that the Lucan and Clondalkin area will benefit from the planned future public transport and the Draft Planning Scheme does not phase development in the Clonburris SDZ with the delivery of planned public transport for the following reasons:

* The main public transport infrastructure serving the Planning Scheme are the two railway stations that allow access to the Kildare Railway route. It is considered that location of the lands adjacent to the railway is the primary rationale for the designation of the SDZ (two train stations delivered). The Phasing in the Planning Scheme includes the opening of the Kishoge Railway Station and it is the view of the Chief Executive that the phasing of the delivery of residential development to public transport should only be linked to the accessibility of residents to the Kildare Railway Line to achieve sustainable development.
* The mix and location of land uses in the Draft Planning Scheme, access to two railway stations serving the key trip demand to Dublin City and the permeability of the masterplan are the primary components influencing the trip generation, trip distribution and mode split projections
* Quantum of development in the Draft Planning Scheme is based on density ranges. The density ranges are derived having regard to the existing public transport infrastructure.
* The precedent of the Adamstown An Bord Pleanála decision to remove the Phoenix Park Tunnel Link works from the phasing.
* Traffic and Transport Assessments (TTA) provides access to further assessment of the transport impacts of proposed developments at planning application stage and provides a safeguard on the interim impacts on existing transport infrastructure pending delivery of strategic transport infrastructure.
* The Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.
* Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) seeks to proactively drive and support sustainable development in an economically viable manner. Within this context, the application of a stringent and potentially onerous phasing programme to the SDZ lands would affect viability compared to other residential zoned lands within the region that are not subject to such requirements.
* The linking of regional pieces of transport infrastructure such as DART Expansion to the precise delivery of housing numbers at a local level is problematic and would more than likely delay the delivery of homes in an unnecessary manner.

Within the context of the above, the phasing of the orbital bus routes could delay or inhibit the delivery of housing required by the Core Strategy of the County Development Plan and supported by national policy and legislation.

The Chief Executive recommends that this Proposed Material Alteration is not included in the Planning Scheme.

**Recommendation**

It is recommended that the motion is adopted.

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

For above reasons, the SEA supports the CE recommendation.

**Appropriate 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 was called for, the result of which was as follows:

**FOR 18 (EIGHTEEN)**

**AGAINST 12 (TWELVE)**

**ABSTAIN 0 (NIL)**

The Motion was **CARRIED**

**M95/0618 Item ID: 58777**

Proposed by Councillor E. O'Brien

Table 4.3 Phasing Table page 134  be amended to read 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 an orbital bus corridor route servicing the Clonburris development and adjoining areas of Lucan and Clondalkin is agreed and commences service.

**REPORT:**

[Material Alteration Section 4.0 – No. 7](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=54) adds the following requirement to Phase 1A (0 – 1,000 units):

**Table 4.3 Phasing Table…**

|  |  |  |
| --- | --- | --- |
| **Phase** | **Residential Units constructed and occupied** | **Minimum Delivery in Phase** |
| 1A | 0-1,000 | **Provision of a regular daily orbital bus service linking Lucan, Clonburris, Clondalkin, Tallaght and Blanchardstown.** |

In the Chief Executive’s report, it is recommended that the SDZ Planning Scheme be made **without** this Proposed Material Alteration.

A key principle of the Phasing Programme is to identify the critical infrastructure and link the critical infrastructure to the delivery of residential development. The proposed Material Alteration adds the provision of a regular daily orbital bus service linking Lucan, Clonburris, Clondalkin, Tallaght and Blanchardstown to Phase 1A of the Planning Scheme. Phase 1A provides for the 0-1000 residential units. This Material Alteration would require the provision of the Orbital Bus Routes prior to the development of over 1,000 units.

The Chief Executive considers that the relevant national transport infrastructure for the area is planned through the NTA Greater Dublin Area Transport Strategy 2016 - 2035 and planned projects such as the Orbital Bus from Tallaght to Blanchardstown will benefit the wider catchment of Clondalkin, Lucan, Tallaght, Blanchardstown and north east Kildare area.

Correspondence from the NTA 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 Planning Scheme. The Transport Assessment indicates that core orbital bus routes will be delivered by 2026. This includes for a Tallaght - Blanchardstown Core Orbital Route that will link Tallaght, Clonburris and Lucan. A proposed Tallaght-Liffey Valley Secondary Orbital Route is planned to link Tallaght, Clondalkin, Clonburris and Liffey Valley. Further to the orbital bus service sought under the subject Proposed Material Alteration, It is considered that the provision of one orbital route that links all centres would be difficult to achieve in an efficient manner.

The NTA 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 Core Bus Corridors Project Report (NTA, June 2018) indicates confirmation of Future Orbital Bus Corridors that will link Tallaght to Blanchardstown via the SDZ Lands. An overall redesigned bus network is scheduled for publication under BusConnects in July 2018 and it is envisaged that this will help ensure sufficient peak hour services for Clonburris.

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 outlines 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.

Section 4 of the Draft Planning Scheme details the Phasing Programme for the development of the lands. The Phasing Programme aims to provide a balanced delivery of infrastructure, urban centres and community services in tandem with population increase through a logical flexible schedule.

Policy and legislation provided the context for the phasing approach in the Draft Planning Scheme:

* The Draft Planning Scheme for the Clonburris SDZ has been prepared as a direct result of Government legislation (S.I. No. 604 of 2015). The SDZ Order identifies the lands at Clonburris to be of economic and social importance to the State.
* The Clonburris SDZ is categorised as a Major Urban Housing Development Site (MUHDS), and was allocated funding in 2017 under the Local Infrastructure Housing Activation Fund (LIHAF)
* The Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) indicate that planning must proactively drive and support sustainable development, integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner that will sustain recovery and future prosperity.

The subject Material Alteration proposes to amend Chapter 4 of the Scheme to link the orbital bus route service and the delivery of residential units.

As a summary, the Chief Executive outlines that the Lucan and Clondalkin area will benefit from the planned future public transport and the Draft Planning Scheme does not phase development in the Clonburris SDZ with the delivery of planned public transport for the following reasons:

* The main public transport infrastructure serving the Planning Scheme are the two railway stations that allow access to the Kildare Railway route. It is considered that location of the lands adjacent to the railway is the primary rationale for the designation of the SDZ (two train stations delivered). The Phasing in the Planning Scheme includes the opening of the Kishoge Railway Station and it is the view of the Chief Executive that the phasing of the delivery of residential development to public transport should only be linked to the accessibility of residents to the Kildare Railway Line to achieve sustainable development.
* The mix and location of land uses in the Draft Planning Scheme, access to two railway stations serving the key trip demand to Dublin City and the permeability of the masterplan are the primary components influencing the trip generation, trip distribution and mode split projections
* Quantum of development in the Draft Planning Scheme is based on density ranges. The density ranges are derived having regard to the existing public transport infrastructure.
* The precedent of the Adamstown An Bord Pleanála decision to remove the Phoenix Park Tunnel Link works from the phasing.
* Traffic and Transport Assessments (TTA) provides access to further assessment of the transport impacts of proposed developments at planning application stage and provides a safeguard on the interim impacts on existing transport infrastructure pending delivery of strategic transport infrastructure.
* The Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.
* Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) seeks to proactively drive and support sustainable development in an economically viable manner. Within this context, the application of a stringent and potentially onerous phasing programme to the SDZ lands would affect viability compared to other residential zoned lands within the region that are not subject to such requirements.
* The linking of regional pieces of transport infrastructure such as DART Expansion to the precise delivery of housing numbers at a local level is problematic and would more than likely delay the delivery of homes in an unnecessary manner.

Within the context of the above, the phasing of the orbital bus routes could delay or inhibit the delivery of housing required by the Core Strategy of the County Development Plan and supported by national policy and legislation.

The Chief Executive recommends that this Proposed Material Alteration is not included in the Planning Scheme.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

**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**

**M96/0618 Item ID:58766**

Proposed by Councillor E. Higgins

Section 4.0 No 7

That the Material Alteration as agreed on by Councillors be included in the plan and that table 4.3 be amended to include ‘provision o f a regular daily orbital bus service linking Lucan, Clonburris, Clondalkin, Tallaght and Blanchardstown’ be included in Phase 1A.

Co Sponsored: Vicki Casserly, Kenneth Egan, Brian Lawlor, Conor McMahon, Paula Donovan

**REPORT:**

[Material Alteration Section 4.0 – No. 7](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=45) adds the following requirement to Phase 1A (0 – 1,000 units):

**Table 4.3 Phasing Table…**

|  |  |  |
| --- | --- | --- |
| **Phase** | **Residential Units constructed and occupied** | **Minimum Delivery in Phase** |
| 1A | 0-1,000 | **Provision of a regular daily orbital bus service linking Lucan, Clonburris, Clondalkin, Tallaght and Blanchardstown.** |

In the Chief Executive’s report, it is recommended that the SDZ Planning Scheme be made **without** this Proposed Material Alteration.

A key principle of the Phasing Programme is to identify the critical infrastructure and link the critical infrastructure to the delivery of residential development. The proposed Material Alteration adds the provision of a regular daily orbital bus service linking Lucan, Clonburris, Clondalkin, Tallaght and Blanchardstown to Phase 1A of the Planning Scheme. Phase 1A provides for the 0-1000 residential units. This Material Alteration would require the provision of the Orbital Bus Routes prior to the development of over 1,000 units.

The Chief Executive considers that the relevant national transport infrastructure for the area is planned through the NTA Greater Dublin Area Transport Strategy 2016 - 2035 and planned projects such as the Orbital Bus from Tallaght to Blanchardstown will benefit the wider catchment of Clondalkin, Lucan, Tallaght, Blanchardstown and north east Kildare area.

Correspondence from the NTA 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 Planning Scheme. The Transport Assessment indicates that core orbital bus routes will be delivered by 2026. This includes for a Tallaght - Blanchardstown Core Orbital Route that will link Tallaght, Clonburris and Lucan. A proposed Tallaght-Liffey Valley Secondary Orbital Route is planned to link Tallaght, Clondalkin, Clonburris and Liffey Valley. Further to the orbital bus service sought under the subject Proposed Material Alteration, It is considered that the provision of one orbital route that links all centres would be difficult to achieve in an efficient manner.

The NTA 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 Core Bus Corridors Project Report (NTA, June 2018) indicates confirmation of Future Orbital Bus Corridors that will link Tallaght to Blanchardstown via the SDZ Lands. An overall redesigned bus network is scheduled for publication under BusConnects in July 2018 and it is envisaged that this will help ensure sufficient peak hour services for Clonburris.

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 outlines 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.

Section 4 of the Draft Planning Scheme details the Phasing Programme for the development of the lands. The Phasing Programme aims to provide a balanced delivery of infrastructure, urban centres and community services in tandem with population increase through a logical flexible schedule.

Policy and legislation provided the context for the phasing approach in the Draft Planning Scheme:

* The Draft Planning Scheme for the Clonburris SDZ has been prepared as a direct result of Government legislation (S.I. No. 604 of 2015). The SDZ Order identifies the lands at Clonburris to be of economic and social importance to the State.
* The Clonburris SDZ is categorised as a Major Urban Housing Development Site (MUHDS), and was allocated funding in 2017 under the Local Infrastructure Housing Activation Fund (LIHAF)
* The Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) indicate that planning must proactively drive and support sustainable development, integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner that will sustain recovery and future prosperity.

The subject Material Alteration proposes to amend Chapter 4 of the Scheme to link the orbital bus route service and the delivery of residential units.

As a summary, the Chief Executive outlines that the Lucan and Clondalkin area will benefit from the planned future public transport and the Draft Planning Scheme does not phase development in the Clonburris SDZ with the delivery of planned public transport for the following reasons:

* The main public transport infrastructure serving the Planning Scheme are the two railway stations that allow access to the Kildare Railway route. It is considered that location of the lands adjacent to the railway is the primary rationale for the designation of the SDZ (two train stations delivered). The Phasing in the Planning Scheme includes the opening of the Kishoge Railway Station and it is the view of the Chief Executive that the phasing of the delivery of residential development to public transport should only be linked to the accessibility of residents to the Kildare Railway Line to achieve sustainable development.
* The mix and location of land uses in the Draft Planning Scheme, access to two railway stations serving the key trip demand to Dublin City and the permeability of the masterplan are the primary components influencing the trip generation, trip distribution and mode split projections
* Quantum of development in the Draft Planning Scheme is based on density ranges. The density ranges are derived having regard to the existing public transport infrastructure.
* The precedent of the Adamstown An Bord Pleanála decision to remove the Phoenix Park Tunnel Link works from the phasing.
* Traffic and Transport Assessments (TTA) provides access to further assessment of the transport impacts of proposed developments at planning application stage and provides a safeguard on the interim impacts on existing transport infrastructure pending delivery of strategic transport infrastructure.
* The Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.
* Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) seeks to proactively drive and support sustainable development in an economically viable manner. Within this context, the application of a stringent and potentially onerous phasing programme to the SDZ lands would affect viability compared to other residential zoned lands within the region that are not subject to such requirements.
* The linking of regional pieces of transport infrastructure such as DART Expansion to the precise delivery of housing numbers at a local level is problematic and would more than likely delay the delivery of homes in an unnecessary manner.

Within the context of the above, the phasing of the orbital bus routes could delay or inhibit the delivery of housing required by the Core Strategy of the County Development Plan and supported by national policy and legislation.

The Chief Executive recommends that this Proposed Material Alteration is not included in the Planning Scheme.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

**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**

**M97/0618 Item ID:58821**

Proposed by Councillor P. Gogarty

*Cllrs P Gogarty L O’Toole F Timmons G O’ Connell  D O’Donovan*

That Material Alteration Ref Section 4.0 – No. 7 as voted by the members be made.

**REPORT:**

[Material Alteration Section 4.0 – No. 7](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=54) adds the following requirement to Phase 1A (0 – 1,000 units):

**Table 4.3 Phasing Table…**

|  |  |  |
| --- | --- | --- |
| **Phase** | **Residential Units constructed and occupied** | **Minimum Delivery in Phase** |
| 1A | 0-1,000 | **Provision of a regular daily orbital bus service linking Lucan, Clonburris, Clondalkin, Tallaght and Blanchardstown.** |

In the Chief Executive’s report, it is recommended that the SDZ Planning Scheme be made **without** this Proposed Material Alteration.

A key principle of the Phasing Programme is to identify the critical infrastructure and link the critical infrastructure to the delivery of residential development. The proposed Material Alteration adds the provision of a regular daily orbital bus service linking Lucan, Clonburris, Clondalkin, Tallaght and Blanchardstown to Phase 1A of the Planning Scheme. Phase 1A provides for the 0-1000 residential units. This Material Alteration would require the provision of the Orbital Bus Routes prior to the development of over 1,000 units.

The Chief Executive considers that the relevant national transport infrastructure for the area is planned through the NTA Greater Dublin Area Transport Strategy 2016 - 2035 and planned projects such as the Orbital Bus from Tallaght to Blanchardstown will benefit the wider catchment of Clondalkin, Lucan, Tallaght, Blanchardstown and north east Kildare area.

Correspondence from the NTA 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 Planning Scheme. The Transport Assessment indicates that core orbital bus routes will be delivered by 2026. This includes for a Tallaght - Blanchardstown Core Orbital Route that will link Tallaght, Clonburris and Lucan. A proposed Tallaght-Liffey Valley Secondary Orbital Route is planned to link Tallaght, Clondalkin, Clonburris and Liffey Valley. Further to the orbital bus service sought under the subject Proposed Material Alteration, It is considered that the provision of one orbital route that links all centres would be difficult to achieve in an efficient manner.

The NTA 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 Core Bus Corridors Project Report (NTA, June 2018) indicates confirmation of Future Orbital Bus Corridors that will link Tallaght to Blanchardstown via the SDZ Lands. An overall redesigned bus network is scheduled for publication under BusConnects in July 2018 and it is envisaged that this will help ensure sufficient peak hour services for Clonburris.

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 outlines 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.

Section 4 of the Draft Planning Scheme details the Phasing Programme for the development of the lands. The Phasing Programme aims to provide a balanced delivery of infrastructure, urban centres and community services in tandem with population increase through a logical flexible schedule.

Policy and legislation provided the context for the phasing approach in the Draft Planning Scheme:

* The Draft Planning Scheme for the Clonburris SDZ has been prepared as a direct result of Government legislation (S.I. No. 604 of 2015). The SDZ Order identifies the lands at Clonburris to be of economic and social importance to the State.
* The Clonburris SDZ is categorised as a Major Urban Housing Development Site (MUHDS), and was allocated funding in 2017 under the Local Infrastructure Housing Activation Fund (LIHAF)
* The Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) indicate that planning must proactively drive and support sustainable development, integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner that will sustain recovery and future prosperity.

The subject Material Alteration proposes to amend Chapter 4 of the Scheme to link the orbital bus route service and the delivery of residential units.

As a summary, the Chief Executive outlines that the Lucan and Clondalkin area will benefit from the planned future public transport and the Draft Planning Scheme does not phase development in the Clonburris SDZ with the delivery of planned public transport for the following reasons:

* The main public transport infrastructure serving the Planning Scheme are the two railway stations that allow access to the Kildare Railway route. It is considered that location of the lands adjacent to the railway is the primary rationale for the designation of the SDZ (two train stations delivered). The Phasing in the Planning Scheme includes the opening of the Kishoge Railway Station and it is the view of the Chief Executive that the phasing of the delivery of residential development to public transport should only be linked to the accessibility of residents to the Kildare Railway Line to achieve sustainable development.
* The mix and location of land uses in the Draft Planning Scheme, access to two railway stations serving the key trip demand to Dublin City and the permeability of the masterplan are the primary components influencing the trip generation, trip distribution and mode split projections
* Quantum of development in the Draft Planning Scheme is based on density ranges. The density ranges are derived having regard to the existing public transport infrastructure.
* The precedent of the Adamstown An Bord Pleanála decision to remove the Phoenix Park Tunnel Link works from the phasing.
* Traffic and Transport Assessments (TTA) provides access to further assessment of the transport impacts of proposed developments at planning application stage and provides a safeguard on the interim impacts on existing transport infrastructure pending delivery of strategic transport infrastructure.
* The Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.
* Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) seeks to proactively drive and support sustainable development in an economically viable manner. Within this context, the application of a stringent and potentially onerous phasing programme to the SDZ lands would affect viability compared to other residential zoned lands within the region that are not subject to such requirements.
* The linking of regional pieces of transport infrastructure such as DART Expansion to the precise delivery of housing numbers at a local level is problematic and would more than likely delay the delivery of homes in an unnecessary manner.

Within the context of the above, the phasing of the orbital bus routes could delay or inhibit the delivery of housing required by the Core Strategy of the County Development Plan and supported by national policy and legislation.

The Chief Executive recommends that this Proposed Material Alteration is not included in the Planning Scheme.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

**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**

**M98/0618 Item ID:58804**

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

P46 – Delete Material Alternation Ref: Section 4.0 – No 8

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

**REPORT:**

[**MA Section 4.0 – No.8**](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=55)

**Table 4.3 Phasing Table…**

|  |  |  |
| --- | --- | --- |
| **Phase** | **Residential Units constructed and occupied** | **Minimum Delivery in Phase** |
| 1A | 0-1,000 | **Opening of Kishoge Railway Station with a 5 day a week peak and off peak rail service and a weekend off peak rail service to Grand Canal Dock Station.** |

It is recommended in the Chief Executive’s Report that the SDZ Planning Scheme be made without the Proposed Material Alteration listed under Section 4.0 – No.8.

The subject motion supports the CE Report Recommendation.

The Chief Executive considers that the content of the Phasing Programme in the Draft Planning Scheme is adequate, namely**:**

**Phase 1A (0 -1,000 unit)** – Agree timeline for opening of Kishoge Railway Station

**Phase 1B (1,001 – 2,000 units)** – Opening of Station

**Recommendation**

It is recommended that the motion is adopted.

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

For above reasons, the SEA supports the CE recommendation.

**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 contributions from Councillors L. O’Toole and W. Lavelle, Mr B. Keaney, Senior Planner responded to queries raised.

A Show of Hands vote was called for, the result of which was as follows:

**FOR 18 (EIGHTEEN)**

**AGAINST 5 (FIVE)**

**ABSTAIN 7 (SEVEN)**

The Motion **was CARRIED**

**M99/0618 Item ID:58689**

Proposed by Councillor W. Lavelle

That MATERIAL ALTERATION REF. Section 4.0 – No. 8 be confirmed

**REPORT:**

[**MA Section 4.0 – No.8**](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=55)

**Table 4.3 Phasing Table…**

|  |  |  |
| --- | --- | --- |
| **Phase** | **Residential Units constructed and occupied** | **Minimum Delivery in Phase** |
| 1A | 0-1,000 | **Opening of Kishoge Railway Station with a 5 day a week peak and off peak rail service and a weekend off peak rail service to Grand Canal Dock Station.** |

It is recommended that the SDZ Planning Scheme be made without the Proposed Material Alteration listed under Section 4.0 – No.8.

The Chief Executive considers that the content of the Phasing Programme in the Draft Planning Scheme is adequate, namely:

**Phase 1A (0 -1,000 unit)** – Agree timeline for opening of Kishoge Railway Station

**Phase 1B (1,001 – 2,000 units)** – Opening of Station

Kishoge Railway Station has a constructed platform and station however, the station is not operational at present. It is recognised that the operation of the Kishoge Railway Station is critical to delivering the vision, the projected transport modal share and a sustainable community. The railway station is fully integrated into the density, land use, urban centre hierarchy and street network in the Draft Planning Scheme.

The NTA has stated that it is envisaged that the Kishoge railway station will open in 2020. The level of train service is a function of the service providers and outside the control of SDCC and the SDZ landowners. The NTA indicate that Kishoge will be served by the same number of trains as the existing service to Adamstown, including those which are provided via the Phoenix Park Tunnel. The NTA indicate that off peak services will be introduced in 2018. Prior to the roll out of the DART Expansion Programme, the NTA have indicated that further improvements to the service will occur to deliver a higher capacity, higher frequency service to Clonburris.

The Phasing Programme under the Draft Planning Scheme already included for agreement on the timeframe for opening the station in Phase 1A and the opening of the station in Phase 1B. This Material Alteration requires the opening of the station to occur in Phase 1A and duplicates the existing requirement in the Phasing Programme of the Draft Planning Scheme to open the station. In this context and noting that the station requires some works to reopen, the Chief Executive considers that the opening of the railway station as part of Phase 1B is a balanced provision to support critical mass for the railway station and allow time for the works to be carried out in tandem with residential construction.

In relation to the inclusion of frequency of transport services in the Phasing Table, the Chief Executive considers that such provision would be difficult to implement in practice as the provision of services are outside the control of SDCC and is open to change by the service providers. As such, in general, it is considered that the Phasing Programme should be measureable and focus on fixed infrastructure. Public transport services and frequency requirements could cause ambiguity in the phasing and unnecessarily delay the delivery of housing and other associated infrastructure.

The Chief Executive considers that the content of the Phasing Programme in the Draft Planning Scheme is adequate, namely:

Phase 1A (0 -1,000 unit) – Agree timeline for opening of Kishoge Railway Station

Phase 1B (1,001 – 2,000 units) – Opening of Station

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

**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**

**M100/0618 Item ID:58721**

Proposed by Councillor L. O'Toole

Co-signed Cllrs Liona O’Toole, Paul Gogarty, Guss O’Connell, Francis Timmons, Deirdre O’Donovan

**Section 4.0 No 8 Pg. 156**

*Table 4.3 Phasing Table…*

We accept the material alteration, as agreed by the members.

**REPORT:**

[**MA Section 4.0 – No.8**](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=55)

**Table 4.3 Phasing Table…**

|  |  |  |
| --- | --- | --- |
| **Phase** | **Residential Units constructed and occupied** | **Minimum Delivery in Phase** |
| 1A | 0-1,000 | **Opening of Kishoge Railway Station with a 5 day a week peak and off peak rail service and a weekend off peak rail service to Grand Canal Dock Station.** |

It is recommended that the SDZ Planning Scheme be made without the Proposed Material Alteration listed under Section 4.0 – No.8.

The Chief Executive considers that the content of the Phasing Programme in the Draft Planning Scheme is adequate, namely:

**Phase 1A (0 -1,000 unit)** – Agree timeline for opening of Kishoge Railway Station

**Phase 1B (1,001 – 2,000 units)** – Opening of Station

Kishoge Railway Station has a constructed platform and station however, the station is not operational at present. It is recognised that the operation of the Kishoge Railway Station is critical to delivering the vision, the projected transport modal share and a sustainable community. The railway station is fully integrated into the density, land use, urban centre hierarchy and street network in the Draft Planning Scheme.

The NTA has stated that it is envisaged that the Kishoge railway station will open in 2020. The level of train service is a function of the service providers and outside the control of SDCC and the SDZ landowners. The NTA indicate that Kishoge will be served by the same number of trains as the existing service to Adamstown, including those which are provided via the Phoenix Park Tunnel. The NTA indicate that off peak services will be introduced in 2018. Prior to the roll out of the DART Expansion Programme, the NTA have indicated that further improvements to the service will occur to deliver a higher capacity, higher frequency service to Clonburris.

The Phasing Programme under the Draft Planning Scheme already included for agreement on the timeframe for opening the station in Phase 1A and the opening of the station in Phase 1B. This Material Alteration requires the opening of the station to occur in Phase 1A and duplicates the existing requirement in the Phasing Programme of the Draft Planning Scheme to open the station. In this context and noting that the station requires some works to reopen, the Chief Executive considers that the opening of the railway station as part of Phase 1B is a balanced provision to support critical mass for the railway station and allow time for the works to be carried out in tandem with residential construction.

In relation to the inclusion of frequency of transport services in the Phasing Table, the Chief Executive considers that such provision would be difficult to implement in practice as the provision of services are outside the control of SDCC and is open to change by the service providers. As such, in general, it is considered that the Phasing Programme should be measureable and focus on fixed infrastructure. Public transport services and frequency requirements could cause ambiguity in the phasing and unnecessarily delay the delivery of housing and other associated infrastructure.

The Chief Executive considers that the content of the Phasing Programme in the Draft Planning Scheme is adequate, namely:

Phase 1A (0 -1,000 unit) – Agree timeline for opening of Kishoge Railway Station

Phase 1B (1,001 – 2,000 units) – Opening of Station

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

**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**

**M101/0618 Item ID:58765**

Proposed by Councillor E. Higgins

Section 4.0 No 8

That the Material Alteration as agreed on by Councillors be included in the plan and that table 4.3 be amended to include ‘opening of Kishogue Railway Station with a 5 day a week peak and off peak rail service and a weakened off peak rail service to Grand Canal Dock’ in Phase 1A

Co Sponsored: Vicki Casserly, Kenneth Egan, Brian Lawlor, Conor McMahon, Paula Donovan

**REPORT:**

[**MA Section 4.0 – No.8**](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=55)

**Table 4.3 Phasing Table…**

|  |  |  |
| --- | --- | --- |
| **Phase** | **Residential Units constructed and occupied** | **Minimum Delivery in Phase** |
| 1A | 0-1,000 | **Opening of Kishoge Railway Station with a 5 day a week peak and off peak rail service and a weekend off peak rail service to Grand Canal Dock Station.** |

It is recommended that the SDZ Planning Scheme be made without the Proposed Material Alteration listed under Section 4.0 – No.8.

The Chief Executive considers that the content of the Phasing Programme in the Draft Planning Scheme is adequate, namely:

**Phase 1A (0 -1,000 unit)** – Agree timeline for opening of Kishoge Railway Station

**Phase 1B (1,001 – 2,000 units)** – Opening of Station

Kishoge Railway Station has a constructed platform and station however, the station is not operational at present. It is recognised that the operation of the Kishoge Railway Station is critical to delivering the vision, the projected transport modal share and a sustainable community. The railway station is fully integrated into the density, land use, urban centre hierarchy and street network in the Draft Planning Scheme.

The NTA has stated that it is envisaged that the Kishoge railway station will open in 2020. The level of train service is a function of the service providers and outside the control of SDCC and the SDZ landowners. The NTA indicate that Kishoge will be served by the same number of trains as the existing service to Adamstown, including those which are provided via the Phoenix Park Tunnel. The NTA indicate that off peak services will be introduced in 2018. Prior to the roll out of the DART Expansion Programme, the NTA have indicated that further improvements to the service will occur to deliver a higher capacity, higher frequency service to Clonburris.

The Phasing Programme under the Draft Planning Scheme already included for agreement on the timeframe for opening the station in Phase 1A and the opening of the station in Phase 1B. This Material Alteration requires the opening of the station to occur in Phase 1A and duplicates the existing requirement in the Phasing Programme of the Draft Planning Scheme to open the station. In this context and noting that the station requires some works to reopen, the Chief Executive considers that the opening of the railway station as part of Phase 1B is a balanced provision to support critical mass for the railway station and allow time for the works to be carried out in tandem with residential construction.

In relation to the inclusion of frequency of transport services in the Phasing Table, the Chief Executive considers that such provision would be difficult to implement in practice as the provision of services are outside the control of SDCC and is open to change by the service providers. As such, in general, it is considered that the Phasing Programme should be measureable and focus on fixed infrastructure. Public transport services and frequency requirements could cause ambiguity in the phasing and unnecessarily delay the delivery of housing and other associated infrastructure.

The Chief Executive considers that the content of the Phasing Programme in the Draft Planning Scheme is adequate, namely:

Phase 1A (0 -1,000 unit) – Agree timeline for opening of Kishoge Railway Station

Phase 1B (1,001 – 2,000 units) – Opening of Station

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

**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**

**M102/0618 Item ID:58778**

Proposed by Councillor E. O'Brien

Table 3 Phasing table page 43 be amended to read 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 the opening and operation of the railway station known as Kishogue Railway Station.

**REPORT:**

[**MA Section 4.0 – No.8**](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=55)

**Table 4.3 Phasing Table…**

|  |  |  |
| --- | --- | --- |
| **Phase** | **Residential Units constructed and occupied** | **Minimum Delivery in Phase** |
| 1A | 0-1,000 | **Opening of Kishoge Railway Station with a 5 day a week peak and off peak rail service and a weekend off peak rail service to Grand Canal Dock Station.** |

It is recommended that the SDZ Planning Scheme be made without the Proposed Material Alteration listed under Section 4.0 – No.8. The subject motion proposes a significant rewording of the MA text in relation to the opening of the Kishoge Station.

The Chief Executive considers that the content of the Phasing Programme in the Draft Planning Scheme is adequate, namely:

**Phase 1A (0 -1,000 unit)** – Agree timeline for opening of Kishoge Railway Station

**Phase 1B (1,001 – 2,000 units)** – Opening of Station

Kishoge Railway Station has a constructed platform and station however, the station is not operational at present. It is recognised that the operation of the Kishoge Railway Station is critical to delivering the vision, the projected transport modal share and a sustainable community. The railway station is fully integrated into the density, land use, urban centre hierarchy and street network in the Draft Planning Scheme.

The NTA has stated that it is envisaged that the Kishoge railway station will open in 2020. The level of train service is a function of the service providers and outside the control of SDCC and the SDZ landowners. The NTA indicate that Kishoge will be served by the same number of trains as the existing service to Adamstown, including those which are provided via the Phoenix Park Tunnel. The NTA indicate that off peak services will be introduced in 2018. Prior to the roll out of the DART Expansion Programme, the NTA have indicated that further improvements to the service will occur to deliver a higher capacity, higher frequency service to Clonburris.

The Phasing Programme under the Draft Planning Scheme already included for agreement on the timeframe for opening the station in Phase 1A and the opening of the station in Phase 1B. This Material Alteration requires the opening of the station to occur in Phase 1A and duplicates the existing requirement in the Phasing Programme of the Draft Planning Scheme to open the station. In this context and noting that the station requires some works to reopen, the Chief Executive considers that the opening of the railway station as part of Phase 1B is a balanced provision to support critical mass for the railway station and allow time for the works to be carried out in tandem with residential construction.

The Chief Executive considers that the content of the Phasing Programme in the Draft Planning Scheme is adequate, namely:

Phase 1A (0 -1,000 unit) – Agree timeline for opening of Kishoge Railway Station

Phase 1B (1,001 – 2,000 units) – Opening of Station

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

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

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

Councillor E. O’Brien **AGREED** to **WITHDRAW** the Motion

**M103/0618 Item ID:58722**

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

Co-signed Cllrs Liona O’Toole, Paul Gogarty, Guss O’Connell, Francis Timmons, Deirdre O’Donovan

**Section 4.0 No 9 Pg. 159**

*Table 4.3 Phasing Table…*

We accept the material alteration, as agreed by the members.

**REPORT:**

[MA Section 4.0 No.9](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=55) adds the following to Phase 1A in the Phasing Table:

**Table 4.3 Phasing Table…**

|  |  |  |
| --- | --- | --- |
| **Phase** | **Residential Units constructed and occupied** | **Minimum Delivery in Phase** |
| 1A | 0-1,000 | **The planning of works for the provision of community floor space, the commencement of works at Griffeen Valley Park Extension or Barony Park and the availability of childcare spaces.** |

The Chief Executive considers that the commencement of works at Griffeen Valley Park Extension or Barony Park in Phase 1A conflicts with an existing phasing requirement in Phase 1B, namely;

‘Planning and commencement of works at Griffeen Valley Park Extension or Barony Park (North and South) in accordance with the prepared and agreed strategic Parks and Landscape Strategy.’

The Phasing Table provides for the planning of the strategic parks prior to commencement through a Parks and Landscape Strategy and the staged delivery of the strategic parks being a requirement from Phase 1B.

In relation to the timing of the strategic park provision, the Chief Executive considers that these should be delivered in tandem with population growth and require a critical mass for passive surveillance and use. As such, the Chief Executive recommends that the timing of the commencement of the strategic parks is not replicated and in practice brought forward to Phase 1A in the Phasing Programme.

The Chief Executive recommends that this Material Alteration is included, subject to amendment.

**Recommendation**

It is recommended that the motion is adopted, subject to amendment:

Insert the following in the Phasing Table under Phase 1A:

The planning of works for the provision of community floor space and the availability of childcare spaces.

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

For above reasons, the SEA supports the CE recommendation.

**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 L. O’Toole and P. Gogarty, Mr B. Keaney, Senior Planner responded to queries raised.

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

**M104/0618 Item ID:58690**

Proposed by Councillor W. Lavelle

That MATERIAL ALTERATION REF. Section 4.0 – No. 10 be confirmed

**REPORT:**

MA Section 4.0 – No. 10 adds the following text to Phase 1A in the Phasing Table**:**

**Provision of increased boundary walls, timber screening on top of existing walls, or full-height timber screening in place of railings (whichever appropriate) to act as noise pollution screening along the boundaries of Foxborough and Moy Glas estates with Grangecastle Road**

The subject Material Alteration includes the provision of amended boundaries for Foxborough and Moy Glas estates at Grangecastle Road in the phasing programme of the Planning Scheme. Section 4 of the Draft Planning Scheme details the Phasing Programme for the development of the lands. The Phasing Programme aims to provide a balanced delivery of infrastructure, urban centres and community services in tandem with population increase through a logical flexible schedule. A key principle of the Phasing Programme is to identify the critical infrastructure and link the critical infrastructure to the delivery of residential development.

In relation to the Moy Glas and Foxborough residential estates, these are both outside the Strategic Development Zone boundary and it is considered that the boundary treatments are not critical infrastructure required to be linked to the delivery of residential development in the SDZ.

It is noted that Policy IE7 SLO 1, of the SDCC County Development Plan 2016-2022, refers to noise barriers and states

‘*To provide noise barriers along the uncovered parts of Moy Glas estate facing the Outer Ring Road and 100m along Griffeen Avenue. ‘*

It is considered that these works should not be phased with the residential development in the SDZ. The Chief Executive recommends that the Material Alteration not be included.

The Chief Executive recommends that the SDZ Planning Scheme be made without the Proposed Material Alteration.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

**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 was **AGREED**

**M105/0618 Item ID:58759**

Proposed by Councillor R. Nolan

That this Council agrees to include unfinished boundary walls with phasing requirements for boundaries between Grangecastle Road, Foxbourough and Moy Glass Estates in regard to Material Alteration section 4 no 10.

[Foxborough and Moy Glas location map](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60342)

**REPORT:**

[MA Section 4.0 – No. 10](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=55) adds the following text to Phase 1A in the Phasing Table**:**

**Provision of increased boundary walls, timber screening on top of existing walls, or full-height timber screening in place of railings (whichever appropriate) to act as noise pollution screening along the boundaries of Foxborough and Moy Glas estates with Grangecastle Road.**

The subject Material Alteration includes the provision of amended boundaries for Foxborough and Moy Glas estates at Grangecastle Road in the phasing programme of the Planning Scheme. Section 4 of the Draft Planning Scheme details the Phasing Programme for the development of the lands. The Phasing Programme aims to provide a balanced delivery of infrastructure, urban centres and community services in tandem with population increase through a logical flexible schedule. A key principle of the Phasing Programme is to identify the critical infrastructure and link the critical infrastructure to the delivery of residential development.

In relation to the Moy Glas and Foxborough residential estates, these are both outside the Strategic Development Zone boundary and it is considered that the boundary treatments are not critical infrastructure required to be linked to the delivery of residential development in the SDZ.

It is noted that Policy IE7 SLO 1, of the SDCC County Development Plan 2016-2022, refers to noise barriers and states

‘*To provide noise barriers along the uncovered parts of Moy Glas estate facing the Outer Ring Road and 100m along Griffeen Avenue. ‘*

It is considered that these works should not be phased with the residential development in the SDZ. The Chief Executive recommends that the Material Alteration not be included.

The Chief Executive recommends that the SDZ Planning Scheme be made without the Proposed Material Alteration.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

**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 was **AGREED**

**M106/0618 Item ID:58802**

Proposed by Councillor D. O'Brien

|  |  |  |
| --- | --- | --- |
| **Phase** | **Residential Units constructed and occupied** | **Minimum Delivery in Phase** |
| 1A | 0-1,000 | **Provision of increased boundary walls, timber screening on top of existing walls, or full-height timber screening in place of railings (whichever appropriate) to act as noise pollution screening along the boundaries of Foxborough and Moy Glas estates with Grangecastle Road** |

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

[Foxborough and Moy Glas location map](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60343)

**REPORT:**

[MA Section 4.0 – No. 10](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=55) adds the following text to Phase 1A in the Phasing Table**:**

**Provision of increased boundary walls, timber screening on top of existing walls, or full-height timber screening in place of railings (whichever appropriate) to act as noise pollution screening along the boundaries of Foxborough and Moy Glas estates with Grangecastle Road**

The subject Material Alteration includes the provision of amended boundaries for Foxborough and Moy Glas estates at Grangecastle Road in the phasing programme of the Planning Scheme. Section 4 of the Draft Planning Scheme details the Phasing Programme for the development of the lands. The Phasing Programme aims to provide a balanced delivery of infrastructure, urban centres and community services in tandem with population increase through a logical flexible schedule. A key principle of the Phasing Programme is to identify the critical infrastructure and link the critical infrastructure to the delivery of residential development.

In relation to the Moy Glas and Foxborough residential estates, these are both outside the Strategic Development Zone boundary and it is considered that the boundary treatments are not critical infrastructure required to be linked to the delivery of residential development in the SDZ.

It is noted that Policy IE7 SLO 1, of the SDCC County Development Plan 2016-2022, refers to noise barriers and states

‘*To provide noise barriers along the uncovered parts of Moy Glas estate facing the Outer Ring Road and 100m along Griffeen Avenue. ‘*

It is considered that these works should not be phased with the residential development in the SDZ. The Chief Executive recommends that the Material Alteration not be included.

The Chief Executive recommends that the SDZ Planning Scheme be made without the Proposed Material Alteration.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

**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 was **AGREED**

**M107/0618 Item ID:58764**

Proposed by Councillor E. Higgins

Section 4.0 No 10

That the Material Alteration as agreed on by Councillors be included in the plan and that the table 4.3 be amended to include ‘Provision of increased boundary walls, timber screening on top of existing walls, or full-height timber screening in place of railings (whichever appropriate) to act as noise pollution screening along the boundaries of Foxborough and Moy Glas estates with Grangecastle Road’ in Phase 1A

Co Sponsored: Vicki Casserly, Kenneth Egan, Brian Lawlor, Conor McMahon, Paula Donovan

[Foxborough and Moy Glas location map](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60344)

**REPORT:**

[MA Section 4.0 – No. 10](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=55) adds the following text to Phase 1A in the Phasing Table**:**

**Provision of increased boundary walls, timber screening on top of existing walls, or full-height timber screening in place of railings (whichever appropriate) to act as noise pollution screening along the boundaries of Foxborough and Moy Glas estates with Grangecastle Road**

The subject Material Alteration includes the provision of amended boundaries for Foxborough and Moy Glas estates at Grangecastle Road in the phasing programme of the Planning Scheme. Section 4 of the Draft Planning Scheme details the Phasing Programme for the development of the lands. The Phasing Programme aims to provide a balanced delivery of infrastructure, urban centres and community services in tandem with population increase through a logical flexible schedule. A key principle of the Phasing Programme is to identify the critical infrastructure and link the critical infrastructure to the delivery of residential development.

In relation to the Moy Glas and Foxborough residential estates, these are both outside the Strategic Development Zone boundary and it is considered that the boundary treatments are not critical infrastructure required to be linked to the delivery of residential development in the SDZ.

It is noted that Policy IE7 SLO 1, of the SDCC County Development Plan 2016-2022, refers to noise barriers and states

‘*To provide noise barriers along the uncovered parts of Moy Glas estate facing the Outer Ring Road and 100m along Griffeen Avenue. ‘*

It is considered that these works should not be phased with the residential development in the SDZ. The Chief Executive recommends that the Material Alteration not be included.

The Chief Executive recommends that the SDZ Planning Scheme be made without the Proposed Material Alteration.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

**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 was **AGREED**

**M108/0618 Item ID:58783**

Proposed by Councillor E. O'Brien

Noting that there will be increased vehicular movements along the Outer Ring Road (R136) that during construction of Phase 1A this local authority takes steps to reduce noise pollution along the said Outer Ring Road with particular reference to Moy Glas and Foxborough estates. Plan to be amended at Section 2.2.4 page 27

[Foxborough and Moy Glas location map](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60345)

**REPORT:**

[MA Section 4.0 – No. 10](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=55) adds the following text to Phase 1A in the Phasing Table**:**

**Provision of increased boundary walls, timber screening on top of existing walls, or full-height timber screening in place of railings (whichever appropriate) to act as noise pollution screening along the boundaries of Foxborough and Moy Glas estates with Grangecastle Road**

The subject Material Alteration includes the provision of amended boundaries for Foxborough and Moy Glas estates at Grangecastle Road in the phasing programme of the Planning Scheme. Section 4 of the Draft Planning Scheme details the Phasing Programme for the development of the lands. The Phasing Programme aims to provide a balanced delivery of infrastructure, urban centres and community services in tandem with population increase through a logical flexible schedule. A key principle of the Phasing Programme is to identify the critical infrastructure and link the critical infrastructure to the delivery of residential development.

In relation to the Moy Glas and Foxborough residential estates, these are both outside the Strategic Development Zone boundary and it is considered that the boundary treatments are not critical infrastructure required to be linked to the delivery of residential development in the SDZ.

It is noted that Policy IE7 SLO 1, of the SDCC County Development Plan 2016-2022, refers to noise barriers and states

‘*To provide noise barriers along the uncovered parts of Moy Glas estate facing the Outer Ring Road and 100m along Griffeen Avenue. ‘*

It is considered that these works should not be phased with the residential development in the SDZ. The Chief Executive recommends that the Material Alteration not be included.

The Chief Executive recommends that the SDZ Planning Scheme be made without the Proposed Material Alteration.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

**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 was **AGREED**

**M109/0618 Item ID:58723**

Proposed by Councillor L. O'Toole

Co-signed Cllrs Liona O’Toole, Paul Gogarty, Guss O’Connell, Francis Timmons, Deirdre O’Donovan

**Section 4.0 No. 10 Pg. 160**

*Table 4.3 Phasing Table…*

We accept the material alteration, with the following rational.

Following the precedent set in the Adamstown SDZ (See File attachment). Where by works/improvements on routes surrounding the SDZ boundary were deemed necessary for the SDZ plan, we hereby request the CE to retain this material alteration.

[Document submitted by Cllr with motion - Adamstown SDZ](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60147)  
[Foxborough and Moy Glas location map](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60347)

**REPORT:**

[MA Section 4.0 – No. 10](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=55) adds the following text to Phase 1A in the Phasing Table**:**

**Provision of increased boundary walls, timber screening on top of existing walls, or full-height timber screening in place of railings (whichever appropriate) to act as noise pollution screening along the boundaries of Foxborough and Moy Glas estates with Grangecastle Road**

The subject Material Alteration includes the provision of amended boundaries for Foxborough and Moy Glas estates at Grangecastle Road in the phasing programme of the Planning Scheme. Section 4 of the Draft Planning Scheme details the Phasing Programme for the development of the lands. The Phasing Programme aims to provide a balanced delivery of infrastructure, urban centres and community services in tandem with population increase through a logical flexible schedule. A key principle of the Phasing Programme is to identify the critical infrastructure and link the critical infrastructure to the delivery of residential development.

In relation to the Moy Glas and Foxborough residential estates, these are both outside the Strategic Development Zone boundary and it is considered that the boundary treatments are not critical infrastructure required to be linked to the delivery of residential development in the SDZ.

It is noted that Policy IE7 SLO 1, of the SDCC County Development Plan 2016-2022, refers to noise barriers and states

‘*To provide noise barriers along the uncovered parts of Moy Glas estate facing the Outer Ring Road and 100m along Griffeen Avenue. ‘*

It is considered that these works should not be phased with the residential development in the SDZ. The Chief Executive recommends that the Material Alteration not be included.

The Chief Executive recommends that the SDZ Planning Scheme be made without the Proposed Material Alteration.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

**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 was **AGREED**

**M110/0618 Item ID:58724**

Proposed by Councillor L. O'Toole

Co-signed Cllrs Liona O’Toole, Paul Gogarty, Guss O’Connell, Francis Timmons, Deirdre O’Donovan

**Section 4.0 No. 11 Pg. 163**

*Table 4.3 Phasing Table…*

We accept the material alteration, as agreed by the members.

**REPORT:**

[MA Section 4.0 – No. 11](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=56) adds the following text to Phase 1A in the Phasing Table

**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.**

The provision of new bus services and/or alteration of existing bus services will be provided by the BusConnects network review. The NTA indicate that as part of the BusConnects network review, a number of high frequency local, radial and further orbital services are being considered to serve Lucan and Clondalkin, some of which will serve Clonburris directly, and some which can be adapted to serve Clonburris as development occurs in the future.

The Core Bus Corridors Project Report (NTA, June 2018) indicates confirmation of Radial Core Bus Corridors that will serve Lucan, Clondalkin and Liffey Valley and Future Orbital Bus Corridors that will link Tallaght to Blanchardstown via the SDZ Lands. An overall redesigned bus network is scheduled for publication under BusConnects in July 2018 and it is envisaged that this will help ensure sufficient peak hour services for Clonburris.

It is recommended that this Material Alteration is not included in the Planning Scheme.

In relation to the inclusion of frequency of transport services or route numbers in the Phasing Table, the Chief Executive considers that such provision would be difficult to implement in practice as the provision of services is outside the control of SDCC and is open to change by the service providers. In relation to the detail in the MA, it is noted that 25A/B/C/D bus routes are listed in the text of the MA. The current bus routes including ‘25’ in the route name are the 25, 25a, 25b, 25d, 25n and 25x. Following the completion of the Bus Connects network review, the routes and frequency of the ‘25’ may be changed.

As such, in general, it is considered that the Phasing Programme should be measureable and focus on fixed infrastructure. Public transport services and frequency requirements could cause ambiguity in the phasing and unnecessarily delay the delivery of housing and other associated infrastructure.

The Chief Executive recommends that the SDZ Planning Scheme be made without the Proposed Material Alteration.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

**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**

**M111/0618 Item ID:58763**

Proposed by Councillor E. Higgins

Section 4.0 No 11

That the Material Alteration as agreed on by Councillors be included in the plan and that the table 4.3 be amended to include ‘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’ in Phase 1B

Co Sponsored: Vicki Casserly, Kenneth Egan, Brian Lawlor, Conor McMahon, Paula Donovan

**REPORT:**

[MA Section 4.0 – No. 11](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=56) adds the following text to Phase 1A in the Phasing Table

**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.**

The provision of new bus services and/or alteration of existing bus services will be provided by the BusConnects network review. The NTA indicate that as part of the BusConnects network review, a number of high frequency local, radial and further orbital services are being considered to serve Lucan and Clondalkin, some of which will serve Clonburris directly, and some which can be adapted to serve Clonburris as development occurs in the future.

The Core Bus Corridors Project Report (NTA, June 2018) indicates confirmation of Radial Core Bus Corridors that will serve Lucan, Clondalkin and Liffey Valley and Future Orbital Bus Corridors that will link Tallaght to Blanchardstown via the SDZ Lands. An overall redesigned bus network is scheduled for publication under BusConnects in July 2018 and it is envisaged that this will help ensure sufficient peak hour services for Clonburris.

It is recommended that this Material Alteration is not included in the Planning Scheme.

In relation to the inclusion of frequency of transport services or route numbers in the Phasing Table, the Chief Executive considers that such provision would be difficult to implement in practice as the provision of services is outside the control of SDCC and is open to change by the service providers. In relation to the detail in the MA, it is noted that 25A/B/C/D bus routes are listed in the text of the MA. The current bus routes including ‘25’ in the route name are the 25, 25a, 25b, 25d, 25n and 25x. Following the completion of the Bus Connects network review, the routes and frequency of the ‘25’ may be changed.

As such, in general, it is considered that the Phasing Programme should be measureable and focus on fixed infrastructure. Public transport services and frequency requirements could cause ambiguity in the phasing and unnecessarily delay the delivery of housing and other associated infrastructure.

The Chief Executive recommends that the SDZ Planning Scheme be made without the Proposed Material Alteration.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

**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**

**M112/0618 Item ID:58691**

Proposed by Councillor W. Lavelle

That MATERIAL ALTERATION REF. Section 4.0 – No. 11 be confirmed

**REPORT:**

[MA Section 4.0 – No. 11](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#pge=56) adds the following text to Phase 1A in the Phasing Table

**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.**

The provision of new bus services and/or alteration of existing bus services will be provided by the BusConnects network review. The NTA indicate that as part of the BusConnects network review, a number of high frequency local, radial and further orbital services are being considered to serve Lucan and Clondalkin, some of which will serve Clonburris directly, and some which can be adapted to serve Clonburris as development occurs in the future.

The Core Bus Corridors Project Report (NTA, June 2018) indicates confirmation of Radial Core Bus Corridors that will serve Lucan, Clondalkin and Liffey Valley and Future Orbital Bus Corridors that will link Tallaght to Blanchardstown via the SDZ Lands. An overall redesigned bus network is scheduled for publication under BusConnects in July 2018 and it is envisaged that this will help ensure sufficient peak hour services for Clonburris. It is recommended that this Material Alteration is not included in the Planning Scheme.

In relation to the inclusion of frequency of transport services or route numbers in the Phasing Table, the Chief Executive considers that such provision would be difficult to implement in practice as the provision of services is outside the control of SDCC and is open to change by the service providers. In relation to the detail in the MA, it is noted that 25A/B/C/D bus routes are listed in the text of the MA. The current bus routes including ‘25’ in the route name are the 25, 25a, 25b, 25d, 25n and 25x. Following the completion of the Bus Connects network review, the routes and frequency of the ‘25’ may be changed.

As such, in general, it is considered that the Phasing Programme should be measureable and focus on fixed infrastructure. Public transport services and frequency requirements could cause ambiguity in the phasing and unnecessarily delay the delivery of housing and other associated infrastructure.

The Chief Executive recommends that the SDZ Planning Scheme be made without the Proposed Material Alteration.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

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

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

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

**M113/0618 Item ID:58780**

Proposed by Councillor E. 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 Phasing table pafe 43 to be amended

**REPORT:**

MA Section 4.0 – No. 11 adds the following text to Phase 1A in the Phasing Table

**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.**

The provision of new bus services and/or alteration of existing bus services will be provided by the BusConnects network review. The NTA indicate that as part of the BusConnects network review, a number of high frequency local, radial and further orbital services are being considered to serve Lucan and Clondalkin, some of which will serve Clonburris directly, and some which can be adapted to serve Clonburris as development occurs in the future.

The Core Bus Corridors Project Report (NTA, June 2018) indicates confirmation of Radial Core Bus Corridors that will serve Lucan, Clondalkin and Liffey Valley and Future Orbital Bus Corridors that will link Tallaght to Blanchardstown via the SDZ Lands. An overall redesigned bus network is scheduled for publication under BusConnects in July 2018 and it is envisaged that this will help ensure sufficient peak hour services for Clonburris.

It is recommended that this Material Alteration is not included in the Planning Scheme.

In relation to the inclusion of frequency of transport services or route numbers in the Phasing Table, the Chief Executive considers that such provision would be difficult to implement in practice as the provision of services is outside the control of SDCC and is open to change by the service providers. In relation to the detail in the MA, it is noted that 25A/B/C/D bus routes are listed in the text of the MA. The current bus routes including ‘25’ in the route name are the 25, 25a, 25b, 25d, 25n and 25x. Following the completion of the Bus Connects network review, the routes and frequency of the ‘25’ may be changed.

As such, in general, it is considered that the Phasing Programme should be measureable and focus on fixed infrastructure. Public transport services and frequency requirements could cause ambiguity in the phasing and unnecessarily delay the delivery of housing and other associated infrastructure.

The Chief Executive recommends that the SDZ Planning Scheme be made without the Proposed Material Alteration.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

**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**

**M114/0618 Item ID:58806**

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

P47 – Delete Material Alteration Ref: Section 4.0 – No 11

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

**REPORT:**

[MA Section 4.0 – No. 11](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=56) adds the following text to Phase 1A in the Phasing Table

**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.**

It is recommended in the Chief Executive’s Report that the SDZ Planning Scheme be made without the Proposed Material Alteration listed under Section 4.0 – No.11. The subject motion supports the CE Report Recommendation.

The provision of new bus services and/or alteration of existing bus services will be provided by the BusConnects network review. The NTA indicate that as part of the BusConnects network review, a number of high frequency local, radial and further orbital services are being considered to serve Lucan and Clondalkin, some of which will serve Clonburris directly, and some which can be adapted to serve Clonburris as development occurs in the future.

The Core Bus Corridors Project Report (NTA, June 2018) indicates confirmation of Radial Core Bus Corridors that will serve Lucan, Clondalkin and Liffey Valley and Future Orbital Bus Corridors that will link Tallaght to Blanchardstown via the SDZ Lands. An overall redesigned bus network is scheduled for publication under BusConnects in July 2018 and it is envisaged that this will help ensure sufficient peak hour services for Clonburris.

It is envisaged that Bus Connects network review will provide sufficient peak hour services for Clonburris. It is recommended that this Material Alteration is not included in the Planning Scheme.

In relation to the inclusion of frequency of transport services or route numbers in the Phasing Table, the Chief Executive considers that such provision would be difficult to implement in practice as the provision of services is outside the control of SDCC and is open to change by the service providers. In relation to the detail in the MA, it is noted that 25A/B/C/D bus routes are listed in the text of the MA. The current bus routes including ‘25’ in the route name are the 25, 25a, 25b, 25d, 25n and 25x. Following the completion of the Bus Connects network review, the routes and frequency of the ‘25’ may be changed.

As such, in general, it is considered that the Phasing Programme should be measureable and focus on fixed infrastructure. Public transport services and frequency requirements could cause ambiguity in the phasing and unnecessarily delay the delivery of housing and other associated infrastructure.

The Chief Executive recommends that the SDZ Planning Scheme be made without the Proposed Material Alteration.

**Recommendation**

It is recommended that the motion is adopted.

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

For above reasons, the SEA supports the CE recommendation.

**Appropriate 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 was called for, the result of which was as follows:

**FOR 20 (TWENTY)**

**AGAINST 14 (FOURTEEN)**

**ABSTAIN 0 (NIL)**

The Motion was **CARRIED**

**M115/0618 Item ID: 58807**

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

 P47 – Delete Material Alteration Ref: Section 4.0- No 12

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

**REPORT:**

[MA Section 4.0 – No. 12](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=56) adds the following text to Phase 1B (1,001 – 2,000 units) in the Phasing Table:

**South Dublin County Council to agree with the NTA the extension of an existing bus route, the increase in an existing bus route frequency or the introduction of a new bus route as appropriate to ensure that a bus service with peak capacity is provided in tandem with the completion of the residential units in Phase 1B.**

It is recommended in the Chief Executive’s Report that the SDZ Planning Scheme be made without the Proposed Material Alteration listed under Section 4.0 – No.12. The subject motion supports the CE Report Recommendation.

The provision of new bus services and/or alteration of existing bus services will be provided by the BusConnects network review. The NTA indicate that as part of the BusConnects network review, a number of high frequency local, radial and further orbital services are being considered to serve Lucan and Clondalkin, some of which will serve Clonburris directly, and some which can be adapted to serve Clonburris as development occurs in the future.

The Core Bus Corridors Project Report (NTA, June 2018) indicates confirmation of Radial Core Bus Corridors that will serve Lucan, Clondalkin and Liffey Valley and Future Orbital Bus Corridors that will link Tallaght to Blanchardstown via the SDZ Lands. An overall redesigned bus network is scheduled for publication under BusConnects in July 2018 and it is envisaged that this will help ensure sufficient peak hour services for Clonburris.

It is envisaged that Bus Connects network review will provide sufficient peak hour services for Clonburris. It is recommended that this Material Alteration is not included in the Planning Scheme.

Correspondence from the NTA 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 Planning Scheme.

**Recommendation**

It is recommended that the motion is adopted.

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

For above reasons, CEO recommendation supported, positive effects on a number of SEOs

**Appropriate 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 was called for, the result of which was as follows:

**FOR 19 (NINETEEN)**

**AGAINST 15 (FIFTEEN)**

**ABSTAIN 0 (NIL)**

The Motion was **CARRIED**

**M116/0618 Item ID:58692**

Proposed by Councillor W. Lavelle

That MATERIAL ALTERATION REF. Section 4.0 – No. 12 be confirmed

**REPORT:**

[MA Section 4.0 – No. 12](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=56) adds the following text to Phase 1B (1,001 – 2,000 units) in the Phasing Table:

**South Dublin County Council to agree with the NTA the extension of an existing bus route, the increase in an existing bus route frequency or the introduction of a new bus route as appropriate to ensure that a bus service with peak capacity is provided in tandem with the completion of the residential units in Phase 1B.**

It is recommended in the Chief Executive’s Report that the SDZ Planning Scheme be made without the Proposed Material Alteration listed under Section 4.0 – No.12. The subject motion supports the CE Report Recommendation.

The provision of new bus services and/or alteration of existing bus services will be provided by the BusConnects network review. The NTA indicate that as part of the BusConnects network review, a number of high frequency local, radial and further orbital services are being considered to serve Lucan and Clondalkin, some of which will serve Clonburris directly, and some which can be adapted to serve Clonburris as development occurs in the future.

The Core Bus Corridors Project Report (NTA, June 2018) indicates confirmation of Radial Core Bus Corridors that will serve Lucan, Clondalkin and Liffey Valley and Future Orbital Bus Corridors that will link Tallaght to Blanchardstown via the SDZ Lands. An overall redesigned bus network is scheduled for publication under BusConnects in July 2018 and it is envisaged that this will help ensure sufficient peak hour services for Clonburris.

It is envisaged that Bus Connects network review will provide sufficient peak hour services for Clonburris. It is recommended that this Material Alteration is not included in the Planning Scheme.

Correspondence from the NTA 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 Planning Scheme.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

**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**

**M117/0618 Item ID:58725**

Proposed by Councillor L. O'Toole

Co-signed Cllrs Liona O’Toole, Paul Gogarty, Guss O’Connell, Francis Timmons, Deirdre O’Donovan

**Section 4.0 No. 12 Pg. 165**

*Table 4.3 Phasing Table…*

We agree with the material alteration, as agreed by the members.

**REPORT:**

[MA Section 4.0 – No. 12](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=56) adds the following text to Phase 1B (1,001 – 2,000 units) in the Phasing Table:

**South Dublin County Council to agree with the NTA the extension of an existing bus route, the increase in an existing bus route frequency or the introduction of a new bus route as appropriate to ensure that a bus service with peak capacity is provided in tandem with the completion of the residential units in Phase 1B.**

It is recommended in the Chief Executive’s Report that the SDZ Planning Scheme be made without the Proposed Material Alteration listed under Section 4.0 – No.12. The subject motion supports the CE Report Recommendation.

The provision of new bus services and/or alteration of existing bus services will be provided by the BusConnects network review. The NTA indicate that as part of the BusConnects network review, a number of high frequency local, radial and further orbital services are being considered to serve Lucan and Clondalkin, some of which will serve Clonburris directly, and some which can be adapted to serve Clonburris as development occurs in the future.

The Core Bus Corridors Project Report (NTA, June 2018) indicates confirmation of Radial Core Bus Corridors that will serve Lucan, Clondalkin and Liffey Valley and Future Orbital Bus Corridors that will link Tallaght to Blanchardstown via the SDZ Lands. An overall redesigned bus network is scheduled for publication under BusConnects in July 2018 and it is envisaged that this will help ensure sufficient peak hour services for Clonburris.

It is envisaged that Bus Connects network review will provide sufficient peak hour services for Clonburris. It is recommended that this Material Alteration is not included in the Planning Scheme.

Correspondence from the NTA 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 Planning Scheme.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

**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**

**M118/0618 Item ID:58762**

Proposed by Councillor E. Higgins

Section 4.0 No 12

That the Material Alteration as agreed on by Councillors be included in the plan and that the table 4.3 be amended to include South Dublin County Council to agree with the NTA the extension of an existing bus route, the increase in an existing bus route frequency or the introduction of a new bus route as appropriate to ensure that a bus service with peak capacity is provided in tandem with the completion of the residential units in Phase 1B

Co Sponsored: Vicki Casserly, Kenneth Egan, Brian Lawlor, Conor McMahon, Paula Donovan

**REPORT:**

[MA Section 4.0 – No. 12](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=56) adds the following text to Phase 1B (1,001 – 2,000 units) in the Phasing Table:

**South Dublin County Council to agree with the NTA the extension of an existing bus route, the increase in an existing bus route frequency or the introduction of a new bus route as appropriate to ensure that a bus service with peak capacity is provided in tandem with the completion of the residential units in Phase 1B.**

It is recommended in the Chief Executive’s Report that the SDZ Planning Scheme be made without the Proposed Material Alteration listed under Section 4.0 – No.12. The subject motion supports the CE Report Recommendation.

The provision of new bus services and/or alteration of existing bus services will be provided by the BusConnects network review. The NTA indicate that as part of the BusConnects network review, a number of high frequency local, radial and further orbital services are being considered to serve Lucan and Clondalkin, some of which will serve Clonburris directly, and some which can be adapted to serve Clonburris as development occurs in the future.

The Core Bus Corridors Project Report (NTA, June 2018) indicates confirmation of Radial Core Bus Corridors that will serve Lucan, Clondalkin and Liffey Valley and Future Orbital Bus Corridors that will link Tallaght to Blanchardstown via the SDZ Lands. An overall redesigned bus network is scheduled for publication under BusConnects in July 2018 and it is envisaged that this will help ensure sufficient peak hour services for Clonburris.

It is envisaged that Bus Connects network review will provide sufficient peak hour services for Clonburris. It is recommended that this Material Alteration is not included in the Planning Scheme.

Correspondence from the NTA 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 Planning Scheme.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

**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**

**M119/0618 Item ID:58698**

Proposed by Councillor W. Lavelle and seconded by Councillor E. Higgins

That MATERIAL ALTERATION REF. Section 4.0 – No. 13 be confirmed subject to a modification such that the ‘Minimum Delivery in Phase’ text for each of Phases 2, 3 & 4 shall read:  
“Provision of a minimum of three additional AM peak hour commuter train services leaving Kishoge Railway Station to Grand Canal Dock Station and three additional PM peak hour commuter train services’ arrivals into Kishoge Railway Station from Grand Canal Dock Station for each 1,500 new units.”

**REPORT:**

[The MA](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=13) adds text to Phase 2, 3 and 4 of the Phasing Table as follows:

**Provision of additional commuter train service capacity to cater for increasing demand.**

It is recommended in the Chief Executive’s Report that the SDZ Planning Scheme be made without the Proposed Material Alteration listed under Section 4.0 – No.13.

The National Transport Authority (NTA) is a statutory body established by the Minister for Transport. At a national level, the National Transport Authority has responsibility for securing the provision of public passenger land transport services. This includes the provision of subvented bus and rail services by Bus Éireann, Dublin Bus and Irish Rail. In relation to the inclusion of frequency of transport services in the Phasing Table, the Chief Executive considers that specific provisions may be difficult to implement in practice as the provision of services is outside the control of SDCC and is open to change by the service providers. The implementation of the DART Expansion programme and the roll out of additional services will be undertaken in a manner which will meet the needs of the developing community at Clonburris. It is not possible, however, to phase such major step-changes associated with significant transport projects and their service patterns in line with housing development in the precise manner proposed by this motion, i.e every 1,500 units be accompanied by a 3 no commuter train service increase at peak hour.

As such, in general, it is considered that the Phasing Programme should be measureable and focus on fixed infrastructure. Public transport services and frequency requirements could cause ambiguity in the phasing and unnecessarily delay the delivery of housing and other infrastructure in Clonburris.

The NTA indicate that Kishoge will be served by the same number of trains as the existing service to Adamstown, including those which are provided via the Phoenix Park Tunnel. The NTA indicate that off peak services will be introduced in 2018. Prior to the roll out of the DART Expansion Programme, the NTA have indicated that further improvements to the service will occur to deliver a higher capacity, higher frequency service to Clonburris.

The Department of Housing, Planning and Local Government submission notes that the Council prepared a Transport Assessment and Transport Strategy for the Clonburris development in conjunction with the National Transport Authority. The Department considers this to be an appropriate research basis for the phasing arrangements included in the Planning Scheme and would caution against the inclusion of ad hoc requirements that are not supported by clear and objective evidence.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

**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 L. Dunne, W. Lavelle, C. King, L. O’Toole, E. O’Brien, B. Bonner, D. O’Brien, P. Foley, M. Genockey and G. O’Connell, Mr B. Keaney, Senior Planner responded to queries raised. A Show of Hands vote was called for, the result of which was as follows:

**FOR 19 (NINETEEN)**

**AGAINST 15 (FIFTEEN)**

**ABSTAIN 0 (NIL)**

The Motion was **CARRIED**

**M120/0618 Item ID:58726**

Proposed by Councillor L. O'Toole

Co-signed Cllrs Liona O’Toole, Paul Gogarty, Guss O’Connell, Francis Timmons, Deirdre O’Donovan

**Section 4.0 No 13 Pg. 165**

*Table 4.3 Phasing Table…*

We agree with the material alteration, as agreed by the members.

**REPORT:**

[The MA](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=56) adds text to Phase 2, 3 and 4 of the Phasing Table as follows:

**Provision of additional commuter train service capacity to cater for increasing demand.**

It is recommended in the Chief Executive’s Report that the SDZ Planning Scheme be made without the Proposed Material Alteration listed under Section 4.0 – No.13.

The National Transport Authority (NTA) is a statutory body established by the Minister for Transport. At a national level, the National Transport Authority has responsibility for securing the provision of public passenger land transport services. This includes the provision of subvented bus and rail services by Bus Éireann, Dublin Bus and Irish Rail. In relation to the inclusion of frequency of transport services in the Phasing Table, the Chief Executive considers that specific provisions may be difficult to implement in practice as the provision of services is outside the control of SDCC and is open to change by the service providers. As such, in general, it is considered that the Phasing Programme should be measureable and focus on fixed infrastructure. Public transport services and frequency requirements could cause ambiguity in the phasing and unnecessarily delay the delivery of housing and other associated infrastructure.

The NTA indicate that Kishoge will be served by the same number of trains as the existing service to Adamstown, including those which are provided via the Phoenix Park Tunnel. The NTA indicate that off peak services will be introduced in 2018. Prior to the roll out of the DART Expansion Programme, the NTA have indicated that further improvements to the service will occur to deliver a higher capacity, higher frequency service to Clonburris.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

**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**

**M121/0618 Item ID:58761**

Proposed by Councillor E. Higgins

Section 4.0 No 13

That the Material Alteration as agreed on by Councillors be included in the plan and that the table 4.3 be amended to include

Phase

Residential Units constructed and occupied

Minimum Delivery in Phase

2

2,001 – 4,000

Provision of additional commuter train service capacity to cater for increasing demand.

3

4,001 – 6,000

Provision of additional commuter train service capacity to cater for increasing demand.

4

6,001 - end

Provision of additional commuter train service capacity to cater for increasing demand.

Co Sponsored: Vicki Casserly, Kenneth Egan, Brian Lawlor, Conor McMahon, Paula Donovan

**REPORT:**

[The MA](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=56) adds text to Phase 2, 3 and 4 of the Phasing Table as follows:

**Provision of additional commuter train service capacity to cater for increasing demand.**

It is recommended in the Chief Executive’s Report that the SDZ Planning Scheme be made without the Proposed Material Alteration listed under Section 4.0 – No.13.

The National Transport Authority (NTA) is a statutory body established by the Minister for Transport. At a national level, the National Transport Authority has responsibility for securing the provision of public passenger land transport services. This includes the provision of subvented bus and rail services by Bus Éireann, Dublin Bus and Irish Rail. In relation to the inclusion of frequency of transport services in the Phasing Table, the Chief Executive considers that specific provisions may be difficult to implement in practice as the provision of services is outside the control of SDCC and is open to change by the service providers. As such, in general, it is considered that the Phasing Programme should be measureable and focus on fixed infrastructure. Public transport services and frequency requirements could cause ambiguity in the phasing and unnecessarily delay the delivery of housing and other associated infrastructure.

The NTA indicate that Kishoge will be served by the same number of trains as the existing service to Adamstown, including those which are provided via the Phoenix Park Tunnel. The NTA indicate that off peak services will be introduced in 2018. Prior to the roll out of the DART Expansion Programme, the NTA have indicated that further improvements to the service will occur to deliver a higher capacity, higher frequency service to Clonburris.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

**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**

**M122/0618 Item ID:58782**

Proposed by Councillor E. O'Brien

Section 4.0 No 13

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 an increase in the number of peak time rail services between Adamstown and Dublin Heuston. Table 4.3 to be amended

**REPORT:**

The subject motion relates to the inclusion of increased rail services between Adamstown and Dublin Heuston.

The subject motion appears to be a repeat of Motion 115 from the Special Meeting on Clonburris SDZ Draft Planning Scheme in January 2018. The outcome of that motion was that the Chief Executive’s Recommendation to not adopt the motion was agreed.

Notwithstanding the above, the Chief Executive outlines that the opening of Kishoge Railway Station is included in the Phasing Programme in Phase 1B. The Kishoge Railway Station is the primary rail infrastructure required for the sustainable development of the SDZ.

The National Transport Authority (NTA) is a statutory body established by the Minister for Transport. At a national level, the National Transport Authority has responsibility for securing the provision of public passenger land transport services. This includes the provision of subvented bus and rail services by Bus Éireann, Dublin Bus and Irish Rail. In relation to the inclusion of frequency of transport services in the Phasing Table, the Chief Executive considers that specific provisions may be difficult to implement in practice as the provision of services is outside the control of SDCC and is open to change by the service providers. As such, in general, it is considered that the Phasing Programme should be measureable and focus on fixed infrastructure. Public transport services and frequency requirements could cause ambiguity in the phasing and unnecessarily delay the delivery of housing and other associated infrastructure.

The NTA indicate that Kishoge will be served by the same number of trains as the existing service to Adamstown, including those which are provided via the Phoenix Park Tunnel. The NTA indicate that off peak services will be introduced in 2018. Prior to the roll out of the DART Expansion Programme, the NTA have indicated that further improvements to the service will occur to deliver a higher capacity, higher frequency service to Clonburris.

**Recommendation**

It is recommended that this motion is not adopted

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

For above reasons, the SEA supports the CE recommendation.

**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**

**M123/0618 Item ID: 58784**

Proposed by Councillor E. O'Brien

Section 4.0 No 13

That no house, apartment, duplex or other residential unit or commercial or other building constructed in phase 2 of the development be occupied until commencement of the DART expansion and electrification of the Dublin/ Hazel Hatch rail route. Table 4.3 to be amended

**REPORT:**

**Response**

The subject motion relates to the Phasing of the DART expansion in the Planning Scheme. It is noted that there are no Material Alterations in relation to the DART expansion.

The subject motion appears to be a repeat of Motion 307 from the Special Meeting on Clonburris SDZ Draft Planning Scheme in January 2018. The outcome of that motion was that the motion FELL.

The Chief Executive does not recommend phasing the development of the SDZ with the provision of the DART Expansion.

The provision of the DART Expansion, although desirable for the enhancement of public transport facilities directly serving Clonburris in the medium and long term, is of such a scale in capacity terms that the development of Clonburris is not dependent on their completion.

**Recommendation**

It is recommended that this motion is not adopted

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

For above reasons, the SEA supports the CE recommendation.

**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**

**M124/0618 Item ID: 58808**

Proposed by Councillor M. Ward

P48 – Delete Material Alteration Ref. Section 4.0 – No 14

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

[Lucan Luas (CDP diagrammatic route)](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60357)

**REPORT:**

[MA Section 4.0 – No.14](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=57) relates to the Lucan Luas. The motion inserts text into the Phasing Table under Phase 3 (4,001 – 6,000 units) that states:

**No house, apartment, duplex or other residential unit or commercial or other building constructed during Phase 3 of the development shall be occupied in advance of the construction of and commencement of services on the Lucan Luas line as envisaged in the NTA Greater Dublin Area Transport Strategy 2016 – 2035.**

The Lucan Luas is not envisaged to cater for transport demand from Clonburris and there is no transport planning rationale to link the SDZ to its delivery according to the NTA. This proposed Material Alteration would therefore inappropriately delay the development in Phase 3. A submission from the NTA confirms that the NTA is committed to delivering the transport infrastructure and services that will serve Clonburris.

The Department of Housing, Planning and Local Government submission notes that the Council prepared a Transport Assessment and Transport Strategy for the Clonburris development in conjunction with the National Transport Authority. The Department considers this to be an appropriate research basis for the phasing arrangements included in the Planning Scheme and would caution against the inclusion of ad hoc requirements that are not supported by clear and objective evidence.

The Chief Executive considers that the relevant national transport infrastructure for the area is planned through the NTA Greater Dublin Area Transport Strategy 2016 - 2035 and planned projects such as the Lucan Luas will benefit a wide catchment from Lucan to the city centre.

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.

While the proposed Lucan Luas has been tested as part of the wider strategic analysis under the Transport Assessment and Transport Strategy (2017) that accompanies the Draft Planning Scheme, the Tallaght – Blanchardstown Core Orbital Bus Route (along with additional bus routes), the DART Expansion Programme, the planned internal street network and local junction upgrades have been modelled to service the trip demands generated by Clonburris in line with the Transport Strategy for the GDA. The development of the SDZ lands is therefore not considered to be reliant on the Lucan Luas and the linking of the development of the SDZ lands to the Lucan Luas would be inappropriate.

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 (including core orbital bus routes), street upgrades and junction improvements will be sufficient to service the trip demands generated by Clonburris. Within this context, approximately 47% of trips in the AM period will be undertaken by walking, cycling and public transport in 2026. The linking of the development of the SDZ lands to the Lucan Luas is unnecessary and would inappropriately delay the development of the SDZ Lands including other transport proposals that have been modelled to service the Clonburris trip demands.

Section 4 of the Draft Planning Scheme details the Phasing Programme for the development of the lands. The Phasing Programme aims to provide a balanced delivery of infrastructure, urban centres and community services in tandem with population increase through a logical flexible schedule.

Policy and legislation provided the context for the phasing approach in the Draft Planning Scheme:

* The Draft Planning Scheme for the Clonburris SDZ has been prepared as a direct result of Government legislation (S.I. No. 604 of 2015). The SDZ Order identifies the lands at Clonburris to be of economic and social importance to the State.
* The Clonburris SDZ is categorised as a Major Urban Housing Development Site (MUHDS), and was allocated funding in 2017 under the Local Infrastructure Housing Activation Fund (LIHAF)
* The Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) indicate that planning must proactively drive and support sustainable development, integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner that will sustain recovery and future prosperity.

As a summary, the Chief Executive outlines that the wider Lucan and Clondalkin area will benefit from the planned future public transport and the Draft Planning Scheme does not phase development in the Clonburris SDZ with the delivery of planned public transport for the following reasons:

* The main public transport infrastructure serving the Planning Scheme are the two railway stations that allow access to the Kildare Railway route. It is considered that location of the lands adjacent to the railway is the primary rationale for the designation of the SDZ (two train stations delivered). The Phasing in the Planning Scheme includes the opening of the Kishoge Railway Station and it is the view of the Chief Executive that the phasing of the delivery of residential development to public transport should only be linked to the accessibility of residents to the Kildare Railway Line to achieve sustainable development.
* The mix and location of land uses in the Draft Planning Scheme, access to two railway stations serving the key trip demand to Dublin City and the permeability of the masterplan are the primary components influencing the trip generation, trip distribution and mode split projections
* Quantum of development in the Draft Planning Scheme is based on density ranges. The density ranges are derived having regard to the existing public transport infrastructure.
* The precedent of the Adamstown ABP decision to remove the Phoenix Park Tunnel Link works from the phasing.
* Traffic and Transport Assessments (TTA) provides access to further assessment of the transport impacts of proposed developments at planning application stage and provides a safeguard on the interim impacts on existing transport infrastructure pending delivery of strategic transport infrastructure.
* The Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.
* Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) seeks to proactively drive and support sustainable development in an economically viable manner. Within this context, the application of a stringent and potentially onerous phasing programme to the SDZ lands would affect viability compared to other residential zoned lands within the region that are not subject to such requirements.
* The linking of regional pieces of transport infrastructure such as DART Expansion to the precise delivery of housing numbers at a local level is problematic and would more than likely delay the delivery of homes in an unnecessary manner.

Within the context of the above, the phasing of the Lucan Luas is unnecessary for Clonburris and could delay or inhibit the delivery of housing required by the Core Strategy of the County Development Plan and supported by national policy and legislation. The linking of the development of the SDZ lands to the Lucan Luas would also inappropriately delay the development of other transport proposals that have been modelled to service the Clonburris trip demands.

The Chief Executive recommends that the SDZ Planning Scheme be made without the Proposed Material Alteration.

**Recommendation**

It is recommended that the motion is adopted.

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

For above reasons, the SEA supports the CE recommendation.

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

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

Councillor M. Ward **AGREED** to **WITHDRAW** the Motion

**M125/0618 Item ID: 58693**

Proposed by Councillor W. Lavelle and seconded by Councillor E. Higgins

That MATERIAL ALTERATION REF. Section 4.0 – No. 14 be confirmed

[Lucan Luas (CDP diagrammatic route)](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60358)

**REPORT:**

[MA Section 4.0 – No.14](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=57) relates to the Lucan Luas. The motion inserts text into the Phasing Table under Phase 3 (4,001 – 6,000 units) that states:

No house, apartment, duplex or other residential unit or commercial or other building constructed during Phase 3 of the development shall be occupied in advance of the construction of and commencement of services on the Lucan Luas line as envisaged in the NTA Greater Dublin Area Transport Strategy 2016 – 2035.

**The Lucan Luas is not envisaged to cater for transport demand from Clonburris and there is no transport planning rationale to link the SDZ to its delivery according to the NTA.** This proposed Material Alteration would therefore inappropriately delay the development in Phase 3. A submission from the NTA confirms that the NTA is committed to delivering the transport infrastructure and services that will serve Clonburris.

The Department of Housing, Planning and Local Government submission notes that the Council prepared a Transport Assessment and Transport Strategy for the Clonburris development in conjunction with the National Transport Authority. The Department considers this to be an appropriate research basis for the phasing arrangements included in the Planning Scheme and would caution against the inclusion of ad hoc requirements that are not supported by clear and objective evidence.

**The Chief Executive considers that the relevant national transport infrastructure for the area is planned through the NTA Greater Dublin Area Transport Strategy 2016 - 2035 and planned projects such as the Lucan Luas will benefit a wide catchment from Lucan to the city centre.**

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.

While the proposed Lucan Luas has been tested as part of the wider strategic analysis under the Transport Assessment and Transport Strategy (2017) that accompanies the Draft Planning Scheme, the Tallaght – Blanchardstown Core Orbital Bus Route (along with additional bus routes), the DART Expansion Programme, the planned internal street network and local junction upgrades have been modelled to service the trip demands generated by Clonburris in line with the Transport Strategy for the GDA. The development of the SDZ lands is therefore not considered to be reliant on the Lucan Luas and the linking of the development of the SDZ lands to the Lucan Luas would be inappropriate.

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 (including core orbital bus routes), street upgrades and junction improvements will be sufficient to service the trip demands generated by Clonburris. Within this context, approximately 47% of trips in the AM period will be undertaken by walking, cycling and public transport in 2026. The linking of the development of the SDZ lands to the Lucan Luas is unnecessary and would inappropriately delay the development of the SDZ Lands including other transport proposals that have been modelled to service the Clonburris trip demands.

Section 4 of the Draft Planning Scheme details the Phasing Programme for the development of the lands. The Phasing Programme aims to provide a balanced delivery of infrastructure, urban centres and community services in tandem with population increase through a logical flexible schedule.

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The Chief Executive recommends that the SDZ Planning Scheme be made without the Proposed Material Alteration.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

**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 126, 127 and 128 in conjunction with Motion 125

**M126/0618 Item ID: 58727**

Proposed by Councillor L. O'Toole and seconded by Councillor D. O’Donovan

Co-signed Cllrs Liona O’Toole, Paul Gogarty, Guss O’Connell, Francis Timmons, Deirdre O’Donovan

**Section 4.0 No 14**

*Table 4.3 Phasing Table…*

We agree with the material alteration, as agreed by the members.

[Lucan Luas (CDP diagrammatic route)](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60359)

**REPORT:**

[MA Section 4.0 – No.14](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=57) relates to the Lucan Luas. The motion inserts text into the Phasing Table under Phase 3 (4,001 – 6,000 units) that states:

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The Lucan Luas is not envisaged to cater for transport demand from Clonburris and there is no transport planning rationale to link the SDZ to its delivery according to the NTA. This proposed Material Alteration would therefore inappropriately delay the development in Phase 3. A submission from the NTA confirms that the NTA is committed to delivering the transport infrastructure and services that will serve Clonburris.

The Department of Housing, Planning and Local Government submission notes that the Council prepared a Transport Assessment and Transport Strategy for the Clonburris development in conjunction with the National Transport Authority. The Department considers this to be an appropriate research basis for the phasing arrangements included in the Planning Scheme and would caution against the inclusion of ad hoc requirements that are not supported by clear and objective evidence.

The Chief Executive considers that the relevant national transport infrastructure for the area is planned through the NTA Greater Dublin Area Transport Strategy 2016 - 2035 and planned projects such as the Lucan Luas will benefit a wide catchment from Lucan to the city centre.

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.

While the proposed Lucan Luas has been tested as part of the wider strategic analysis under the Transport Assessment and Transport Strategy (2017) that accompanies the Draft Planning Scheme, the Tallaght – Blanchardstown Core Orbital Bus Route (along with additional bus routes), the DART Expansion Programme, the planned internal street network and local junction upgrades have been modelled to service the trip demands generated by Clonburris in line with the Transport Strategy for the GDA. The development of the SDZ lands is therefore not considered to be reliant on the Lucan Luas and the linking of the development of the SDZ lands to the Lucan Luas would be inappropriate.

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The Chief Executive recommends that the SDZ Planning Scheme be made without the Proposed Material Alteration.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

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

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

**M127/0618 Item ID:58760**

Proposed by Councillor E. Higgins and seconded by Councillor W. Lavelle

Section 4.0 No 14

That the Material Alteration as agreed on by Councillors be included in the plan and that the table 4.3 be amended to include in Phase 3: No house, apartment, duplex or other residential unit or commercial or other building constructed during Phase 3 of the development shall be occupied in advance of the construction of and commencement of services on the Lucan Luas line as envisaged in the NTA Greater Dublin Area Transport Strategy 2016 – 2035.

Co Sponsored: Vicki Casserly, Kenneth Egan, Brian Lawlor, Conor McMahon, Paula Donovan

[Lucan Luas (CDP diagrammatic route)](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60360)

**REPORT:**

[MA Section 4.0 – No.14](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=57) relates to the Lucan Luas. The motion inserts text into the Phasing Table under Phase 3 (4,001 – 6,000 units) that states:

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The Department of Housing, Planning and Local Government submission notes that the Council prepared a Transport Assessment and Transport Strategy for the Clonburris development in conjunction with the National Transport Authority. The Department considers this to be an appropriate research basis for the phasing arrangements included in the Planning Scheme and would caution against the inclusion of ad hoc requirements that are not supported by clear and objective evidence.

The Chief Executive considers that the relevant national transport infrastructure for the area is planned through the NTA Greater Dublin Area Transport Strategy 2016 - 2035 and planned projects such as the Lucan Luas will benefit a wide catchment from Lucan to the city centre.

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.

While the proposed Lucan Luas has been tested as part of the wider strategic analysis under the Transport Assessment and Transport Strategy (2017) that accompanies the Draft Planning Scheme, the Tallaght – Blanchardstown Core Orbital Bus Route (along with additional bus routes), the DART Expansion Programme, the planned internal street network and local junction upgrades have been modelled to service the trip demands generated by Clonburris in line with the Transport Strategy for the GDA. The development of the SDZ lands is therefore not considered to be reliant on the Lucan Luas and the linking of the development of the SDZ lands to the Lucan Luas would be inappropriate.

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 (including core orbital bus routes), street upgrades and junction improvements will be sufficient to service the trip demands generated by Clonburris. Within this context, approximately 47% of trips in the AM period will be undertaken by walking, cycling and public transport in 2026. The linking of the development of the SDZ lands to the Lucan Luas is unnecessary and would inappropriately delay the development of the SDZ Lands including other transport proposals that have been modelled to service the Clonburris trip demands.

Section 4 of the Draft Planning Scheme details the Phasing Programme for the development of the lands. The Phasing Programme aims to provide a balanced delivery of infrastructure, urban centres and community services in tandem with population increase through a logical flexible schedule.

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* The Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) indicate that planning must proactively drive and support sustainable development, integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner that will sustain recovery and future prosperity.

As a summary, the Chief Executive outlines that the wider Lucan and Clondalkin area will benefit from the planned future public transport and the Draft Planning Scheme does not phase development in the Clonburris SDZ with the delivery of planned public transport for the following reasons:

* The main public transport infrastructure serving the Planning Scheme are the two railway stations that allow access to the Kildare Railway route. It is considered that location of the lands adjacent to the railway is the primary rationale for the designation of the SDZ (two train stations delivered). The Phasing in the Planning Scheme includes the opening of the Kishoge Railway Station and it is the view of the Chief Executive that the phasing of the delivery of residential development to public transport should only be linked to the accessibility of residents to the Kildare Railway Line to achieve sustainable development.
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The Chief Executive recommends that the SDZ Planning Scheme be made without the Proposed Material Alteration.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

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

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

**M128/0618 Item ID:58781**

Proposed by Councillor E. O'Brien and seconded by Councillor P. Foley

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 3 of the development shall be occupied in advance of the construction of and commencement of services on the Lucan Luas line as envisaged in the NTA Greater Dublin Area Transport Strategy 2016 – 2035. Table 4.3 to be amended

[Lucan Luas (CDP diagrammatic route)](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=60361)

**REPORT:**

[MA Section 4.0 – No.14](http://www.clonburris.ie/Stages/Draft-Plan/Proposed-Material-Alterations-to-Draft-Planning-Scheme-Report.pdf#page=57) relates to the Lucan Luas. The motion inserts text into the Phasing Table under Phase 3 (4,001 – 6,000 units) that states:

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The Department of Housing, Planning and Local Government submission notes that the Council prepared a Transport Assessment and Transport Strategy for the Clonburris development in conjunction with the National Transport Authority. The Department considers this to be an appropriate research basis for the phasing arrangements included in the Planning Scheme and would caution against the inclusion of ad hoc requirements that are not supported by clear and objective evidence.

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The Chief Executive recommends that the SDZ Planning Scheme be made without the Proposed Material Alteration.

**Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, the SEA supports the CE recommendation.

**Appropriate 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 was called for, the result of which was as follows:

**FOR 19 (NINETEEN)**

**AGAINST 15 (FIFTEEN)**

**ABSTAIN 0 (NIL)**

The Motions were **CARRIED**

**The Mayor with the AGREEMENT of the Members suspended Standing Orders in order to proceed with business until it was concluded**

**H3/0618 Item ID: 58885**

Proposed by Landuse Planning Transportation

**Resolution to make, vary/modify or not make the Clonburris Strategic Development Zone Planning Scheme**

**REPLY:**

* The Planning Scheme is hereby made under Section 169 of the Planning and Development Act 2000 (as amended).
* The Planning Scheme is hereby made, subject to variations and modifications, under Section 169 of the Planning and Development Act 2000 (as amended).
* The Planning Scheme is hereby not made under Section 169 of the Planning and Development Act 2000 (as amended).

Mr B. Keaney, Senior Planner outlined to the Members the options available to them and outlined the steps that will follow after the decision is taken.

Councillor M. Ward proposed to adopt the Scheme with Amendments and this was seconded by Councillor Ed. O’Brien.

Following contributions from Councillors E. O’Brien, G. O’Connell, W. Lavelle, P. Gogarty, L. O’Toole, S. Holland, D. Looney, B. Bonner, M. Duff, M. Murphy, R. Nolan, P. Kearns, C. King, E. Higgins, M. Johansson, L. Dunne, K. Mahon, F. Timmons, the Mayor P. Gogarty thanked the Management and Staff and called for a round of applause, the Chief Executive D. McLoughlin responded and acknowledged the concerns of the Members.

A [Roll Call](http://www.sdublincoco.ie/viewdocument.aspx?id=53fce416-b1df-49ce-968a-a91300dda766) Vote followed, the result of which was as follows:

**FOR 24 (TWENTY FOUR)**

**AGAINST 9 (NINE)**

**ABSTAIN 2 (TWO)**

The Resolution was **AGREED** to make the Strategic Development Zone Planning Scheme, together with a number of material and nonmaterial alterations.

**The meeting concluded at 11pm.**