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

Minutes of South Dublin County Council Development Plan Adjourned Meeting held on Monday 7th March 2022, remotely via Microsoft Teams

### **PRESENT**

|  |  |  |
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| **Councillors** |  | **Councillors** |
| Bailey, C. |  | McCrave, L. |
| Carey, W.  Collins, Y. |  | McMahon R.  McManus, D. |
| Costello, T. |  | Moynihan, S. |
| Donaghy, L.  Duff, M. |  | Murphy, E.  O Brádaigh, D. |
| Dunne, L. |  | O’Brien, E. |
| Edge, A. |  | Ó’ Broin, E. |
| Egan, K. |  | O’Connell, G. |
| Gogarty, P.  Hayes, A. |  | O’Connor, C  O’Donovan, D. |
| Holohan, P. |  | O’Hara, S. |
| Johansson, M. |  | O’Toole, L. |
| Kavanagh, P.  Kearns, P.  King, C.  Lawlor, B. |  | Pereppadan, B.  Richardson, D,  Sinclair, L.  Timmons, F  Tuffy, J. |
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### **OFFICIALS PRESENT**

|  |  |  |
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| Chief Executive | D. McLoughlin | |
| Directors / Heads of Function | M. Mulhern |
| Senior Executive Officer  Senior Planner | M. Maguire  H. Craigie | |
| Senior Executive Planners  Executive Planners  Assistant Planners | S. Willoughby, A. Hyland  S. Geoghegan, L. Clarke, T. Mc Gibbon  B. Duignan, C. Bleytou | |
| T/ Graduate Planner  Chief Technician  Heritage Officer  Administrative Officer  Senior Staff Officer  Assistant Staff Officer | F. Redmond  L. Mc Evoy  R. Dwyer  F. Campbell  E. Colgan  M. Dunne | |

An Apology was received from Councillor V. Casserly

The Mayor P. Kavanagh presided and outlined how the meeting(s) would proceed including how Members would consider Motions, submitting and making amendments to motions, consideration of **HI 2** - CE Recommendation for which no motion has been submitted, consideration of **HI 3** - CE Amendments to the Draft Plan, and **HI 5** Resolution of the Council - at appropriate stage.

The Mayor also drew attention to the Code of Conduct for Councillors and Part 15 of the Local Government Act 2001 relating to the Ethical Framework particularly pertaining to conflicts of interest and the planning process.

**Housing (Continued)**

### **DPM48/0322 Item ID:73855**

Proposed by Councillor S. O'Hara, Seconded by Councillor B. Lawlor

This motion refers to the Chapter 6 Housing, Rural Housing Strategy, page 582 of CE report, submission: SD-C195-217. Motion: To remove the phrase 'exceptional circumstances' from Housing (H) Policy 18 Housing in RU Zone and from H1 Objective 1 of the Draft Development Plan. Submitted by Cllr Shirley O'Hara and Cllr Brian Lawlor

**REPORT:**

The motion proposes to remove the phrase ‘exceptional circumstances’ from Housing (H) Policy 18 Housing in RU Zone and from H1 Objective 1 of the Draft Development Plan.

This issue was submitted to the Draft Plan through the public consultation period under submissions SD-C195-217 and the Chief Executive responded under Chapter 6: Housing – Rural Housing Strategy, pg582-584.?

Having examined and considered the content of the motion, the view of the CE remains unchanged for the following reasons:

As per Section 6.9 of the Draft Plan, it is the policy of the Council to restrict the spread of urban generated dwellings into rural and high amenity areas in accordance with national and regional planning policy and guidance.

Under Policy H17: Rural Housing Policy and Local Need Criteria the Council is committed to considering rural housing for persons who are “an intrinsic part of the rural community” or “working full-time or part-time in rural areas” as described under Section 3.2.3 (Rural generated housing) of the Sustainable Rural Housing Guidelines DEHLG (2005), Circular SP 5/08 Rural Housing Policies and PL 2/2017 Local Need Criteria in Development Plans: Conformity with Articles 43 and 56 (Freedom of Establishment and Free Movement of Capital) of the European community Treaty.

Notwithstanding this, under H17 Objective 1, it is an objective of the plan to commence a review of the Rural Housing Policy and Local Need Criteria within six months of the adoption of the Plan and to include a public consultation as part of this process.

This review process requires a review of Rural Housing Policy which includes H18: Rural Housing in the RU Zone and will be required to take into consideration the provisions of the Rural Development Policy 2021-2025 where the following key actions are identified:

To enhance public services for rural communities, the Government will:

Policy Measure 89

Increase the residential occupancy of rural towns and villages while enabling the Irish countryside to continue to be a lived-in landscape by adopting a balanced approach to planning, in line with relevant national planning policy and guidelines, while avoiding unsustainable ribbon and over-spill development from urban areas.

Policy Measure 90

Update the Rural Housing Guidelines for planning authorities, to address rural housing in a broader rural development and settlement context.

Critically, as recognised in the submission, the current Development Plan 2016-2022 does not include a definition for 'exceptional circumstances' leaving room for different interpretation. In recognising the need for clarity, the Draft Plan (Policy H18 Objective 1) makes clear that exceptional circumstances relate to those who are “an intrinsic part of the rural community” or “working full-time or part-time in rural areas”. This has been recognised in the submission. It should also be noted that a definition is also set out in H19 Objective 1 for HA zoning in the Dublin Mountains.

To remove the words ‘exceptional circumstances would undermine the Rural Housing Policy which is based on the need to live in rural areas and would be contrary to the Section 48 Rural Housing Guidelines. It would give rise to the potential for exponential growth of housing in the rural area contrary to policy to restrict rural housing to identified need set out in the exceptional circumstances and to resist urban generated housing in the countryside.

The Draft Plan provides clear guidance in line with the Rural Housing Guidelines, on what ‘exceptional circumstances’ comprise in line with national and regional policy.

**CE Recommendation:** It is recommended that this motion is not adopted and that the words ‘exceptional circumstances’ as clarified in the Draft Plan, are retained.

A discussion ensued with contributions from Councillors S. O’Hara, C. King, D. Ó Brádaigh, A. Edge, P. Holohan, L. Sinclair, C. Bailey, Y. Collins, L. Donaghy P. Kavanagh, P. Gogarty, R. McMahon. Mr M. Mulhern, Director of Services and Ms. H. Craigie, Senior Planner responded to queries raised.

A Roll Call Vote on the motion followed, the result of which was as follows:

**FOR: 12 (Twelve)**

**AGAINST: 20 (Twenty)**

**ABSTAIN: NIL**

[**Roll Call Vote M 48**](http://www.sdublincoco.ie/Home/ViewDocument/75453f81-c0ac-484a-b70a-ae63010530b5)

The Motion **FELL**

### **DPM49/0322 Item ID:73856**

Proposed by Councillor S. O'Hara, Seconded by Councillor B. Lawlor

This motion refers to the Chapter 6 Housing, Rural Housing Strategy, page 582, submission: SD-C195-217. Motion: To amend the Rural Housing Policies and Local Need Criteria Housing (H) Policy 17 Housing in RU Zone to include persons who have grown up or spent substantial periods of their lives, (12 years), living in the area, who have moved away and who now wish to return to reside near to, or to care for, immediate family members, seeking to build on the family landholding or on a site within 5 km of the original family home, and that immediate family members are defined as mother, father, son, daughter, brother, sister or guardian. Submitted by Cllr Shirley O'Hara and Cllr Brian Lawlor

**REPORT:**

The motion proposes to amend the Rural Housing Policies and Local Need Criteria Housing (H) Policy 17 Housing in RU Zone to include persons who have grown up or spent substantial periods of their lives, (12 years), living in the area, who have moved away and who now wish to return to reside near to, or to care for, immediate family members, seeking to build on the family landholding or on a site within 5 km of the original family home, and that immediate family members are defined as mother, father, son, daughter, brother, sister or guardian.

A previous motion requesting this was put forward at pre-Draft Plan stage under Motion ID: 70917 and it was recommended that a new objective would be inserted in Chapter 6 titled H17 Objective 1, to read as follows:

*To commence a review of the Rural Housing Policy and Local Need Criteria within six months of the adoption of the Plan and to include a public consultation as part of this process.*

A similar issue was also submitted to the Draft Plan through the public consultation period under submission SD-C195-217 and the Chief Executive responded under Chapter 6: Housing – Rural Housing Strategy, pg582-584.

Having examined and considered the content of the motion, the view of the CE remains unchanged for the following reasons:

As per Section 6.9 of the Draft Plan, it is the policy of the Council to restrict the spread of urban generated dwellings into rural and high amenity areas in accordance with national and regional planning policy and guidance.

Under Policy H17: Rural Housing Policy and Local Need Criteria the Council is committed to considering rural housing for persons who are “an intrinsic part of the rural community” or “working full-time or part-time in rural areas” as described under Section 3.2.3 (Rural generated housing) of the Sustainable Rural Housing Guidelines DEHLG (2005), Circular SP 5/08 Rural Housing Policies and PL 2/2017 Local Need Criteria in Development Plans: Conformity with Articles 43 and 56 (Freedom of Establishment and Free Movement of Capital) of the European community Treaty.

Notwithstanding this, under H17 Objective 1, it is an objective of the Plan to commence a review of the Rural Housing Policy and Local Need Criteria within six months of the adoption of the Plan and to include a public consultation as part of this process.

This review process requires a review of Rural Housing Policy which includes H18: Rural Housing in the RU Zone and will be required to take into consideration the provisions of the Rural Development Policy 2021-2025 where the following key actions are identified:

*To enhance public services for rural communities, the Government will:*

*Policy Measure 89*

*Increase the residential occupancy of rural towns and villages while enabling the Irish countryside to continue to be a lived-in landscape by adopting a balanced approach to planning, in line with relevant national planning policy and guidelines, while avoiding unsustainable ribbon and over-spill development from urban areas.*

*Policy Measure 90*

*Update the Rural Housing Guidelines for planning authorities, to address rural housing in a broader rural development and settlement context.*

Noting the complexities of the Rural Housing Policy and the potential for exponential growth which could occur without the necessary full consideration of any changes, any further refinement should be examined under H17 Objective 1 which was previously agreed and inserted into the Draft Plan:

*To commence a review of the Rural Housing Policy and Local Need Criteria* *within six months of the adoption of the Plan and to include a public* *consultation as part of this process.*

**CE Recommendation:** It is recommended that this motion is not adopted

A discussion ensued with contributions from Councillors S. O’Hara, C. King, D. Ó Brádaigh, A. Edge, P. Holohan, L. Sinclair, C. Bailey, Y. Collins, L. Donaghy P. Kavanagh, P. Gogarty, R. McMahon. Mr M. Mulhern, Director of Services and Ms. H. Craigie, Senior Planner responded to queries raised.

An Amendment to the Motion was proposed by Councillor C. King and seconded by Councillor D. Ó Brádaigh as follows:

That after the words "Family Landholding" remove the words "or on a site within 5km of the Family Home" and to also remove the word "Guardian" from the last line as part of the definition of "Family Members".

*This motion refers to the Chapter 6 Housing, Rural Housing Strategy, page 582, submission: SD-C195-217. Motion: To amend the Rural Housing Policies and Local Need Criteria Housing (H) Policy 17 Housing in RU Zone to include persons who have grown up or spent substantial periods of their lives, (12 years), living in the area, who have moved away and who now wish to return to reside near to, or to care for, immediate family members, seeking to build on the family landholding ~~or on a site~~ ~~within 5 km of the original family home~~, and that immediate family members are defined as mother, father, son, daughter, brother, sister ~~or guardian~~.*

A Roll Call vote on the **AMENDED** wording followed, the result of which was as follows:

**FOR: 19 (Nineteen)**

**AGAINST: 12 (Twelve)**

**ABSTAIN: NIL**

[**Roll Call Vote M 49**](http://www.sdublincoco.ie/Home/ViewDocument/4dc4ae9d-c15b-4545-badc-ae630105b7f1)

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

## **Sustainable Movement**

### **DPM50/0322 Item ID:73789**

Proposed by Councillor F. Timmons, Seconded by Councillor P. Kavanagh

Ref SM6 SLO1 Chapter 7 (P718) Amend SM6 SLO1 from: To investigate the need to carry out a traffic and transport study for Rathcoole, Saggart and Newcastle and the surrounding areas following the publication of the GDA Strategy review to 2042 which will clarify the context within which the road network in the area will function and to include a review of HGV movement To: To carry out a traffic and transport study for Rathcoole, Saggart and Newcastle and the surrounding areas following the publication of the GDA Strategy review to 2042 which will clarify the context within which the road network in the area will function and to include a review of HGV movement

**REPORT:**

The motion seeks to amend the wording of Policy SM6 SLO1 as follows: Remove the wording ‘To investigate the need’ such that the SLO reads as follows:

*To carry out a traffic and transport study for Rathcoole, Saggart and Newcastle and the surrounding areas following the publication of the GDA Strategy review to 2042 which will clarify the context within which the road network in the area will function and to include a review of HGV movement.*

This issue was submitted to the Draft Plan through the public consultation period under submissions SD-C195-64 and SD-C195-251 and the Chief Executive responded under Chapter 7 Sustainable Movement Transport Studies and Traffic Management, pg718.?

The Council have previously lodged a submission to the NTA on the GDA Strategy review to request a comprehensive Modelling study of Rathcoole, Saggart, Greenogue and environs areas demonstrating South Dublin County Council’s commitment to addressing traffic and transportation issues within these areas.

A county wide review of HGV movement will be commenced by early 2023 and will inform appropriate restrictions throughout the county. Any resultant restriction on HGV movement in Rathcoole, Saggart and Newcastle will be informed by the resultant HGV policy which in turn will inform the transport plan for the area.

While the above wording as set out in SM6 SLO1 is considered adequate to facilitate an informed approach to the need for a traffic and transport study for the area, in light of the concerns raised in the motion it is considered that the SLO could be further strengthened as put forward by the motion.

It is therefore considered that this motion can be adopted.

**CE Recommendation:**It is recommended that the motion be adopted to read as follows:

From:

*To investigate the need to carry out a traffic and transport study for Rathcoole, Saggart and Newcastle and the surrounding areas following the publication of the GDA Strategy review to 2042 which will clarify the context within which the road network in the area will function and to include a review of HGV movement*

To:

*To carry out a traffic and transport study for Rathcoole, Saggart and Newcastle and the surrounding areas following the publication of the GDA Strategy review to 2042 which will clarify the context within which the road network in the area will function and to include a review of HGV movement.*

The Motion was **AGREED**

### **DPM51/0322 Item ID:73960**

Proposed by Councillor Derren Ó Brádaigh, Seconded by Councillor William Joseph Carey

SD-C195- 245 National Transport Authority SM2 Objective 4 Pg. 94 Amend SM2 Objective 4 from: 'To ensure that connectivity for pedestrians and cyclists is maximised and walking and cycling distances are reduced in existing built-up areas, by removing barriers to movement and providing active travel facilities in order to increase access to local shops, schools, public transport services and other amenities through filtered permeability, while also taking account of existing patterns of anti-social behaviour in the removal of such barriers. To read; 'To ensure that connectivity for pedestrians and cyclists is maximised and walking and cycling distances are reduced in existing built-up areas, by removing barriers to movement and providing active travel facilities in order to increase access to local shops, schools, public transport services and other amenities through filtered permeability, while also taking account of existing patterns of anti-social behaviour in the removal of such barriers, with due consideration and consultation to be provided for local residential input, where the need is evident or expressed'. Submitted By: Cllr Derren Ó Brádaigh & Cllr William Carey

**REPORT:**

The Motion seeks to amend SM2 Objective 4 to include the following wording at the end of the objective: **with due consideration and consultation to be provided for local residential input, where the need is evident or expressed'.**

SM2 Objective 4 of the Draft Plan currently reads as follows:

‘To ensure that connectivity for pedestrians and cyclists is maximised and walking and cycling distances are reduced in existing built-up areas, by removing barriers to movement and providing active travel facilities in order to increase access to local shops, schools, public transport services and other amenities, while also taking account of existing patterns of anti-social behaviour and other unintended consequences of removal of such barriers’.

Following Public Consultation on the Draft Development Plan and submission from the National Transport Authority under SD-C195-245, the following amendments have been recommended in the CE Report for SM2 Objective 4:

‘To ensure that connectivity for pedestrians and cyclists is maximised and walking and cycling distances are reduced in existing built-up areas, by removing barriers to movement and providing active travel facilities in order to increase access to local shops, schools, public transport services and other amenities **through filtered permeability**, while also taking account of existing patterns of anti-social behaviour and other unintended consequences **in the** removal of such barriers.’

The amendment proposes that the objective would now read:

'To ensure that connectivity for pedestrians and cyclists is maximised and walking and cycling distances are reduced in existing built-up areas, by removing barriers to movement and providing active travel facilities in order to increase access to local shops, schools, public transport services and other amenities through filtered permeability, while also taking account of existing patterns of anti-social behaviour in the removal of such barriers, **with due consideration and consultation to be provided for local residential input, where the need is evident or expressed'.**

In addition to SM2 objective 4, the Draft County Development Plan provides for the following objectives which align with the requirements for increased permeability within our public realm as well as increased safety for vulnerable road users:

**SM1 Objective 4:** *To ensure that future development is planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes (walking and cycling) and public transport use and creating a safe and attractive street environment for pedestrians and cyclists, in accordance with RPO 5.3 of the RSES/MASP.*

**SM2 Objective 5:** *To ensure that all streets and street networks are designed in accordance with the principles, approaches and standards contained in the Design Manual for Urban Roads and Streets so that the movement of pedestrians and cyclists is prioritised within a safe and comfortable environment for a wide range of ages, abilities and journey types.*

To ensure public consultation is at the centre of decision-making, in regard to transport related initiatives, SM1 Objective 7 of the Draft Plan states ‘To engage with relevant agencies including the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) in relation to strategic and local transportation issues including delivery of transport projects and to encourage consultation with local communities’.

The motion seeks to ensure that SM2 Objective 4 facilitates engagement with local residents in the event existing barriers are to be removed to ensure greater permeability for walking and cycling. In order to keep the objective as clear and concise as possible and to ensure the emphasis remains on the necessity for connectivity for pedestrians and cyclists to be maximised and walking and cycling distances to be reduced in existing built-up areas, it is considered that additional text could be included to provide for the intent of the motion.

As such it is considered that SM2 Objective 4 as set out in the CE Report be further amended to read as follows:

'To ensure that connectivity for pedestrians and cyclists is maximised and walking and cycling distances are reduced in existing built-up areas, by removing barriers to movement and providing active travel facilities in order to increase access to local shops, schools, public transport services and other amenities through filtered permeability, while also taking account of existing patterns of anti-social behaviour in the removal of such barriers **with due consideration of consultation with local residents** **where need is evident or expressed’.**

**CE Recommendation:** It is recommended that the motion is adopted with amendment such that SM2 Objective 4 as set out in the CE Report would be further amended to read as follows:

'To ensure that connectivity for pedestrians and cyclists is maximised and walking and cycling distances are reduced in existing built-up areas, by removing barriers to movement and providing active travel facilities in order to increase access to local shops, schools, public transport services and other amenities through filtered permeability, while also taking account of existing patterns of anti-social behaviour in the removal of such barriers **with due consideration of consultation with local residents** **where need is evident or expressed’.**

The Members unanimously **AGREED** to accept the Chief Executive’s recommendation

**DPM52/0322 Item ID:73949**

Proposed by Councillor Yvonne Collins, Seconded by Councillor C. O’Connor

This motion relates to Chapter 7: Sustainable Movement, Submission SD-C195-19 on page 625 (or 621) of the report. Amend SM2 Objective 2: To create a comprehensive and legible 'well signposted and well maintained' Countywide network of safe cycling and walking routes that link communities to key destinations, amenities and leisure activities through implementation of the Cycle South Dublin project, the recommendations of the Sustainable Movement Studies and other permeability measures Reason: To highlight awareness of, and promote maximum usage of, safe cycling and walking routes

**REPORT:**

The motion seeks to amend SM2 Objective 2 to include the wording 'well signposted and well maintained' to read as follows:

To create a comprehensive and legible well signposted and well maintained County-wide network of safe cycling and walking routes that link communities to key destinations, amenities and leisure activities through implementation of the Cycle South Dublin project, the recommendations of the Sustainable Movement Studies and other permeability measures.

The intent of the motion is noted in regard to signposting. While SM2 Objective 11 seeks ‘to provide additional directional signs for major destinations, civic amenities and tourist attractions on major pedestrian and cycle routes, including references to distances, estimated times and/or number of steps to be taken’ it is considered reasonable to incorporate additional wording to SM2 Objective 2 however to further strengthen and anchor the objective to the expectations of Cycle South Dublin and the Direction Sign Strategy (2020) it is proposed that SM2 Objective 2 is amended to read as follows:

To create a comprehensive, county-wide network supported by Sustainable Movement Studies and other permeability measures, consisting of legible, sign-posted and well-maintained:

* Safe cycling routes through the implementation of the Greater Dublin Cycle Network Plan and the Cycle South Dublin project; and
* Walking routes

 that link communities to key destinations, amenities and leisure activities.

**CE Recommendation:** It is recommended that the motion is adopted with amendment such that SM2 Objective 2 would read as follows:

*To create a comprehensive, county-wide network supported by Sustainable Movement Studies and other permeability measures, consisting of legible, sign-posted and well-maintained:*

* *Safe cycling routes through the implementation of the Greater Dublin Cycle Network Plan and the Cycle South Dublin project; and*
* *Walking routes*

*that link communities to key destinations, amenities and leisure activities.*

The Members unanimously **AGREED** to accept the Chief Executive’s recommendation

### **DPM53/0322 Item ID:73874**

Proposed by Councillor P. Gogarty, Seconded by Councillor G. O'Connell

In names of Cllrs Paul Gogarty, Liona O'Toole, Guss O'Connell (in that order) Ref: Submission SD-C195-161 Hines Real Estate Ireland Limited, page 329 CE Report - To insert a Specific Local Objective to create a dedicated walking and cycling route from Greenfort/Shancastle and from the Coldcut Road to Liffey Valley Shopping Centre.  Rationale: To increase linkages between the main population centre of Palmerstown and the Liffey Valley retail and any future community amenities

**REPORT:**

The Motion seeks to provide for a new SLO under SM2 Walking and Cycling in order to deliver the following:

*‘To create a dedicated walking and cycling route from Greenfort/Shancastle and from the Coldcut Road to Liffey Valley Shopping Centre.’*

As per Map 2 of the Draft Development Plan, the Greater Dublin Cycle Network Plan prepared by the NTA includes a cycle lane to run from the junction between Fonthill Road and Coldcut Road south of the roundabout serving the retail offering south of the Liffey Valley Shopping Centre. This cycle route is to run along Coldcut Road westward towards the junction with the R113 running all the way along Fonthill road eastward until the Shopping centre car park. This has the benefit to serve and connect the residential areas of both Greenfort and Shancastle.

It is recognised that opportunities for walking routes to be enhanced within the County exist, such as increasing the connectivity of the Liffey Valley Shopping Centre via active travel modes, including the residential areas of Greenfort and Shancastle. This will be addressed through the Active Travel Unit section of the Council.

Such provisions are already supported in the Draft Development Plan under the following objectives:

**SM2 Objective 2:** *To create a comprehensive and legible County-wide network of safe cycling and walking routes that link communities to key destinations, amenities and leisure activities through implementation of the Cycle South Dublin project, the recommendations of the Sustainable Movement Studies and other permeability measures.* (As proposed to be amended and strengthened under Item ID 73949)

**SM2 Objective 4:** *To ensure that connectivity for pedestrians and cyclists is maximised and walking and cycling distances are reduced in existing built-up areas, by removing barriers to movement and providing active travel facilities in order to increase access to local shops, schools, public transport services and other amenities, while also taking account of existing patterns of anti-social behaviour and other unintended consequences of removal of such barriers.*

**SM2 Objective 8:** *To work with the NTA to acquire funding and secure full implementation of the Cycle South Dublin programme and the Sustainable Movement Studies recommendations.*

Having regard to the above it is considered that the existing provisions in the plan are sufficient to cater for the intentions of the proposed motion.

**SM2 Objective 9:** *To work with the NTA to review the feasibility of implementing additional cycling facilities within the major urban and recreational areas of the County.*

While the content of the motion is noted it is considered that the provisions of SM2 Objectives 2, 4, 8 and 9 are sufficient to provide for the intention of the motion.

**CE Recommendation:** It is recommended that this motion is adopted with amendment to reflect that SM2 Objectives 2, Objectives 4, 8 and 9 provide for and can facilitate the intent of the motion.

Following contributions from Councillors P. Gogarty, J. Tuffy, E. Ó Broin, A. Hayes, P. Kavanagh, Mr M. Mulhern, Director of Services and Ms H. Craigie, Senior Planner responded to queries raised.

The Members unanimously **AGREED** to accept the Chief Executive’s recommendation

### **DPM54/0322 Item ID:73875**

Proposed by Councillor P. Gogarty, Seconded by Councillor G. O'Connell

In names of Cllrs Paul Gogarty, Guss O'Connell, Liona O'Toole (in that order)

Ref: Submission SD-C195-161 Hines Real Estate Ireland Limited, page 329 CE Report To insert a Specific Local Objective to create a walking and cycling route from Kennelsfort Road, past Super Valu Shopping Centre, alongside cemetery, over the M50 to Liffey Valley Shopping Centre.

Rationale: To increase linkages between the main population centre of Palmerstown and the Liffey Valley retail and any future community amenities

**REPORT:**

The Motion seeks to provide for a new SLO under SM2 Walking and Cycling in order to deliver the following:

*‘To create a walking and cycling route from Kennelsfort Road, past Super Valu Shopping Centre, alongside cemetery, over the M50 to Liffey Valley Shopping Centre.*

As per Map 2 of the Draft Development Plan, the Greater Dublin Cycle Network Plan prepared by the NTA includes a cycle lane to run from the junction between Kennelsfort Road and the R148 southward all the way to the junction with Coldcut Road. The Cycle route is also planned to go from the retail offering south of the Liffey Valley Shopping Centre. This cycle route is to run along Coldcut Road westward towards the junction with the R113 running all the way along Fonthill road eastward until the Shopping centre car park.

At present, the section of road that is not covered by the NTA Plan is the 800m section between Larkfield House, along the Coldcut Road, over the M50, down to the junction with Kennelsfort Upper Road and Ballyfermot Road. The reason for such is due to the road reservation for the Long Term High Capacity Public Transport (RPA Preferred Route) which would run from Ballyfermot Road towards the Liffey Valley Shopping centre in an effort to better serve the Shopping Centre with quality high capacity public transport. The design of this scheme will determine the cycle and pedestrian infrastructure provision along this stretch of road. The National Transport Authority is currently updating, through its 6-year review, the GDA Transport Strategy to 2042 which will define public transport and active travel solutions for the area further.

While the above should be noted it remains a priority of South Dublin County Council to support the delivery of cycle and pedestrian routes throughout the County under the following objectives.

**SM2 Objective 2:** *To create a comprehensive and legible County-wide network of safe cycling and walking routes that link communities to key destinations, amenities and leisure activities through implementation of the Cycle South Dublin project, the recommendations of the Sustainable Movement Studies and other permeability measures.* (As proposed to be amended and strengthened under Item ID 73949)

**SM2 Objective 4:** *To ensure that connectivity for pedestrians and cyclists is maximised and walking and cycling distances are reduced in existing built-up areas, by removing barriers to movement and providing active travel facilities in order to increase access to local shops, schools, public transport services and other amenities, while also taking account of existing patterns of anti-social behaviour and other unintended consequences of removal of such barriers.*

**SM2 Objective 8:** *To work with the NTA to acquire funding and secure full implementation of the Cycle South Dublin programme and the Sustainable Movement Studies recommendations.*

**SM2 Objective 9:** *To work with the NTA to review the feasibility of implementing additional cycling facilities within the major urban and recreational areas of the County.*

While the content of the motion is noted it is considered that the provisions of SM2 Objectives 2, 4, 8 and 9 are sufficient to provide for the intention of the motion.

**CE Recommendation:** It is recommended that this motion is adopted with amendment to reflect that SM2 Objectives 2, 4, 8 and 9 provide for and can facilitate the intent of the motion.

Following contributions from Councillors P. Gogarty, J. Tuffy, E. Ó Broin, A. Hayes, P. Kavanagh, Mr M. Mulhern, Director of Services and Ms H. Craigie, Senior Planner responded to queries raised.

The Members unanimously **AGREED** to accept the Chief Executive’s recommendation

**DPM55/0322 Item ID:73962**

Proposed by Councillor Derren Ó Brádaigh, Seconded by Councillor William Joseph Carey

SD-C195-181 - ESB Chapter 7, Page 588 - Chapter Sustainable Movement and Climate Action Insert new objective; 'All parking spaces and homes in the Clonburris and Adamstown SDZ and all future developments to accommodate charging points that include and meet the EV requirements for residents of apartment units with off street and underground carparking'. Submitted By: Cllr Derren Ó Brádaigh & Cllr William Carey

**REPORT:**

The motion seeks to insert a new objective in the plan that ‘All parking spaces and homes in the Clonburris and Adamstown SDZ and all future developments to accommodate charging points that include and meet the EV requirements for residents of apartment units with off street and underground carparking'.

Both Adamstown and Clonburris SDZs have approved planning schemes. The SDZs form part of the Development Plan for the County. Any contrary provisions in the Development would be superseded by the content of the Planning Scheme.

 In this case, the SDZs are silent on EVs. While the Development Plan does not override SDZs, there is relevant county wide policy including in Chapter 10 ‘Energy’ where Policy E4 seeks to ‘Promote the delivery of EV charging facilities in accordance with relevant regulations and national and regional policy and guidance’.

This is further supplemented by Policy SM7 Objective 5 which seeks ‘To support the expansion of the EV charging network by increasing the provision of designated charging facilities for Electric Vehicles on public and private land in partnership with the ESB and other relevant stakeholders; and to support the Dublin Regional EV Parking Strategy’.

Chapter 13, Implementation and Monitoring contains standards to be applied where Section 13.8.3 Car Parking/Charging for Electric Vehicles (EVs) requires:

 EV charging shall be provided in all residential, mixed use and commercial development and shall comprise 15% - 20% of the total parking spaces provided,

with higher provision within this range required in urban areas.

The remainder of the parking spaces should be constructed to be capable of accommodating future charging points, as required.

In residential and mixed-use schemes EV charging should be provided in blocks or pods unless it can be satisfactorily demonstrated that it can be provided in a more satisfactory and efficient manner.

It should be designed and located in such a way as to ensure passive surveillance and avoid anti-social behaviour.

The applicant should indicate the mechanism for EV charging and payment (e.g. fob/credit card or other means) and should ensure that it is available to residents and visitors.

EV charging facilities should not impinge on shared parking allocation.

EV charging facilities should not obstruct or impinge on walking or cycling paths.

Charge points should avoid areas which are already restricted by existing street furniture e.g., bollards, road signs, benches, bike racks.

Charge points should not impede lower carbon forms of passenger transport.

Charge points should not be located at the back of the footpath (i.e. side furthest from the road) to avoid cables becoming a trip hazard.

For residential multi-unit buildings, the necessary ducting for all car parking spaces should be installed, allowing provision for additional electrical infrastructure.

For new dwellings with in-curtilage parking, appropriate infrastructure should be provided to allow for installation of a charging point at a later date.

In addition, following response to Submission number SD-C195-181 on the Public Consultation to the Draft Development Plan, it has been recommended that the minimum percentage for EV charging provision throughout the County be increased in line with Statutory Instruments No. 393/2021 European Union (Energy Performance of Buildings) Regulations 2021, so that the first bullet point of Section 18.8.3 of Chapter 13 will change from ‘15% - 20%’ to ‘20%’ reading as such:

‘EV charging shall be provided in all residential, mixed use and commercial development and shall comprise 20% of the total parking spaces provided, with higher provision within this range required in urban areas.’

Given that there is no conflict between the SDZ schemes and the policy in the Draft Plan, the policy in the Plan can be applied to planning applications coming forward in Adamstown and Clonburris. In line with the Draft Plan policy and objectives, this would mean that all residential, mixed use and commercial development will have to provide EV charging in 20% of the total parking spaces and furthermore that the remainder of the parking spaces in the development will have to be constructed to be capable of accommodating future charging points. The 20% provision accords with the most up to date building regulations.  There is no requirement for a separate objective for specific areas.

It is considered that above provisions adequately address the provisions of the motion and therefore the Motion can be adopted with amendment to reflect that the existing provisions of the Plan as set out in Chapter 10 Energy Policy E4, Chapter 7 Policy SM7 Objective 5 and Chapter 13 Section 13.8.3 are sufficient to provide for the intent of the motion.

**CE Recommendation:** It is recommended that this motion is adopted with amendment to reflect that the existing provisions of the Plan as set out in Chapter 10 Energy Policy E4 and Chapter 7 Policy SM7 Objective 5 and Chapter 13 Section 13.8.3 are sufficient to provide for the intent of the motion.

The Members unanimously **AGREED** to accept the Chief Executive’s recommendation

### **DPM56/0322 Item ID:73985**

Proposed by Councillor L. O'Toole, Seconded by Councillor P. Gogarty

5. Motion in the names of Cllr Liona O'Toole, Guss O'Connell, Paul Gogarty SD-C195-2 CE Response pg.608 Chapter 7 Motion seeks to add in NEW AND EXISTING Amend from: SM3 Objective 6: To establish future public transport routes that will support the County's medium to long term development, including orbital routes to provide connectivity between outer suburban areas. To: SM3 Objective 6: To establish future public transport routes that will support the County's medium to long term development, including NEW AND EXISTING orbital routes to provide connectivity between outer suburban areas.

**REPORT:**

The motion proposes to amend SM3 Objective 6 from:

SM3 Objective 6:

To establish future public transport routes that will support the County’s medium to long term development, including orbital routes to provide connectivity between outer suburban areas

To:

SM3 Objective 6:

To establish future public transport routes that will support the County's medium to long term development, including new and existing orbital routes to provide connectivity between outer suburban areas

As per Section 7.6 Public Transport of the Draft Plan, in order to encourage a significant shift to public transport, the Council will continue to work with the NTA, the statutory authority responsible for long-term strategic transport planning in the Greater Dublin Area, to focus on the delivery of orbital public transport services linking major centres and areas of employment such as Tallaght, Clondalkin and Liffey Valley and further linking to other parts of the Greater Dublin Area.  This includes new and enhanced orbital routes to provide connectivity between outer suburban areas.

Having regard to the intention of the motion alongside the provisions of section 7.6 of the Draft Plan it is considered reasonable that this motion be adopted with amendment such that SM3 Objective 6 would read as follows:

To establish future public transport routes that will support the County's medium to long term development, including new and/or enhanced orbital routes to provide connectivity between outer suburban areas

**CE Recommendation:** It is recommended that this motion be adopted with amendment such that SM3 Objective 6 of the Draft Plan would read as follows:

From:  SM3 Objective 6:

To establish future public transport routes that will support the County’s medium to long term development, including orbital routes to provide connectivity between outer suburban areas.

To:

SM3 Objective 6:

To establish future public transport routes that will support the County's medium to long term development, including new and/or enhanced orbital routes to provide connectivity between outer suburban areas.

The Members unanimously **AGREED** to accept the Chief Executive’s recommendation

### **DPM57/0322 Item ID:73966**

Proposed by Councillor Derren Ó Brádaigh, Seconded by Councillor William Joseph Carey

SD-C195-245 - NTA - Page 89 To insert new objective; 'To work closely with the NTA to deliver a fit for purpose public transport service, that meets the needs of commuters, by expanding and delivering upon the existing BusConnects service and future planned rail connectivity through the roll-out of Dart + South West and delivery of the Luas, in parallel with Clonburris and Adamstown developments'. Submitted By: Cllr Derren Ó Brádaigh & Cllr William Carey

**REPORT:**

 The motion proposes to the insert a new objective as follows:

*‘To work closely with the NTA to deliver a fit for purpose public transport service, that meets the needs of commuters, by expanding and delivering upon the existing BusConnects service and future planned rail connectivity through the roll-out of Dart + South West and delivery of the Luas, in parallel with Clonburris and Adamstown developments.’*

It should be noted that a similar motion was put forward at pre-Draft Plan stage under Motion ID: 70855 to insert a new Objective as follows:

‘To engage with the National Transport Authority and Irish Rail directly to facilitate and promote local public consultations in determining local service level needs, along existing and planned future network, with emphasis on areas of forecast population and housing growth as part of and during the phasing stages of the Clonburris and Adamstown SDZ's. Particular attention to DART, LUAS and Bus extension programmes, in addressing rail underutilisation and meeting forecast target increases for improved rail usage and carbon reduction in improving service levels to meet strategic objectives.’

The motion was adopted with amendment to read:

SM1 Objective 7 ‘To engage with relevant agencies including the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) in relation to strategic and local transportation issues including delivery of transport projects and to encourage consultation with local communities.’

**SM1 Objective 3** is also relevant to the motion and states:

*To support the delivery of key sustainable transport projects including DART*

*and Luas expansion programmes, BusConnects and the Greater Dublin*

*Metropolitan Cycle Network in accordance with RPO 5.2 of the RSES/MASP*

 Building on this objective section 7.6 of the Draft Plan ‘Public Transport’ seeks to encourage a significant shift towards public transport with an emphasis placed on continuing to work with the NTA, the statutory authority responsible for long-term strategic transport planning in the Greater Dublin Area, to focus on the delivery of:

* Orbital public transport services linking major centres and areas of employment such as Tallaght, Clondalkin and Liffey Valley and further linking to other parts of the Greater Dublin Area;
* Additional and extended public transport routes to service newly developed and developing areas, and existing areas where gaps in services exist;
* Transport hubs, to connect services (such as between orbital and radial routes and/or core and feeder routes) and form a ‘web’ like network;
* Improved access to public transport stops and services;
* Improved integration between higher density forms of development and public transport nodes.

While the NTA are the statutory authority responsible for long-term strategic transport planning in the Greater Dublin Area the Plan places a strong focus on public transport through Policy SM3 which seeks to promote a significant shift from car-based travel to public transport in line with County targets and facilitate the sustainable development of the County by supporting and guiding national agencies in delivering major improvements to the public transport network.

This policy is underpinned by a number of objectives which aim to facilitate increased transport connectivity and provision within the County including:

***SM3 Objective 2****:  To facilitate and secure the implementation of major public transport projects as identified within the NTA Transport Strategy for the Greater Dublin Area (2016-2035), or any superseding document, including BusConnects, the DART expansion programme along the Kildare route, the opening of the new rail station at Kishogue and the Luas to Lucan*

***SM3 Objective 5****: To facilitate an interlinked network that maximises the efficiency of existing services, reduces overall journey times and facilitates easy exchanges between modes and routes*.

In addition to the above section 7.6.1 Bus Connects ‘the NTA programme for improvement of bus services in Dublin’ includes the following Objectives directly relating to the Adamstown and Clonburris SDZs:

***SM3 Objective 12:***

*To work with the NTA to secure the expansion of the bus network to serve new*

*development and regeneration areas within the South Dublin County area*

*including Tallaght, Naas Road, Adamstown, Clonburris, Fortunestown,*

*Ballycullen and Newcastle.*

***SM3 Objective 13:***

*To support new Bus Rapid Transit (BRT) lines as a means of providing new public transport links, where rail options are demonstrated by the NTA not to be achievable over the period of the County Development Plan 2022-2028, including for the planned Metro (MetroWest) and along the Outer Ring Road and Adamstown-Citywest corridors.*

***SM3 Objective 16:***

*To support a review of bus corridors in the N4 environs to expand into the commuter belt towns of bordering County Kildare with a view to meeting future demand of the surrounding Lucan and Adamstown area.*

Furthermore Section 7.6.2 of the Draft Plan relating to the rail network refers to the ‘The implementation of the DART expansion programme will provide DART+ services as far as Hazelhatch on the Kildare Line, serving the developing Adamstown SDZ lands, the Grange Castle Business Park, the established areas of Clondalkin and the Strategic Development Zone (SDZ) lands at Clonburris where a community of 23,000 population is planned. The newly-built station at Kishogue will open during Phase 1B of the Clonburris SDZ Planning Scheme (1,001 – 2,000 residential units). The expansion programme will also provide an increased train frequency at Park West in the Naas Road area.’

*Under this section of the Draft Plan and with particular regard to the content of the motion*

***SM3 Objective 21****: To support the opening of the Kishogue rail station to align with the delivery of homes within the Clonburris SDZ area, in accordance with SDZ Planning*

*Scheme phasing* and

***SM3 Objective 22****: To investigate the option of an inter-county rail service stopping at Kishogue station which would provide access to new employment space at Clonburris and give direct access to the Grange Castle Business Park* should be noted.

 It is considered that the provisions of the Draft Plan and of the relevant planning schemes, as outlined above, comprehensively address this motion and therefore it is recommended that this motion is adopted with amendment to reflect that the existing provisions of the Plan as set out in Chapter 7 under SM1 Objective 7 where it is an objective of the plan ‘To engage with relevant agencies including the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) in relation to strategic and local transportation issues including delivery of transport projects and to encourage consultation with local communities’ alongside the provisions of Policy SM3 Public Transport – General which seeks to ‘Promote a significant shift from car-based travel to public transport in line with County targets and facilitate the sustainable development of the County by supporting and guiding national agencies in delivering major improvements to the public transport network’ and subsequent objectives SM3 Objectives 2, 5, 12, 13, 16, 21 and 22 are sufficient to provide for the intent of the motion.

**CE Recommendation:** It is recommended that this motion is adopted with amendment to reflect that the existing provisions of the Plan as set out in Chapter 7 where it is an objective of the plan ‘To engage with relevant agencies including the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) in relation to strategic and local transportation issues including delivery of transport projects and to encourage consultation with local communities’ alongside the provisions of Policy SM3 Public Transport – General which seeks to ‘Promote a significant shift from car-based travel to public transport in line with County targets and facilitate the sustainable development of the County by supporting and guiding national agencies in delivering major improvements to the public transport network’ and subsequent objectives SM3 Objectives 2, 5, 12, 13, 16, 21 and 22 are sufficient to provide for the intent of the motion.

The Members unanimously **AGREED** to accept the Chief Executive’s recommendation

### **DPM58/0322 Item ID:73991**

Proposed by Councillor L. O'Toole, Seconded by Councillor P. Gogarty

6. Motion in the names of Cllr Liona O'Toole, Guss O'Connell, Paul Gogarty SD-C195-2 CSD-C195-2E response page 609 Motion seeks to remove ADAMSTOWN, CLONBURRIS and create a separate policy for Adamstown and Clonburris Amend from: SM3 Objective 12: To work with the NTA to secure the expansion of the bus network to serve new development and regeneration areas within the South Dublin County area including Tallaght, Naas Road, Adamstown, Clonburris, Fortunestown, Ballycullen and Newcastle. To: SM3 Objective 12: To work with the NTA to secure the expansion of the bus network to serve new development and regeneration areas within the South Dublin County area including Tallaght, Naas Road, Fortunestown, Ballycullen and Newcastle. New SM3 Objective? To work with the NTA to ensure the delivery of distinct new bus networks in Clonburris and Adamstown SDZ developments.

**REPORT:**

The motion seeks to remove the reference to Adamstown and Clonburris in SM3 Objective 12 and to include a new separate objective under policy SM3 for both Strategic Development Zones. This would result in amending SM3 Objective 12 from:

To work with the NTA to secure the expansion of the bus network to serve new development and regeneration areas within the South Dublin County area including Tallaght, Naas Road, Adamstown, Clonburris, Fortunestown, Ballycullen and Newcastle.

To: To work with the NTA to secure the expansion of the bus network to serve new development and regeneration areas within the South Dublin County area including Tallaght, Naas Road, Fortunestown, Ballycullen and Newcastle.

And a new objective under policy SM3 being inserted to read as follows: ‘To work with the NTA to ensure the delivery of distinct new bus networks in Clonburris and Adamstown SDZ developments.’

The content of the motion is noted. The expansion or delivery of new bus networks within the County falls under the remit of the National Transport Authority. Such measures are being carried out through BusConnects, the NTA programme for improvement of bus services in Dublin and other cities across Ireland and is a key part of Government policy to improve public transport and address climate change. The key elements of the strategy as it applies to Dublin are:

-A network of continuous bus priority and safe cycling facilities along 16 corridors;

-A redesigned more efficient bus network with high frequency spines, new orbital routes and increased bus services;

-More user-friendly and convenient ticketing and payment systems;

-Improved bus waiting facilities;

-A transition to a low emissions bus fleet.

-The provisions of SM3 Objective 12 relate to lands that benefit from an LAP (Tallaght, Fortunestown, Ballycullen and Newcastle), a Framework Plan (Naas Road now City Edge) or governed by a Strategic Development Zone (Clonburris and Adamstown). The delivery of transport infrastructure must align with the plan or framework developed for each particular area. Such plans and frameworks are developed in consultation with the National Transport Authority.

In the case of both Adamstown and Clonburris, these areas both have approved SDZ planning schemes, which include specifics with regards to public transport infrastructure delivery.

With regards to Clonburris, the Planning Scheme details the following:

‘The SDZ lands are positioned to benefit from a wide range of existing and planned transport opportunities offered by the Kildare/Cork Railway Line, the Grand Canal and an existing network of national, regional and local roads that are served by existing bus lanes and planned Core Bus Corridors (CBCs), as well as existing local bus routes.’

It is further specified that:

‘Further to the existing public transport infrastructure and services, the SDZ lands will be served (both directly and indirectly) by additional high-quality public transport infrastructure projects planned under the NTA’s Transport Strategy for the Greater Dublin Area 2016 – 2035. These projects include the DART Expansion Programme, the Lucan Luas, the Tallaght – Blanchardstown Core Orbital Bus Route and other Core Radial Bus Routes. These planned projects will connect the SDZ lands, including existing public transport services and infrastructure into an integrated cross metropolitan network of orbital and radial routes and will greatly expand the route and mode choice for public transport users including residents and employees in Clonburris.

While Arterial Streets will accommodate strategic bus routes, Link Streets will accommodate local bus routes that will connect the SDZ lands together and provide the opportunity to connect planned Core Orbital Bus Routes with each other and with both rail stations.’

In regard to Adamstown SDZ, Section 2.4 (iv) Busway/QBC of the Planning Scheme details the specifics of the dedicated bus corridors for Adamstown and further linkages. It also intends to ‘continue to be supported by the National Transport Authority (NTA) as the regulatory body for bus provision in any actions or investments to improve the attractiveness of the bus system in the Greater Dublin Area.’

In addition to the above the SDZ identifies the railway station as a transport interchange between, rail, bus and car as well as walking and cycling modes of transportation.

Having regard to the above and the provisions of SM3 Objective 11 which states:

‘To facilitate the delivery of the BusConnects Core Bus Corridors and seek additional bus corridor and orbital routes to serve the County by securing and maintaining any required route reservations and to ensure the BusConnects Corridors do not adversely affect the village life and livelihoods of any of our County Villages’ and

SM3 Objective 12 ‘To work with the NTA to secure the expansion of the bus network to serve new development and regeneration areas within the South Dublin County area including Tallaght, Naas Road, Adamstown, Clonburris, Fortunestown, Ballycullen and Newcastle’ the inclusion of a further objective by the extraction of Clonburris and Adamstown from SM3 Objective 12 is not considered necessary.

It is considered that the motion can be adopted with amendment to provide for the intent of the motion.

**CE Recommendation:**It is recommended that this motion is adopted with amendment such that SM3 Objective 12 reads:

‘To work with the NTA to secure the expansion of the bus network, including distinct new bus networks as necessary, to serve new development and regeneration areas within the South Dublin County area including Tallaght, Naas Road, Adamstown, Clonburris, Fortunestown, Ballycullen and Newcastle’

The Members unanimously **AGREED** to accept the Chief Executive’s recommendation

### **DPM59/0322 Item ID:73961**

Proposed by Councillor Alan Edge, Seconded by Councillor M. Duff

Chapter 7, Re. SD-C195-123, page 644.  To add a SLO under SM3 Objective 15, to read as follows: 'SM3 Objective 15: To support the enhancement of the Local Link Rural Transport Programme in order to provide the rural communities of the County with access to improved bus services. SLO: To engage with stakeholders to facilitate an improvement in public transport options for rural settlements within the Bohernabreena and Glenasmole region.'

**REPORT:**

The Motion seeks to include an SLO following SM3 Objective 15 of the Draft Development Plan, which currently reads:

*‘To support the enhancement of the Local Link Rural Transport Programme in order to provide the rural communities of the County with access to improved bus services.’*

The suggested SLO which would complement SM3 Objective 15 would be as follows:

*‘To engage with stakeholders to facilitate an improvement in public transport options for rural settlements within the Bohernabreena and Glenasmole region.'*

The National Transport Authority is responsible for the Rural Transport Programme/TFI Local Link. TFI Local Link is managed and administered nationally by 15 Transport Co-ordination Units who are operating on behalf of Transport for Ireland (TFI).

A key component of the TFI Local Link will be the Connecting Ireland Rural Mobility plan which is a major national initiative aimed at increasing connectivity, particularly for people outside the major towns and cities, and new services will be introduced over the next five years (starting 2022), for both rural routes and regional routes. TFI Local Link services may expand or alter over the years as the Connecting Ireland vision is delivered.?

Under the provisions of SM1 Objective 7 it is an objective of the Plan:

*To* *engage with relevant agencies including the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) in relation to strategic and* ***local transportation issues*** *including delivery of transport projects and* ***to encourage consultation with local communities****.’ (EMPHASIS IN BOLD ADDED)*

It is considered that SM3 Objective 15 should be revised to make clear it includes ‘all’ rural areas and to provide for stakeholder consultation as part any proposed enhancements.

**CE Recommendation:**

It is recommended that this motion is adopted with amendment to amend SM3 Objective 15 of the Draft Plan as follows:

From:

*To support the enhancement of the Local Link Rural Transport Programme in order to provide the rural communities of the County with access to improved bus services*

*To*

*To support the enhancement of the Local Link Rural Transport Programme* ***in consultation with stakeholders*** *in order to provide* ***all of*** *the rural communities of the County,* ***such as Bohernabreena and Glenasmole****, with access to improved bus services*

The Members unanimously **AGREED** to accept the Chief Executive’s recommendation

### **DPM60/0322 Item ID:73947**

Proposed by Councillor Yvonne Collins, Seconded by Councillor C. O’Connor

This motion relates to Chapter 7: Sustainable Movement, Submission SD-C195-19 on page 672 (or 669) of the report. Amend SM3 Objective 7 to add at the end of this objective the following words 'and also examining the feasibility of linking the red and green Luas lines at a strategic location to be determined, such as between Tallaght and Sandyford, to increase public transport links and permeability in Dublin Southwest' Reason: To optimise transport routes for the Dublin Southwest area which would greatly alleviate traffic congestion and associated traffic pollution

**REPORT:**

The Motion seeks to amend SM3 Objective 7 by adding additional wording to read:

From: *To support and encourage the NTA in investigating high-capacity public transport solutions for Dublin south-west, including examining the feasibility of Metro and/or Luas, serving areas including Ballyboden, Ballycullen/Oldcourt, Firhouse, Kimmage, Knocklyon, Rathfarnham, South Tallaght, Templeogue and Terenure.*

*To: To support and encourage the NTA in investigating high-capacity public transport solutions for Dublin south-west, including examining the feasibility of Metro and/or Luas, serving areas including Ballyboden, Ballycullen/Oldcourt, Firhouse, Kimmage, Knocklyon, Rathfarnham, South Tallaght, Templeogue and Terenure* ***and also examining the feasibility of linking the red and green Luas lines at a strategic location to be determined, such as between Tallaght and Sandyford, to increase public transport links and permeability in Dublin Southwest'.***

Chapter 7 Section 7.3 details the overarching policies and objectives of the Draft Plan with policy SM1 seeking *to Promote ease of movement within, and access to South Dublin County, by integrating sustainable land-use planning with a high-quality sustainable transport and movement network for people and goods. Under this policy SM1 Objectives 1 and 7 are of particular note:*

*SM1 Objective 1: To achieve and monitor a transition to more sustainable travel modes including walking, cycling and public transport over the lifetime of the County Development Plan, in line with the County mode share targets of 15% Walk; 10% Cycle; 20% Bus; 5% Rail; and 50% Private (Car/Van/HGV/Motorcycle).*

*SM1 Objective 7: To engage with relevant agencies including the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) in relation to strategic and local transportation issues including delivery of transport projects and to encourage consultation with local communities.*

Section 7.6 of the Draft Plan further states that in order to encourage a significant modal shift to public transport, the Council will continue to work with the NTA, the statutory authority responsible for long term strategic transport planning in the Greater Dublin Area to focus on the delivery of:

* *Orbital public transport services linking major centres and areas of employment such as Tallaght, Clondalkin and Liffey Valley and further linking to other parts of the Greater Dublin Area;*
* *Additional and extended public transport routes to service newly developed and developing areas, and existing areas where gaps in services exist;*
* *Transport hubs, to connect services (such as between orbital and radial routes and/or core and feeder routes) and form a ‘web’ like network; à Improved access to public transport stops and services;*
* *Improved integration between higher density forms of development and public transport nodes.*

Section 7.6.2 ‘Rail’ under the heading Metro/Luas to Dublin Southwest the Draft Plan also states that the Council will continue to engage with the NTA, in the context of the review of the GDA Transport Strategy, regarding public transport options for Dublin south-west including the feasibility of Metro and/or Luas to serve the area.

In this regard the transport strategy for the Greater Dublin Area 2016-2035 is being updated as part of a 6-year review and that a Draft Strategy to 2045 has just finished Public Consultation. The provisions set out in the plan aim to optimise public transport solutions which will facilitate a transition away from car-based travel. Such measures are underpinned in the Draft Plan under section 7.4 where Travel Mode Share targets have been set for the County.

In regard to the review of the strategy South Dublin County Council are engaging with the NTA and inputting into this strategy and will work with the NTA in order to identify high-capacity public transport solutions for the entire County.

Having regard to the above it is considered that the motion can be adopted with minor amendment.

**CE Recommendation:**

It is recommended that this motion is adopted with amendment such that SM3 Objective 7 reads: *To support and encourage the NTA in investigating high-capacity public transport solutions for Dublin south-west, including examining the feasibility of Metro and/or Luas, serving areas including Ballyboden, Ballycullen/Oldcourt, Firhouse, Kimmage, Knocklyon, Rathfarnham, South Tallaght, Templeogue and Terenure* ***and the feasibility of linking the red and green Luas to maximise public transport links and permeability in Dublin Southwest'.***

The Members unanimously **AGREED** to accept the Chief Executive’s recommendation

### **DPM61/0322 Item ID:73986**

Proposed by Councillor E. Murphy, Seconded by Councillor C. O’Connor

CE Report Errata Document B Relating to issues raised in submissions on Whitechurch/Edmondstown Chapter 7 Sustainable Movement and to Edward Fox submission SD-C195-52

That a DMURS compliant link road with associated pedestrian and cycle paths be provided from the College Road /Whitechurch Road junction to the Edmondstown Road as a 6-year transportation objective, to address issues of accessibility across the Edmondstown Lands and the wider area to provides links to existing routes, services and recreational facilities in the area.

**REPORT:**

The Motion seeks to include a new 6-year road transportation objective as follows:

*To provide for a DMURS compliant link road with associated pedestrian and cycle paths be provided from the College Road /Whitechurch Road junction to the Edmondstown Road, to address issues of accessibility across the Edmondstown Lands and the wider area to provides links to existing routes, services and recreational facilities in the area.*

This issue was submitted to the Draft Plan through the public consultation period under submissions SD-C195-52 and SD-C195-198 and the Chief Executive responded under the Edmondstown/Whitechurch grouping (Errata Document B) which formed part of Chapter 7 Sustainable Movement.

Having examined and considered the content of the motion, the view of the CE is as follows:

The executive is conscious that these lands are zoned for development and form part of the wider land capacity identified in the Core Strategy. The lands are located at the outer southern edge of urban development in the County within an area of rural character. Local transport solutions will be required to unlock the lands. In recognition of this the SLO attached to the lands in the Draft Plan reads:

**SM4 SLO 1:**

*To ensure that development on these lands at Whitechurch/Edmondstown only*

*occurs where it can be delivered in tandem with the necessary transport*

*infrastructure, including provision for walking and cycling, to facilitate such*

*development.*

While the Planning Authority will support the delivery of the necessary transport infrastructure, the most appropriate location for that infrastructure and its extent within the development lands or otherwise has not yet been identified. As such, to include a defined road and its location as set out in the motion as part of the Six Year Road Programme would be premature.  It is considered that the SLO, which recognises that ‘the necessary transport infrastructure’ must be developed in tandem with development is a more correct approach.

However, it is considered that the SLO can be amended to reflect better the need to have a comprehensive approach to the identification of the type, location and extent of transport infrastructure necessary to serve the lands as follows:

*To ensure that development on these lands at Whitechurch/Edmondstown is facilitated through a comprehensive transport needs assessment, to identify all necessary transport infrastructure, its preferred location, and the appropriate delivery mechanisms in consultation with relevant stakeholders. The transport needs assessment shall have regard to existing environmental sensitivities in the area.*

It is the planning authority’s view that the necessity for transport infrastructure at this location is limited to unlocking the currently undeveloped residential zoned lands and as such, is primarily the responsibility of the developer. Notwithstanding, the Planning Authority will initiate a Variation to the Development Plan should it be required to support an agreed transport solution on foot of the SLO.

**CE Recommendation:**It is recommended that this motion is amended to revise SM4 SLO1 to read:

*To ensure that development on these lands at Whitechurch/Edmondstown is facilitated through a comprehensive transport needs assessment, to identify all necessary transport infrastructure, its preferred location, and the appropriate delivery mechanisms in consultation with relevant stakeholders. The transport needs assessment shall have regard to existing environmental sensitivities in the area.*

The Members unanimously **AGREED** to accept the Chief Executive’s recommendation

### **DPM62/0322 Item ID:73973**

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

4. Motion in the names of Cllr Liona O'Toole, Guss O'Connell, Paul Gogarty Re: Submission SD-C195-245 (NTA) Pg. 96 Motion seeks to add in 'PERIHERAL ROADS WITHIN THE COUNTY INCLUDING' Amend CE proposed wording from: Description-New Road from the N7 to the N4 with a potential extension to the N81. New Road to link between the N7 and the N4 Leixlip Interchange with a route by-pass function around Rathcoole and Saggart and the potential for a further extension of this route from the N7 to the N81. The function of this route would be to provide resilience to the M50, in particular between the N7 and N4 and further connections and possible alternative routes will be determined through the review of the NTA's GDA Strategy and in consultation with TII and relevant local authorities. In any such route a primary objective of South Dublin County Council shall be to protect environmentally sensitive areas including the scenic Liffey Valley parklands, and amenities at Lucan Demesne and St Catherine's Park and Lucan Village and no proposals to continue a road over these lands will be considered To: New Road to link between the N7 and the N4 Leixlip Interchange with a route by-pass function around Rathcoole and Saggart and the potential for a further extension of this route from the N7 to the N81. The function of this route would be to provide resilience to PERIHERAL ROADS WITHIN THE COUNTY INCLUDING the M50, in particular between the N7 and N4 and further connections and possible alternative routes will be determined through the review of the NTA's GDA Strategy and in consultation with TII and relevant local authorities. In any such route a primary objective of South Dublin County Council shall be to protect environmentally sensitive areas including the scenic Liffey Valley parklands, and amenities at Lucan Demesne and St Catherine's Park and Lucan Village and no proposals to continue a road over these lands will be considered

**REPORT:**

The motion seeks that the following wording be added to table 7.5 Six Year Road Programme for the Western Dublin Orbital Route under Function - 'peripheral roads within the county including' to read as follows:

‘New Road to link between the N7 and the N4 Leixlip Interchange with a route by-pass function around Rathcoole and Saggart and the potential for a further extension of this route from the N7 to the N81. The function of this route would be to provide resilience to peripheral roads within the county including the M50, in particular between the N7 and N4 and further connections and possible alternative routes will be determined through the review of the NTA's GDA Strategy and in consultation with TII and relevant local authorities. In any such route a primary objective of South Dublin County Council shall be to protect environmentally sensitive areas including the scenic Liffey Valley parklands, and amenities at Lucan Demesne and St Catherine's Park and Lucan Village and no proposals to continue a road over these lands will be considered.’

Requests for the description and function of this road proposal to be amended were submitted to the Draft Plan through the public consultation period under submissions SD-C195-270, SD-C195-248, SD-C195-255 and under the National Transport Authority under submission SD-C195-245 and the Chief Executive responded under section 2.3 and Chapter 7: Road Network pgs. 699-701 recommending that the Description and Function be amended to read as follows:

Description-New Road from the N7 to the N4 with a potential extension to the N81.

Function - New Road to link between the N7 and the N4 Leixlip Interchange with a route by-pass function around Rathcoole and Saggart and the potential for a further extension of this route from the N7 to the N81. The function of this route would be to provide resilience to the M50 in particular between the N7 and N4 and further connections and possible alternative routes will be determined through the review of the NTA’s GDA Strategy and in consultation with TII and relevant local authorities.

In any such route a primary objective of South Dublin County Council shall be to protect environmentally sensitive areas including the scenic Liffey Valley parklands, and amenities at Lucan Demesne and St Catherine’s Park and Lucan Village and no proposals to continue a road over these lands will be considered.

The NTA have made clear in their submission that the primary function of this route would be to provide resilience to the operation of the M50 incorporating provision for sustainable transport along its length. It was also pointed out that any such road proposal would have to be protected from inappropriate forms of development which might compromise these functions.

While any route may have some secondary effects in providing alternative transport and route options this is not its main purpose should it be funded. The roll-out of BusConnects and a Luas to Lucan, in addition to upgrading of the rail service as far as the Celbridge-Hazelhatch station are key actions in improving transport options for the settlements in this area. They also align with wider policy to encourage the switch to public transport and reduce the climate impact of transport.

Having regard to the above, and the stated function of any outer western route by the NTA, it is considered that an amendment to the proposed description of the road in Table 7.5 to go some way towards the intent of the motion should be inserted.

**CE Recommendation:** It is recommended that this motion is adopted with amendment and that Table 7.5 be amended such that the description in Table 7.5 Six Year Road programme relating to the Western Dublin Orbital Route reads as follows:

New Road to link between the N7 and the N4 Leixlip Interchange with a route by-pass function around Rathcoole and Saggart and the potential for a further extension of this route from the N7 to the N81. The function of this route would be primarily to provide resilience to the M50, recognising that this may also provide additional resilience to peripheral roads within the county, in particular between the N7 and N4 and further connections and possible alternative routes will be determined through the review of the NTA's GDA Strategy and in consultation with TII and relevant local authorities.

In any such route a primary objective of South Dublin County Council shall be to protect environmentally sensitive areas including the scenic Liffey Valley parklands, and amenities at Lucan Demesne and St Catherine's Park and Lucan Village and no proposals to continue a road over these lands will be considered.

[M62 Location Map](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=74255)

The Members unanimously **AGREED** to accept the Chief Executive’s recommendation

### **DPM63/0322 Item ID:73886**

Proposed by Councillor Peter Kavanagh, Seconded by Councillor F. Timmons

This motion refers to submission: SD-C195-248 Chapter 7, page 701 of the CE Report To amend the last paragraph of the CE Recommendation as follows: "In any such route a primary objective of South Dublin County Council shall be to protect environmentally sensitive areas including the scenic Liffey Valley parklands, the Rathcoole Woodlands, and amenities at Lucan Demesne and St Catherine's Park and Lucan Village and no proposals to continue a road over these lands will be considered."

**REPORT:**

The motion seeks that the following wording be added to Table 7.5 and the description of the Western Dublin Orbital Route under Function - ‘and Woodlands at Rathcoole’ such that the description of this road would read as follows:

‘New Road to link between the N7 and the N4 Leixlip Interchange with a route by-pass function around Rathcoole and Saggart and the potential for a further extension of this route from the N7 to the N81. The function of this route would be to provide resilience to the M50 in particular between the N7 and N4 and further connections and possible alternative routes will be determined through the review of the NTA's GDA Strategy and in consultation with TII and relevant local authorities. In any such route a primary objective of South Dublin County Council shall be to protect environmentally sensitive areas including the scenic Liffey Valley parklands, and amenities at Lucan Demesne and St Catherine's Park and Lucan Village and Woodlands at Rathcoole, and no proposals to continue a road over these lands will be considered.’

The requests for the description and function of this road proposal to be amended were submitted to the Draft Plan through the public consultation period under submissions SD-C195-270, SD-C195-248, SD-C195-255 and under the National Transport Authority under submission SD-C195-245 and the Chief Executive responded under section 2.3 and Chapter 7: Road Network pgs. 699-701 recommending that the Description and Function be amended to read as follows:

Description-New Road from the N7 to the N4 with a potential extension to the N81.

Function - New Road to link between the N7 and the N4 Leixlip Interchange with a route by-pass function around Rathcoole and Saggart and the potential for a further extension of this route from the N7 to the N81. The function of this route would be to provide resilience to the M50 in particular between the N7 and N4 and further connections and possible alternative routes will be determined through the review of the NTA’s GDA Strategy and in consultation with TII and relevant local authorities.

In any such route a primary objective of South Dublin County Council shall be to protect environmentally sensitive areas including the scenic Liffey Valley parklands, and amenities at Lucan Demesne and St Catherine’s Park and Lucan Village and no proposals to continue a road over these lands will be considered.

In response to this motion, as set out in the CE report, the need for this route, further connections and possible alternative routes will be determined through the review of the NTA’s GDA Strategy and in consultation with Transport Infrastructure Ireland and relevant local authorities.

Secondly and while the objective makes specific reference to Lucan Demesne and St. Catherine’s Park the specific wording of the function of this route has been crafted to ensure that it is a primary objective of the Plan and South Dublin County Council to protect ‘all environmentally sensitive areas’ and no proposals to continue a road over such lands will be considered.

Such measures are further strengthened by the provisions set out in Chapter 3 in particular:

NCBH2 Objective 3: To protect and conserve the natural heritage of the County, and to conserve and manage EU and nationally designated sites and non-designated locally important areas which act as ‘stepping stones’ for the purposes of green infrastructure and Article 10 of the Habitats Directive.

Rathcoole Woodlands is identified as a stepping stone in the Green Infrastructure chapter of the Draft Plan. The CE Report has also recommended an SLO on the lands proposed for RU zoning and containing the woodlands as follows:

To ensure the protection and augmentation of the identified alluvial woodlands within the zoning RU, and in recognising their value as green infrastructure and the potential linkages to Lugg Woods and Slade Valley and other amenity areas, provide for sensitive passive amenity uses which have regard to their Annex 1 status

Policy NCBH5: Protection of Habitats and Species Outside of Protected Areas is directly relevant to the Annex 1 woodlands and states:

Protect and promote the conservation of biodiversity outside of designated

areas and ensure that species and habitats that are protected under the Wildlife

Acts 1976 to 2018, the Birds Directive 1979 and the Habitats Directive 1992, the

Flora (Protection) Order 2015, and wildlife corridors are adequately protected.

Taking the wording of the function and description of this route into consideration as proposed to be amended by the CE Report alongside the existing provisions of the Plan as set out in Chapter 3, which places a significant emphasis on the conservation and protection of designated and non-designated environmentally sensitive areas, the further identification of specific areas as proposed in the motion is not strictly necessary.

However, for the avoidance of any doubt, it is considered that the motion can be accepted subject to a slight rewording to include in the description ‘alluvial woodlands at Rathcoole’.

**CE Recommendation:** It is recommended that this motion is adopted with amendment such that Table 7.5 and the description of the Western Dublin Orbital Route under Function reads as follows:

‘New Road to link between the N7 and the N4 Leixlip Interchange with a route by-pass function around Rathcoole and Saggart and the potential for a further extension of this route from the N7 to the N81. The function of this route would be to provide resilience to the M50 in particular between the N7 and N4 and further connections and possible alternative routes will be determined through the review of the NTA's GDA Strategy and in consultation with TII and relevant local authorities. In any such route a primary objective of South Dublin County Council shall be to protect environmentally sensitive areas including the alluvial woodlands at Rathcoole, the scenic Liffey Valley parklands and amenities at Lucan Demesne and St Catherine's Park, and Lucan Village and no proposals to continue a road over these lands will be considered.’

The Members unanimously **AGREED** to accept the Chief Executive’s recommendation

### **DPM64/0322 Item ID:73807**

Proposed by Councillor F. Timmons, Seconded by Councillor P. Kavanagh

Ref SD-C195-248 Four Districts Woodland Habitat Group Chapter 7: Sustainable Movement Introduction Sustainable Road Network Page 701 To amend the Chief Executives recommendation Description-New Road from the N7 to the N4 with a potential extension to the N81. Function: New Road to link between the N7 and the N4 Leixlip Interchange with a route by-pass function around Rathcoole and Saggart and the potential for a further extension of this route from the N7 to the N81. The function of this route would be to provide resilience to the M50 in particular between the N7 and N4 and further connections and possible alternative routes will be determined through the review of the NTA's GDA Strategy and in consultation with TII and relevant local authorities. In any such route a primary objective of South Dublin County Council shall be to protect environmentally sensitive areas including the scenic Liffey Valley parklands, and amenities at Lucan Demesne and St Catherine's Park and Lucan Village and no proposals to continue a road over these lands will be considered. To: Description-New Road from the N7 to the N4 with a potential extension to the N81. Function: New Road to link between the N7 and the N4 Leixlip Interchange with a route by-pass function around Rathcoole and Saggart and the potential for a further extension of this route from the N7 to the N81. The function of this route would be to provide resilience to the M50 in particular between the N7 and N4 and further connections and possible alternative routes will be determined through the review of the NTA's GDA Strategy and in consultation with TII and relevant local authorities. In any such route a primary objective of South Dublin County Council shall be to protect environmentally sensitive areas including the scenic Liffey Valley parklands, and amenities at Lucan Demesne and St Catherine's Park and Lucan Village and Woodlands at Rathcoole, and no proposals to continue a road over these lands will be considered. The Council are asked to amend the Chief Executives recommendation as outlined above and any other such related amendment to the item with wording as suggested in red text for the protection of Rathcoole Woodlands should an extension to the N81 be initiated which is currently routed through the tip of the southern edge of woodland, Priority Annex Alluvial Woodland 91EO, and also routed in very close proximity to said Woodland, see map of route in Development Plan or should any other routing arise that is close or through Woodlands at Rathcoole.

**REPORT:**

The motion seeks that the following wording be added to Table 7.5 and the description of the Western Dublin Orbital Route under Function - ‘and Woodlands at Rathcoole’ such that the description of this road would read as follows:

‘New Road to link between the N7 and the N4 Leixlip Interchange with a route by-pass function around Rathcoole and Saggart and the potential for a further extension of this route from the N7 to the N81. The function of this route would be to provide resilience to the M50 in particular between the N7 and N4 and further connections and possible alternative routes will be determined through the review of the NTA's GDA Strategy and in consultation with TII and relevant local authorities. In any such route a primary objective of South Dublin County Council shall be to protect environmentally sensitive areas including the scenic Liffey Valley parklands, and amenities at Lucan Demesne and St Catherine's Park and Lucan Village and Woodlands at Rathcoole, and no proposals to continue a road over these lands will be considered.’

The requests for the description and function of this road proposal to be amended were submitted to the Draft Plan through the public consultation period under submissions SD-C195-270, SD-C195-248, SD-C195-255 and under the National Transport Authority under submission SD-C195-245 and the Chief Executive responded under section 2.3 and Chapter 7: Road Network pgs. 699-701 recommending that the Description and Function be amended to read as follows:

Description - New road from the N7 to the N4 with a potential extension to the N81.

Function - New Road to link between the N7 and the N4 Leixlip Interchange with a route by-pass function around Rathcoole and Saggart and the potential for a further extension of this route from the N7 to the N81. The function of this route would be to provide resilience to the M50 in particular between the N7 and N4 and further connections and possible alternative routes will be determined through the review of the NTA’s GDA Strategy and in consultation with TII and relevant local authorities.

In any such route a primary objective of South Dublin County Council shall be to protect environmentally sensitive areas including the scenic Liffey Valley parklands, and amenities at Lucan Demesne and St Catherine’s Park and Lucan Village and no proposals to continue a road over these lands will be considered.

In response to this motion, as set out in the CE report, the need for this route, further connections and possible alternative routes will be determined through the review of the NTA’s GDA Strategy and in consultation with Transport Infrastructure Ireland and relevant local authorities.

Secondly and while the objective makes specific reference to Lucan Demesne and St. Catherine’s Park the specific wording of the function of this route has been crafted to ensure that it is a primary objective of the Plan and South Dublin County Council to protect ‘all environmentally sensitive areas’ and no proposals to continue a road over such lands will be considered.

Such measures are further strengthened by the provisions set out in Chapter 3 in particular:

NCBH2 Objective 3: To protect and conserve the natural heritage of the County, and to conserve and manage EU and nationally designated sites and non-designated locally important areas which act as ‘stepping stones’ for the purposes of green infrastructure and Article 10 of the Habitats Directive.

Rathcoole Woodlands is identified as a stepping stone in the Green Infrastructure chapter of the Draft Plan. The CE Report has also recommended an SLO on the lands proposed for RU zoning and containing the woodlands as follows:

To ensure the protection and augmentation of the identified alluvial woodlands within the zoning RU, and in recognising their value as green infrastructure and the potential linkages to Lugg Woods and Slade Valley and other amenity areas, provide for sensitive passive amenity uses which have regard to their Annex 1 status

Policy NCBH5: Protection of Habitats and Species Outside of Protected Areas is directly relevant to the Annex 1 woodlands and states:

Protect and promote the conservation of biodiversity outside of designated areas and ensure that species and habitats that are protected under the Wildlife

Acts 1976 to 2018, the Birds Directive 1979 and the Habitats Directive 1992, the Flora (Protection) Order 2015, and wildlife corridors are adequately protected.

Taking the wording of the function and description of this route into consideration as proposed to be amended by the CE Report alongside the existing provisions of the plan as set out in Chapter 3 which places a significant emphasis on the conservation and protection of designated and non-designated environmentally sensitive areas the further identification of specific areas as proposed in the motion is not strictly necessary.

However, for the avoidance of any doubt, it is considered that the motion can be accepted subject to a slight rewording to include in the description ‘alluvial woodlands at Rathcoole’.

It is recommended that this motion is adopted with amendment such that Table 7.5 and the description of the Western Dublin Orbital Route under Function reads as follows:

‘New Road to link between the N7 and the N4 Leixlip Interchange with a route by-pass function around Rathcoole and Saggart and the potential for a further extension of this route from the N7 to the N81. The function of this route would be to provide resilience to the M50 in particular between the N7 and N4 and further connections and possible alternative routes will be determined through the review of the NTA's GDA Strategy and in consultation with TII and relevant local authorities. In any such route a primary objective of South Dublin County Council shall be to protect environmentally sensitive areas including the alluvial woodlands at Rathcoole, the scenic Liffey Valley parklands and amenities at Lucan Demesne and St Catherine's Park, and Lucan Village and no proposals to continue a road over these lands will be considered.’

**CE Recommendation:** It is recommended that this motion is adopted with amendment such that Table 7.5 and the description of the Western Dublin Orbital Route under Function reads as follows:

‘New Road to link between the N7 and the N4 Leixlip Interchange with a route by-pass function around Rathcoole and Saggart and the potential for a further extension of this route from the N7 to the N81. The function of this route would be to provide resilience to the M50 in particular between the N7 and N4 and further connections and possible alternative routes will be determined through the review of the NTA's GDA Strategy and in consultation with TII and relevant local authorities. In any such route a primary objective of South Dublin County Council shall be to protect environmentally sensitive areas including the alluvial woodlands at Rathcoole, the scenic Liffey Valley parklands and amenities at Lucan Demesne and St Catherine's Park, and Lucan Village and no proposals to continue a road over these lands will be considered.’

The motion seeks that the following wording be added to Table 7.5 and the description of the Western Dublin Orbital Route under Function - ‘and Woodlands at Rathcoole’ such that the description of this road would read as follows:

‘New Road to link between the N7 and the N4 Leixlip Interchange with a route by-pass function around Rathcoole and Saggart and the potential for a further extension of this route from the N7 to the N81. The function of this route would be to provide resilience to the M50 in particular between the N7 and N4 and further connections and possible alternative routes will be determined through the review of the NTA's GDA Strategy and in consultation with TII and relevant local authorities. In any such route a primary objective of South Dublin County Council shall be to protect environmentally sensitive areas including the scenic Liffey Valley parklands, and amenities at Lucan Demesne and St Catherine's Park and Lucan Village and Woodlands at Rathcoole, and no proposals to continue a road over these lands will be considered.’

 The requests for the description and function of this road proposal to be amended were submitted to the Draft Plan through the public consultation period under submissions SD-C195-270, SD-C195-248, SD-C195-255 and under the National Transport Authority under submission SD-C195-245 and the Chief Executive responded under section 2.3 and Chapter 7: Road Network pgs. 699-701 recommending that the Description and Function be amended to read as follows:

Description-New Road from the N7 to the N4 with a potential extension to the N81.

Function - New Road to link between the N7 and the N4 Leixlip Interchange with a route by-pass function around Rathcoole and Saggart and the potential for a further extension of this route from the N7 to the N81. The function of this route would be to provide resilience to the M50 in particular between the N7 and N4 and further connections and possible alternative routes will be determined through the review of the NTA’s GDA Strategy and in consultation with TII and relevant local authorities.

In any such route a primary objective of South Dublin County Council shall be to protect environmentally sensitive areas including the scenic Liffey Valley parklands, and amenities at Lucan Demesne and St Catherine’s Park and Lucan Village and no proposals to continue a road over these lands will be considered.

In response to this motion, as set out in the CE report, the need for this route, further connections and possible alternative routes will be determined through the review of the NTA’s GDA Strategy and in consultation with Transport Infrastructure Ireland and relevant local authorities.

Secondly and while the objective makes specific reference to Lucan Demesne and St. Catherine’s Park the specific wording of the function of this route has been crafted to ensure that it is a primary objective of the Plan and South Dublin County Council to protect ‘all environmentally sensitive areas’ and no proposals to continue a road over such lands will be considered.

Such measures are further strengthened by the provisions set out in Chapter 3 in particular:

NCBH2 Objective 3: To protect and conserve the natural heritage of the County, and to conserve and manage EU and nationally designated sites and non-designated locally important areas which act as ‘stepping stones’ for the purposes of green infrastructure and Article 10 of the Habitats Directive.

Rathcoole Woodlands is identified as a stepping stone in the Green Infrastructure chapter of the Draft Plan. The CE Report has also recommended an SLO on the lands proposed for RU zoning and containing the woodlands as follows:

To ensure the protection and augmentation of the identified alluvial woodlands within the zoning RU, and in recognising their value as green infrastructure and the potential linkages to Lugg Woods and Slade Valley and other amenity areas, provide for sensitive passive amenity uses which have regard to their Annex 1 status

Policy NCBH5: Protection of Habitats and Species Outside of Protected Areas is directly relevant to the Annex 1 woodlands and states:

Protect and promote the conservation of biodiversity outside of designated areas and ensure that species and habitats that are protected under the Wildlife

Acts 1976 to 2018, the Birds Directive 1979 and the Habitats Directive 1992, the Flora (Protection) Order 2015, and wildlife corridors are adequately protected.

Taking the wording of the function and description of this route into consideration as proposed to be amended by the CE Report alongside the existing provisions of the plan as set out in Chapter 3 which places a significant emphasis on the conservation and protection of designated and non-designated environmentally sensitive areas the further identification of specific areas as proposed in the motion is not strictly necessary.

However, for the avoidance of any doubt, it is considered that the motion can be accepted subject to a slight rewording to include in the description ‘alluvial woodlands at Rathcoole’.

It is recommended that this motion is adopted with amendment such that Table 7.5 and the description of the Western Dublin Orbital Route under Function reads as follows:

‘New Road to link between the N7 and the N4 Leixlip Interchange with a route by-pass function around Rathcoole and Saggart and the potential for a further extension of this route from the N7 to the N81. The function of this route would be to provide resilience to the M50 in particular between the N7 and N4 and further connections and possible alternative routes will be determined through the review of the NTA's GDA Strategy and in consultation with TII and relevant local authorities. In any such route a primary objective of South Dublin County Council shall be to protect environmentally sensitive areas including the alluvial woodlands at Rathcoole, the scenic Liffey Valley parklands and amenities at Lucan Demesne and St Catherine's Park, and Lucan Village and no proposals to continue a road over these lands will be considered.’

**CE Recommendation:** It is recommended that this motion is adopted with amendment such that Table 7.5 and the description of the Western Dublin Orbital Route under Function reads as follows:

‘New Road to link between the N7 and the N4 Leixlip Interchange with a route by-pass function around Rathcoole and Saggart and the potential for a further extension of this route from the N7 to the N81. The function of this route would be to provide resilience to the M50 in particular between the N7 and N4 and further connections and possible alternative routes will be determined through the review of the NTA's GDA Strategy and in consultation with TII and relevant local authorities. In any such route a primary objective of South Dublin County Council shall be to protect environmentally sensitive areas including the alluvial woodlands at Rathcoole, the scenic Liffey Valley parklands and amenities at Lucan Demesne and St Catherine's Park, and Lucan Village and no proposals to continue a road over these lands will be considered.’

[M64 - Location Map](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=74223)

The Members unanimously **AGREED** to accept the Chief Executive’s recommendation

### **DPM65/0322 Item ID:73858**

Proposed by Councillor S. O'Hara, Seconded by Councillor B. Lawlor,

This motion refers to Chapter 7 Sustainable Movement and to Table 7.5 referred to on page 54, 96 and 696, various submissions including SD-C195-64 That the description and function of the Western Dublin Orbital Route as set out in the Draft County Development Plan is retained Submitted by Cllr Shirley O'Hara and Cllr Brian Lawlor

**REPORT:**

The motion seeks that the description of the Western Dublin Orbital Route as previously set out in the published Draft County Development Plan is retained to read as follows:

Description: *New Road from N81 to the Leixlip Interchange.*

Function: *New Road from N81 to the Link between the N81, N7 and the N4 with a route Leixlip Interchange by-pass function around Rathcoole and Saggart. The need for this route, further connections and possible alternative routes will be determined through the review of the NTA’s GDA Strategy and in consultation with TII and relevant local authorities. In any such route a primary objective of South Dublin County Council shall be to protect the scenic Liffey Valley parklands, and amenities at Lucan Demesne and St Catherine’s Park and Lucan Village and no proposals to continue a road over these lands will be considered*.

The requests for the description and function of this road proposal to be amended were submitted to the Draft Plan through the public consultation period under submissions SD-C195-270, SD-C195-248, SD-C195-255 and under the National Transport Authority under submission SD-C195-245. The Chief Executive responded to the NTA submission pgs. 94-96 and under section 2.3 and Chapter 7: Road Network pgs. 699-701 recommending that the Description and Function be amended to read as follows:

Description-New Road *from the N7 to the N4 with a potential extension to the N81.*

Function - *New Road to link between the N7 and the N4 Leixlip Interchange with a route by-pass function around Rathcoole and Saggart and the potential for a further extension of this route from the N7 to the N81. The function of this route would be to provide resilience to the M50 in particular between the N7 and N4 and further connections and possible alternative routes will be determined through the review of the NTA’s GDA Strategy and in consultation with TII and relevant local authorities.*

*In any such route a primary objective of South Dublin County Council shall be to protect environmentally sensitive areas including the scenic Liffey Valley parklands, and amenities at Lucan Demesne and St Catherine’s Park and Lucan Village and no proposals to continue a road over these lands will be considered*.

The reasoning for this recommended amendment as set out in the CE report was in recognition to the points raised by the NTA in regard to the function of this route between the N7 and N4 being to provide resilience to the M50 and the requirements for this route to be protected from inappropriate development which may compromise this function. It was further noted that the extension of this route from the N7 to the N81 would need to be demonstrated against the Transport Strategy’s objectives.

Given that the road will only proceed should its need be demonstrated as outlined by the NTA it is appropriate and transparent to amend the wording in Table 7.5 in order to make reference to the proposed route and its function between the N7 and N4 and furthermore to include wording in regard to the required justification for any extension to this route from the N7 and N81 in line with the NTA’s recommendation and Transport Strategy Objectives.

It is therefore recommended that this motion is not adopted, and the wording as set out in the CE report in regard to the description and function of the Western Orbital Route is approved subject to further amendments which may be agreed on foot of other submitted motions.

**CE Recommendation:** It is recommended that this motion is not adopted.

[M65 - Location Map](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=74230)

Following contributions from Councillors S. O’Hara, P. Kavanagh, W. Carey, Mr M. Mulhern, Director of Services responded and reminded the meeting of the outcome of Motion 62 (Item73973) already considered. He advised that as the Members had unanimously AGREED to accept the Chief Executive’s recommendation on that Motion (Motion 62, Item 73793), this Motion 65 (Item 73858) must now **FALL**

The Motion **FELL**

### **DPM66/0322 Item ID:73976**

Submitted by Councillor William Joseph Carey,

Page 96 CE recommendation from Description - New road from the N7 to the N4 with a potential extension to the N81. to Description - New road from the N7 to the N4 with an extension to the N81.

On moving his Motion Councillor William Joseph Carey proposed the following slightly Amended Motion, Seconded by Councillor Derren Ó Brádaigh

*Page 96 CE recommendation from Description - New road from the N7 to the N4 with ~~a potential~~ extension to the N81. to Description - New road from the N7 to the N4 with an extension to the N81.*

**REPORT:**

The motion seeks that the description of the Western Dublin Orbital Route changes from the CE Recommendation reading ‘Description: New road from the N7 to the N4 with a potential extension to the N81’ to ‘Description - New road from the N7 to the N4 with an extension to the N81.’

Requests for the description and function of this road proposal to be amended were submitted to the Draft Plan through the public consultation period under various submissions including SD-C195-270, SD-C195-248, SD-C195-255 and under the National Transport Authority submission SD-C195-245. The Chief Executive responded to all and to the NTA submission in pgs. 94-96 and under section 2.3 and Chapter 7: Road Network pgs. 699-701 recommending that the Description and Function be amended to read as follows:

Description-New Road from the N7 to the N4 with a potential extension to the N81.

Function - New Road to link between the N7 and the N4 Leixlip Interchange with a route by-pass function around Rathcoole and Saggart and the potential for a further extension of this route from the N7 to the N81. The function of this route would be to provide resilience to the M50 in particular between the N7 and N4 and further connections and possible alternative routes will be determined through the review of the NTA’s GDA Strategy and in consultation with TII and relevant local authorities.

In any such route a primary objective of South Dublin County Council shall be to protect environmentally sensitive areas including the scenic Liffey Valley parklands, and amenities at Lucan Demesne and St Catherine’s Park and Lucan Village and no proposals to continue a road over these lands will be considered.

The reasoning for this recommended amendment as set out in the CE report was in recognition to the points raised by the NTA in regard to the function of this route between the N7 and N4 being to provide resilience to the M50 and the requirements for this route to be protected from inappropriate development which may compromise this function. It was further noted that the extension of this route from the N7 to the N81 would need to be demonstrated against the objectives of the NTA Transport Strategy.

In this regard it is still considered appropriate and transparent to amend the wording in Table 7.5 in order to make reference to the proposed route and its function between the N7 and N4 and furthermore to include wording in regard to the required justification for any extension to this route from the N7 and N81 in line with the Transport Strategy Objectives.

It is therefore recommended that this motion is not adopted, and the wording as set out in the CE report in regard to the description and function of the Western Orbital Route is maintained subject to any further amendments that may be agreed by way of other motions:

Description: New Road from the N7 to the N4 with a potential extension to the N81.

Function: New Road to link between the N7 and the N4 Leixlip Interchange with a route by-pass function around Rathcoole and Saggart and the potential for a further extension of this route from the N7 to the N81. The function of this route would be to provide resilience to peripheral roads within the county including the M50 in particular between the N7 and N4 and further connections and possible alternative routes will be determined through the review of the NTA’s GDA Strategy and in consultation with TII and relevant local authorities. In any such route a primary objective of South Dublin County Council shall be to protect environmentally sensitive areas including the scenic Liffey Valley parklands, and amenities at Lucan Demesne and St Catherine’s Park and Lucan Village and no proposals to continue a road over these lands will be considered.

**CE Recommendation:**It is recommended that this motion is not adopted.

[M66 Location Map](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=74257)

Following contributions from Councillors W. Carey, F. Timmons, E. Ó Broin, Mr M. Mulhern, Director of Services responded to queries raised.

The Motion as follows was **AGREED**

*Page 96 CE recommendation from Description-New Road from the N7 to the N4 with extension to the N81*

### **DPM67/0322 Item ID:73987**

Proposed by Councillor G. O'Connell, Seconded by Councillor P. Gogarty

MOTION Section 2.3 , Submission Number SD C195 - 245, Page 92 and 93 of the CE Report, (Ref Policy SM3) To change the Chief Executive's Recommendation as follows: FROM: Amend Table 7.5 to remove reference to 'Kennelsfort Road and the R148' and associated text and insert the same into Table 7.6 Medium to Long Term Road Objectives. TO: The Council shall work with the NTA and other state agencies to facilitate the delivery of the Kennelsfort Road-R148 grade separated junction or an equivalent solution to be initiated during the first two years of the 2022-2028 Development Plan and adjust the relevant tables as appropriate to reflect this objective. EXPLAINATION: The intent of the motion is to restore the original objective as set out in the Draft Plan. The Council, and successive County Development Plans, going back to the 1990s has promoted the objective of a grade separated junction at Kennelsfort Road/N4 (now Kennelsfort Road/R148). Now is the time to begin to deliver on this objective especially given the National commitment to address Climate change and its causes. The NRA is not addressing the issue when it states '….that there will be no significant increase in road capacity for private vehicles on radial roads inside the M50 Motorway'. (Michael Mac Ardee, Head of Strategic Planning, NRA, 15th September 2021). Road capacity is not the issue here. The need for a separated junction at this location is required in the first instance to re-unite the divided community of Palmerstown, to promote connectivity. The Community was divided to facilitate the realignment of the Lucan Road in the 1980s by the creation of the then N4, more recently downgraded from a national to a regional road. But the traffic has increased, not lessened. Secondly it creates an unnecessary source of both air and noise pollution in the midst of a residential area, especially at peak times, as motor vehicles are halted in both directions by unnecessary traffic signals. The current arrangement does not support an efficient BusConnect system. Neither does it promote or foster cyclists or pedestrians. The time has come to deliver on this long-held objective. Councillors Guss O'Connell, Liona O'Toole, Paul Gogarty,

**REPORT:**

This motion is similar to Motions Item ID’s 73878, 73872 and 73874, relating to  Table 7.5 Six Year Road Programme and Table 7.6 Medium to Long Term Road Objectives and seeks that the 'Kennelsfort Rd and the R148' Road Programme remains under the Six Year Road Programme as previously set out in the Draft Plan but that the wording relating to this road be amended to read as follows:

From:

Description: Upgrade of existing junction

Function: Support the provision of a grade separated junction, to be initiated during the first two years of the 2022 to 2028 County Development Plan, to enhance the efficiency of the junction, particularly for buses on the N4/Lucan Road QBC, to ensure safe crossing facilities are provided for all users and to reconnect the Heritage Village of Palmerstown with the newer residential areas of the community.

To:

Description: Upgrade of existing junction

Function: The Council shall work with the NTA and other state agencies to facilitate the delivery of the Kennelsfort Road-R148 grade separated junction or an equivalent solution to be initiated during the first two years of the 2022-2028 Development Plan.

The submission from the National Transport Authority (NTA) under SD-C195-245 page 92 of the CE report indicates that the justification for such a large scheme, in terms of sustainability, has not been demonstrated and there is no requirement to address cycle network connectivity and consistency with BusConnects set out in the objective (as it was worded in the Draft Plan).

The submission further stated that a scheme of this nature would be inconsistent with the Transport Strategy which states that there will be no significant increase in road capacity for private vehicles on radial roads inside the M50 motorway. The submission concluded on this issue by recommending that this scheme is removed (EMPHASIS ADDED) from the Draft Plan as it is a significant investment in increased radial road capacity inside the M50 and does not take into account the requirements of other transport modes and transport projects at this location.

In considering the points raised by the NTA the provisions of SM3 Objective 17 should be noted where it is an objective of the plan to work with the NTA and other state agencies to facilitate the delivery of Kennelsfort Road – R148 grade separated junction or an equivalent solution to maximise the efficacy of the BusConnects Project.

The points set out in the explanation to the motion on climate change and connectivity are also noted. In this regard there are a number of objectives within the plan which promote the points made under Policy SM1: Overarching – Transport and Movement. This includes a transition to more sustainable modes of transport with specified county mode share targets for walking and cycling, creating safe and attractive street environments for pedestrians and cyclists, and engagement with relevant agencies including the NTA and TII on strategic and local transport issues. Policy SM2 Walking and Cycling places a significant emphasis on sustainable modes of travel particularly the prioritisation of safe walking, cycling facilities and connections and for engagement with the NTA to acquire funding for the full implementation of currently identified and future Cycle South Dublin projects.

Having regard to the above, and while the content and intent of the motion is noted, the proposed grade separated projects or alternative solution would be largely funded by the NTA. Given the NTAs strong opinion and recommendation it is considered more prudent to provide for a balanced approach to this issue with the provisions of the Draft Plan’s SM3 Objective 17 facilitating engagement with the NTA as follows:

To work with the NTA and other state agencies to facilitate the delivery of the

Kennelsfort Road-R148 grade separated junction or an equivalent solution to maximise the efficacy of the BusConnects Project.

It is therefore considered that this motion should not be adopted and that table 7.5 should remove the reference to ‘Kennelsfort Road and the R148’ and associated text and same be inserted into Table 7.6 Medium to Long Term Road Objectives in line with the recommendation of the CE report page 93.

**CE Recommendation:** It is recommended that this motion is not adopted and that table 7.5 should remove the reference to ‘Kennelsfort Road and the R148’ and associated text and same be inserted into Table 7.6 Medium to Long Term Road Objectives in line with the recommendation of the CE report page 93.

It was Agreed to consider Motions **68 (ID 73974),** **69 (ID 73872),** & **70 (ID 73878)** in conjunction with Motion **67 (ID 73987)**

### **DPM68/0322 Item ID:73974**

Proposed by Councillor Shane Moynihan, Seconded by Councillor Y. Collins

This motion relates to chapter 2, submission SD-C195-245 (National Transport Authority) on page 92 of the CE Report. Change existing text from "Amend Table 7.5 to remove reference to 'Kennelsfort Road and the R148' and associated text and insert the same into Table 7.6 Medium to Long Term Road Objectives." To "Ensure Table 7.5 keeps reference to 'Kennelsfort Road and the R148' and associated text.

**REPORT:**

The motion relates to Table 7.5 Six Year Road Programme and Table 7.6 Medium to Long Term Road Objectives and seeks that the 'Kennelsfort Rd and the R148' Road Programme remains under the Six Year Road Programme as previously set out in the Draft Plan as opposed to being moved to table 7.6 Medium to long Term Road Objectives, as requested by The National Transport Authority under submission on Public Consultation number SD-C195-245 and recommended by the CE Report.

The submission from the National Transport Authority (NTA) under SD-C195-245 page 92 of the CE report is worth noting where it was stated by the authority the justification for such a large scheme, in terms of sustainability, has not been demonstrated and there is no requirement to address cycle network connectivity and consistency with BusConnects set out in the objective.

The submission further stated that a scheme of this nature would be inconsistent with the Transport Strategy which states that there will be no significant increase in road capacity for private vehicles on radial roads inside the M50 motorway. The submission concluded on this issue by recommending that this scheme is removed (EMPHASIS ADDED) from the Draft Plan as it is a significant investment in increased radial road capacity inside the M50 and does not take into account the requirements of other transport modes and transport projects at this location.

In considering the points raised by the NTA the provisions of SM3 Objective 17 should be noted where it is an objective of the plan to work with the NTA and other state agencies to facilitate the delivery of Kennelsfort Road – R148 grade separated junction or an equivalent solution to maximise the efficacy of the BusConnects Project.

While the content and intent of the motion is noted this project would be largely funded by the NTA and given their strong opinion and recommendation on this issue it is considered more prudent to provide for a balanced approach to this issue with the provisions of SM3 Objective 17 facilitating engagement with the NTA in order to identify and ensure the most optimum solution is developed for this area.

It is therefore considered that this motion should not be adopted and that table 7.5 should remove the reference to ‘Kennelsfort Road and the R148’ and associated text and same be inserted into Table 7.6 Medium to Long Term Road Objectives in line with the recommendation of the CE report page 93.

**CE Recommendation:** It is recommended that this motion is not adopted and that table 7.5 should remove the reference to ‘Kennelsfort Road and the R148’ and associated text and same be inserted into Table 7.6 Medium to Long Term Road Objectives in line with the recommendation of the CE report page 93.

[M68 Location Map](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=74256)

### **DPM69/0322 Item ID:73872**

Proposed by Councillor P. Gogarty, Seconded by Councillor G. O'Connell

In names of Cllrs Paul Gogarty, Guss O'Connell, Liona O'Toole (in that order) Reference: SD-C195-245 National Transport Authority submission page 92 and CE recommendation page 93 That the reference to 'Kennelsfort Road and the R148' in Table 7.5 and associated text be retained as a short term objective in the six-year programme and not be moved into Table 7.6 Medium to Long Term Road Objectives.

**REPORT:**

The motion relates to Table 7.5 Six Year Road Programme and Table 7.6 Medium to Long Term Road Objectives and seeks that the 'Kennelsfort Rd and the R148' Road Programme remains under the Six Year Road Programme as previously set out in the Draft Plan as opposed to being moved to table 7.6 Medium to long Term Road Objectives, as requested by The National Transport Authority under submission on Public Consultation number SD-C195-245 and recommended by the CE Report.

The submission from the National Transport Authority (NTA) under SD-C195-245 page 92 of the CE report is worth noting where it was stated by the authority the justification for such a large scheme, in terms of sustainability, has not been demonstrated and there is no requirement to address cycle network connectivity and consistency with BusConnects set out in the objective.

The submission further stated that a scheme of this nature would be inconsistent with the Transport Strategy which states that there will be no significant increase in road capacity for private vehicles on radial roads inside the M50 motorway. The submission concluded on this issue by recommending that this scheme is removed (EMPHASIS ADDED) from the Draft Plan as it is a significant investment in increased radial road capacity inside the M50 and does not take into account the requirements of other transport modes and transport projects at this location.

In considering the points raised by the NTA the provisions of SM3 Objective 17 should be noted where it is an objective of the plan to work with the NTA and other state agencies to facilitate the delivery of Kennelsfort Road – R148 grade separated junction or an equivalent solution to maximise the efficacy of the BusConnects Project.

While the content and intent of the motion is noted this project would be largely funded by the NTA and given their strong opinion and recommendation on this issue it is considered more prudent to provide for a balanced approach to this issue with the provisions of SM3 Objective 17 facilitating engagement with the NTA in order to identify and ensure the most optimum solution is developed for this area.

It is therefore considered that this motion should not be adopted and that table 7.5 should remove the reference to ‘Kennelsfort Road and the R148’ and associated text and same be inserted into Table 7.6 Medium to Long Term Road Objectives in line with the recommendation of the CE report page 93.

**CE Recommendation:** It is recommended that this motion is not adopted and that table 7.5 should remove the reference to ‘Kennelsfort Road and the R148’ and associated text and same be inserted into Table 7.6 Medium to Long Term Road Objectives in line with the recommendation of the CE report page 93.

### **DPM70/0322 Item ID:73878**

Proposed by Councillor M. Johansson, Seconded by Councillor P. Kavanagh

This motion relates to chapter 2.3 Observations, submission and recommendations from the NTA, submission SD-C195--245 on page 93 of the CE Report. To retain the 'Kennelsfort Rd and the R148' and associated text in Table 7.5 under the Six Year Road Programme.

**REPORT:**

This motion relates to chapter 2.3 Observations, submission and recommendations from the NTA, submission SD-C195--245 on page 93 of the CE Report. To retain the 'Kennelsfort Rd and the R148' and associated text in Table 7.5 under the Six Year Road Programme.

The motion relates to Table 7.5 Six Year Road Programme and Table 7.6 Medium to Long Term Road Objectives and seeks that the 'Kennelsfort Rd and the R148' Road Programme remains under the Six Year Road Programme as previously set out in the Draft Plan as opposed to being moved to table 7.6 Medium to long Term Road Objectives, as requested by The National Transport Authority under submission on Public Consultation number SD-C195-245 and recommended by the CE Report.

The submission from the National Transport Authority (NTA) under SD-C195-245 page 92 of the CE report is worth noting where it was stated by the authority the justification for such a large scheme, in terms of sustainability, has not been demonstrated and there is no requirement to address cycle network connectivity and consistency with BusConnects set out in the objective.

The submission further stated that a scheme of this nature would be inconsistent with the Transport Strategy which states that there will be no significant increase in road capacity for private vehicles on radial roads inside the M50 motorway. The submission concluded on this issue by recommending that this scheme is removed (EMPHASIS ADDED) from the Draft Plan as it is a significant investment in increased radial road capacity inside the M50 and does not take into account the requirements of other transport modes and transport projects at this location.

In considering the points raised by the NTA the provisions of SM3 Objective 17 should be noted where it is an objective of the plan to work with the NTA and other state agencies to facilitate the delivery of Kennelsfort Road – R148 grade separated junction or an equivalent solution to maximise the efficacy of the BusConnects Project.

While the content and intent of the motion is noted this project would be largely funded by the NTA and given their strong opinion and recommendation on this issue it is considered more prudent to provide for a balanced approach to this issue with the provisions of SM3 Objective 17 facilitating engagement with the NTA in order to identify and ensure the most optimum solution is developed for this area.

It is therefore considered that this motion should not be adopted and that table 7.5 should remove the reference to ‘Kennelsfort Road and the R148’ and associated text and same be inserted into Table 7.6 Medium to Long Term Road Objectives in line with the recommendation of the CE report page 93.

**CE Recommendation:** It is recommended that this motion is not adopted and that table 7.5 should remove the reference to ‘Kennelsfort Road and the R148’ and associated text and same be inserted into Table 7.6 Medium to Long Term Road Objectives in line with the recommendation of the CE report page 93.

A discussion ensued with contributions from Councillors G. O’Connell, B. Lawlor, P. Gogarty, M. Johansson, E. Ó Broin, P. Kavanagh, Mr M. Mulhern, Director of Services responded to queries raised.

Motions Nos. 67, 68, 69, & 70 were **AGREED**

### **DPM71/0322 Item ID:73766**

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

Ref SD-C195-64 from Saggart Village Residents' Association (P627 CE Report), that an SLO be added under SM2 Objective 5 ''to improve the safety of the road for pedestrians between Millbrook Nursing Home and Saggart Village.'' (There is currently no footpath on Castle Road beyond Drury Mills. This is a barrier for residents accessing community facilities on foot and a safety issue.)

**REPORT:**

The proposed motion seeks to add a new SLO under SM2 Objective 5 to read as follows: ''to improve the safety of the road for pedestrians between Millbrook Nursing Home and Saggart Village''.

SM2 Objective 5 seeks to ensure that all streets and street networks are designed in accordance with the principles, approaches and standards contained in the Design Manual for Urban Roads and Streets so that the movement of pedestrians and cyclists is prioritised within a safe and comfortable environment for a wide range of ages, abilities and journey types.

As set out Chapter 7 section 7.5 it is a priority of South Dublin County Council to support the delivery of cycle and pedestrian routes throughout the County. In this regard SM2 Objective 2 is of particular note which seeks ‘*To create a comprehensive and legible County-wide network of safe cycling and walking routes that link communities to key destinations, amenities and leisure activities through implementation of the Cycle South Dublin project, the recommendations of the Sustainable Movement Studies and other permeability measures.* (As proposed to be amended and strengthened under Item ID 73949)

SM2 Objective 8 is also noteworthy in regard to footpath improvements where it is an objective of the plan *‘To work with the NTA to acquire funding and secure full implementation of the Cycle South Dublin programme and the Sustainable Movement Studies recommendations’*.

The Sustainable Movement Studies which comprised of background studies carried out as part of the preparation of the Development Plan, involved close examination of movement within neighbourhoods with a view to identifying projects that will encourage active travel and the use of public transport. The studies have identified a number of potential projects within the County as background analysis to inform sustainable movement projects within the County.

The Council is aware of the issues at this particular location between the Millbrook Nursing Home and Saggart Village. Currently, the Roads Section of LUPT is putting together a list of propositions to obtain funding by the National Transport Authority under a Rapid deployment Active Travel Scheme which will be partly informed by the Sustainable Movement Background Studies which informed the Draft Plan.

It should be noted however, that it is within the remit of the NTA to assess the merit of the proposed schemes before granting funding. It is also understood that the provision of this footpath may require a Land Acquisition Agreement as part of this scheme to secure additional lands for the delivery of such infrastructure along Castle Road. The proposed works are supported by the Council and form part of a list of items for the Roads Department to prioritise, However, the funding from the NTA remains crucial in delivering the proposed works.

The proposed works are operational in nature and not something which is appropriate to have as an SLO in the Development Plan. However, having regard to the above it is considered that that the provisions of SM2 Objectives 2, 5 and 8 are sufficient at a Development Plan policy level to support the identified works at an operational level.

**CE Recommendation:**  It is recommended that this motion is not adopted.

[M71 - Location Map](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=74219)

Following contributions from Councillor F. Timmons, E. Ó Broin, P. Kavanagh, C. King, C. Bailey, Mr M. Mulhern, Director of Services responded to queries raised.

A Roll Call Vote followed, the result of which was as follows:

**FOR 20 (TWENTY)**

**AGAINST 13 (THIRTEEN)**

**ABSTAIN NIL**

[**Roll Call Vote M 71**](http://www.sdublincoco.ie/Home/ViewDocument/7723a38f-80f9-4104-ac61-ae6e00b25ac9)

The Motion was **PASSED**

**Community Infrastructure & Open Space**

### **DPM72/0322 Item ID:73993**

Proposed by Councillor Joanna Tuffy, Seconded by Councillor P. Kavanagh

Chapter 8 SD-C195-55 St. Patrick's Mental Health Services Page 782 of the CE Report re St. Patrick's Hospital submission

To amend the CE Recommendation from:

NCBH7 SLO2: To work in collaboration with the owners of St Patricks Hospital lands at St Edmundsbury, Lucan in the preparation of a Masterplan to examine the potential for the future provision of mental health services and accommodation on the existing hospital campus lands. The Masterplan will have full regard to the setting and integrity of the Protected Structures on the lands, the highly sensitive environmental characteristics of the site in relation to the Liffey Valley and Green Infrastructure principles and the need to provide appropriate public access to the lands

To:

To work in collaboration with the owners of St Patricks Hospital lands at St Edmundsbury, Lucan in the preparation of a Masterplan to examine the potential for the future provision of mental health services and accommodation on the existing hospital campus lands. The Masterplan will have full regard to the setting and integrity of the Protected Structures on the lands, the highly sensitive environmental characteristics of the site in relation to the Liffey Valley and Green Infrastructure principles and the need to provide appropriate public access **including an area of accessible public realm within the lands and connectivity to adjacent lands to further the overall objective of developing a Liffey Valley public park**

**REPORT:**

The contents of this Motion are noted and acknowledged. The motion refers to making amendments to the CE Recommendation NCBH7 SLO2 to include the following wording:

To work in collaboration with the owners of St Patricks Hospital lands at St Edmundsbury, Lucan in the preparation of a Masterplan to examine the potential for the future provision of mental health services and accommodation on the existing hospital campus lands. The Masterplan will have full regard to the setting and integrity of the Protected Structures on the lands, the highly sensitive environmental characteristics of the site in relation to the Liffey Valley and Green Infrastructure principles and the need to provide appropriate public access including an area of accessible public realm within the lands and connectivity to adjacent lands to further the overall objective of developing a Liffey Valley public park.

It is considered the following Objectives from Chapter 3 – Natural, Cultural and Built Heritage address the proposed amendments this motion is referring to by way of NCBH7 Objective 4, 6, 7 and 8 which states:

NCBH7 Objective 4:

To facilitate and support the development of the Liffey Valley (Zoning Objective ‘HA – LV’) as an interconnected green space and park in collaboration with Dublin City Council, Fingal County Council, Kildare County Council, the OPW and other State agencies, existing landowners, community groups and sectoral and commercial interests in accordance with the Ministerial Order for the Liffey Valley SAAO by:

Carrying out a study of the lands that comprise Liffey Valley inclusive of the Special Amenity Area Order (SAAO) and adjacent lands;

Investigating and determining, as part of the study, viable and appropriate uses to support and facilitate the development of a Regional Park (Liffey Valley Park), with particular emphasis on enhancing the recreation, amenity value and accessibility of the area while protecting the valley’s biodiversity and enhancing the green infrastructure network;

Identifying and designating, as part of the study, possible future new pedestrian routes and footbridge locations in accordance with ‘Towards a Liffey Valley Park’ (2007) or any superseding plan, including potential permissive access routes.

Universal accessibility for all should be balanced with ensuring that environmental and built heritage sensitivities are not negatively impacted upon.

NCBH7 Objective 6:

To actively pursue the extension of publicly owned lands, either by direct purchase or land swap within and adjacent to the Liffey Valley Special Amenity Area to create a linked series of park land and open spaces.

NCBH7 Objective 7:

To work in collaboration with the owners of lands along the length of the river to seek to provide appropriate public access.

NCBH7 Objective 8:

 To facilitate the development of Council owned lands adjacent to the Hermitage Clinic and elsewhere within the Liffey Valley as publicly accessible parkland and Green Infrastructure links as appropriate.

In line with the provisions of the above Objectives, the amendment is considered acceptable.

**CE Recommendation:** It is recommended that this motion is adopted.

To amend the CE Recommendation NCBH7 SLO2 to read:

“To work in collaboration with the owners of St Patricks Hospital lands at St Edmundsbury, Lucan in the preparation of a Masterplan to examine the potential for the future provision of mental health services and accommodation on the existing hospital campus lands. The Masterplan will have full regard to the setting and integrity of the Protected Structures on the lands, the highly sensitive environmental characteristics of the site in relation to the Liffey Valley and Green Infrastructure principles and the need to provide appropriate public access including an area of accessible public realm within the lands and connectivity to adjacent lands to further the overall objective of developing a Liffey Valley public park”.

The Motion was **AGREED**

### **DPM73/0322 Item ID:73926**

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

Motion in the names of Cllrs Paul Gogarty, Liona O'Toole, Guss O'Connell Ref: SD-C195-256 Department of Education & Skills Page 791 To amend the CE Recommendation creating a new COS8 Objective 11 by adding the following after "feasible": ", while not diminishing the need for other facilities within the school grounds that could be shared with the community outside school hours as per COS8 Objective 8". to read COS8 Objective 11: To promote and support the use of public sports facilities by urban schools, during school hours, where feasible, while not diminishing the need for other facilities within the school grounds that could be shared with the community outside school hours as per COS8 Objective 8."

**REPORT:**

The motion looks to amend the CE Recommendation of COS8 Objective 11 by adding the following after "feasible": ", **while not diminishing the need for other facilities within the school grounds that could be shared with the community outside school hours as per COS8 Objective 8**”.

In their submission, the Department of Education noted COS8 Objective 8 which states:

**COS8 Objective 8:**

*To promote and support schemes that facilitate the shared use of school facilities, particularly at planning stage, such as sports halls, ball courts and all-weather pitches for community use outside of school hours and to support the co-location of pre and after-school childcare facilities on new primary school developments and to promote this using the Council’s land management and ownership policy. (See also Policy COS4 Objective 4).*

The Department was of the view that equally urban schools should be able to share public sports facilities during school hours. This was considered a reasonable approach to the sharing of facilities between schools and sports / community facilities and the CE Recommended that the following new objective be inserted to support this cross-sharing:

COS8 Objective 11:

*To promote and support the use of public sports facilities by urban schools, during school hours, where feasible*

Objective COS8 Objective 8 and the proposed new COS8 Objective 11 are further supported in the Draft Plan by

**COS4 Objective 4:**

*To support and encourage the* ***co-location and sharing of community and sporting facilities within the County where feasible****. (See also Policy COS8 Objective 8).*

This motion seeks to further amend the new objective COS8 Objective 11 as follows:

*To promote and support the use of public sports facilities by urban schools, during school hours, where feasible,* ***while not diminishing the need for other facilities within the school grounds that could be shared with the community outside school hours as per COS8 Objective 8****.*

It is considered that the proposed amendment can be incorporated into the objective.

**CE Recommendation:**It is recommended that this motion is adopted so that an amended new objective is inserted into the Draft Plan to read:

*To promote and support the use of public sports facilities by urban schools, during school hours, where feasible,* ***while not diminishing the need for other facilities within the school grounds that could be shared with the community outside school hours as per COS8 Objective 8****.*

The Motion was **AGREED**

### **DPM74/0322 Item ID:73767**

Proposed by Councillor F. Timmons, Seconded by Councillor P. Kavanagh

Chapter 8 page 797 SD-C195-256

That this Council set an objective to provide a Post Primary School for Newcastle

**REPORT:**

The contents of this Motion are noted and acknowledged. The motion refers to provide a Post Primary School for Newcastle.

The Planning Department liaised with the Department of (DoE) in relation to the provision of primary and post-primary school places throughout the County during the Development Plan period. The DoE carry out their assessment of need based on the potential growth set out under the Core Strategy for each School Planning Area (SPA) and reviewed this against the Neighbourhood Areas set out in the Draft Plan.

In terms of a provision for Newcastle and the wider School Planning Area, the Draft Plan includes COS 8 SLO 1 under Policy 8 which states:

COS8 SLO 1:

*“To identify a site for the appropriate location of a new post primary school within the Neighbourhood Area of Citywest/Saggart/Rathcoole/Newcastle to provide for the needs identified for the catchment area by the Department of Education and Skills”.*

The Council is committed under Policy COS8(a) to work in conjunction with the Department of Education to promote and support the provision of primary and post-primary schools in the County to reflect the diverse educational needs of communities, and; under Policy COS8(b) to engaging with the Department of Education and supporting the Department’s School Building Programme by actively identifying sites for primary and post primary schools at suitable locations, based on forecast need. It is considered, therefore, that the provisions of the Draft Plan, including COS8 SLO 1 and Policies COS8(a) and COS8 satisfactorily address the issues raised by the DOE in respect of post-primary requirements for the Citywest/Saggart/Newcastle/Rathcoole area to meet the projected future need.

It should be noted that a previous motion was put forward to amend the Draft County Development for a SLO that a second primary school and a post-primary school is included in the plan for Newcastle at the South Dublin County Council Development Plan Meeting which was held on Thursday 17th June 2021 under Item ID: 70588. It was unanimously agreed to accept the Chief Executive’s Recommendation that this motion is adopted with amendment that the intent of the motion was reflected in the CE Draft Plan under:

1. COS8 SLO 1 under Policy 8 which states: *‘To identify a site for the appropriate location of a new post primary school within the Neighbourhood Area of Citywest/Saggart/Rathcoole/Newcastle to provide for the needs identified for the catchment area by the Department of Education and Skills.’*

The Department of Education have indicated in their submission analysis regarding Citywest/Saggart/Rathcoole/Newcastle the following:

Post-primary requirements for the Citywest/Saggart/Newcastle/Rathcoole

“*At post-primary level, the Department considers the needs of the neighbourhood as a whole. Up until recently, there was one post-primary school for the neighbourhood, located in Rathcoole. The growing requirement for post-primary school places arising from the population increase in the entire neighbourhood (Citywest, Saggart, Newcastle and Rathcoole) prompted the establishment of a new post-primary school to meet the growing need in the neighbourhood. This school, Coláiste Pobail Fóla, opened in September 2020.* ***The Department notes and welcomes Specific Local Objective 1 in regard to primary and post-primary schools (COS8 SLO1) to “identify a site for the appropriate location of a new post-primary school within the Neighbourhood Area of Citywest/Saggart/Rathcoole/Newcastle to provide for the needs identified for the catchment area by the Department of Education (and Skills) “****. The Department considers that a highly suitable well-located site is already identified, namely the State-owned (ETB) site on Fortunestown Lane and planning permission has already been obtained to construct a permanent building for the new post-primary school on this site (as well as a primary school). There is an established educational use at this site for the past ten years. The new post-primary school will meet needs in the short-term but based on the projected growth of the entire neighbourhood, there is a projected further need for a significant increase in post-primary provision to cater for the needs of the neighbourhood”.*

In line with the Department’s submission, it is considered that the issue of provision of a post primary school to address the needs of Newcastle and the wider school catchment area in the medium term is already addressed within COS8 SLO 1.

**CE Recommendation:**It is recommended that this motion is adopted with amendment to reflect that COS8 SLO 1 under Policy 8 which states: ‘To identify a site for the appropriate location of a new post primary school within the Neighbourhood Area of Citywest/Saggart/Rathcoole/Newcastle to provide for the needs identified for the catchment area by the Department of Education and Skills.’ sufficiently covers the intent of the motion.

[M74 - Location Map](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=74220)

The Members unanimously **AGREED** to accept the Chief Executive’s recommendation

### **DPM75/0322 Item ID:73995**

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

8. Motion in the names of Cllr Liona O'Toole, Guss O'Connell, Paul Gogarty CE response to submission SD-C195-120 Pg. 809 Motion seeks to add in additional wording 'into accounts areas without any such infrastructure, and' Amend from: To prepare a feasibility study for the development of Arts and Culture Infrastructure within the County, taking account of transport links To: To prepare a feasibility study for the development of Arts and Culture Infrastructure within the County, taking into account areas without any such infrastructure, and taking account of transport links

**REPORT:**

The contents of this Motion are noted and acknowledged. The motion refers to amending COS11 Objective 8 which states:

“To prepare a feasibility study for the development of Arts and Culture Infrastructure within the County, taking account of transport links”.

To read:

“To prepare a feasibility study for the development of Arts and Culture Infrastructure within the County, taking into account areas without any such infrastructure, and taking account of transport links”.

The Arts Council in their submission state that arts and culture can play a contributing role to the social and economic development of places by creating vibrant places to live and creating social cohesion through festivals and events, community cultural activity, tourism interest and local identity and association with a particular place. In addition, the Arts Council submit that the provision of arts and culture in formal and informal spaces, for example, in the built and natural environment such as parks and open spaces, can make a significant contribution towards social, cultural and physical wellbeing to the community.

The Arts Council in their submission welcomed the value given to ‘arts and culture’ infrastructure, the recognition of culture and the arts as social/community infrastructure and a vital part of all neighbourhoods that contributes greatly to the social fabric and quality of life and the support for the development of arts at a local level. In addition, the Arts Council welcomed the acknowledgement of the South Dublin Arts Development Strategy 2016-2020 and the undertaking of a social/community infrastructure audit which has informed specific social infrastructure polices.

The inclusion of the new Objective COS11 Objective 8 was the result of discussions between the Planning Department and the Arts Officer.

The proposed amendment to the objective is considered to be acceptable subject to minor rewording.

**CE Recommendation:** It is recommended that this motion is adopted with amendment so that the CE Recommended COS11 Objective 8 reads:

To prepare a feasibility study for the development of Arts and Culture Infrastructure within the County, taking into account areas without any such infrastructure, and transport links.

The Members unanimously **AGREED** to accept the Chief Executive’s recommendation

### **DPM76/0322 Item ID:73989**

Proposed by Councillor E. Murphy, Seconded by Councillor C. O’Connor

Chapter 8 CE Report p.736; SD-C195-11 That SDCC makes provision for a SLO for a swimming pool complex serving the growing Ballycullen, Knocklyon and Firhouse communities in this Development Plan

**REPORT:**

This motion proposes a SLO for a swimming pool complex serving the growing Ballycullen, Knocklyon and Firhouse communities in this Development Plan.

A previous motion was put forward to amend the Draft County Development to include for the provision of a swimming pool in the Knocklyon / Firhouse area at the South Dublin County Council Development Plan Meeting which was held on Thursday 17th June 2021 under Items ID: 70653 and 71301. Against the CE Recommendation the outcome was COS4 Objective 15 which states:

‘To provide a swimming pool with leisure facilities in the Rathfarnham/Knocklyon/Firhouse areas’.

It is considered that this objective, already in the Draft Plan, can be amended to include Ballycullen.

**CE Recommendation:** It is recommended that this motion is adopted with amendment so that COS4 Objective 15 reads:

‘To provide a swimming pool with leisure facilities In the Rathfarnham/Knocklyon/Firhouse/Ballycullen areas’.

The Members unanimously **AGREED** to accept the Chief Executive’s recommendation

### **DPM77/0322 Item ID:73990**

Submitted by Councillor E. Murphy

Chapter 8 CE Report p.736; SD-C195-11 That SDCC attaches a SLO to the playing pitches at St. Colmcilles Way occupied currently by Knocklyon United for provision of Astro playing facilities at the site

Councillor E. Murphy **AGREED** to **WITHDRAW** the Motion

### **DPM78/0322 Item ID:73988**

Proposed by Councillor E. Murphy, Seconded by Councillor C. O’Connor

Chapter 8 CE Report p.736; SD-C195-11 Insert a new objective ‘To provide for a public library to serve the growing Ballycullen, Knocklyon and Firhouse communities and indoor civic space to meet the inter-generational requirements of local communities including performance and exhibition space, indoor sports and artistic, cultural and recreational use’

REASON: To date, local communities have provided their own community facilities - which have long since exhausted the demands on them. Such space to include and cater for community needs, performance and exhibition space, indoor sports and artistic, cultural and recreational use

**REPORT:**

The motion requests the inclusion of a new Objective in the Plan to read:

***“To provide for a public library to serve the growing Ballycullen, Knocklyon and Firhouse communities and indoor civic space to meet the inter-generational requirements of local communities including performance and exhibition space, indoor sports and artistic, cultural and recreational use”***

The motion is seeking an objective to provide for a number of different types of community facilities within the Ballycullen, Knocklyon and Firhouse area.

Library provision in the County is supported and delivered through the County’s Library Strategy, and this is supported by **COS10 Objective 1** of the draft Plan which states:

*‘To support the development of the County’s library services and the implementation of key objectives, as set out in Open to You - South Dublin Library Development Plan (2018-2022) or any superseding document.’*

There are five branch libraries in the County located in Tallaght (the County Library), Ballyroan, Lucan, Clondalkin and North Clondalkin (NCL). A new library at Castletymon opened in September 2021.

In addition, the South Dublin Mobile Libraries operate across the County as follows:

**Ballycullen**: Every Tuesday at Hunters Walk from 4-5pm and Parklands Road from 6-6:50pm. Every Wednesday at Woodstown Park from 3-3:50pm.

**Knocklyon**: Libraries close by include Ballyroan and Terenure Libraries

**Firhouse**: Every Tuesday at Killakee Green from 7-7:55pm

The Draft Plan contains a significant number of objectives supporting the provision of community infrastructure. These include:

**COS1 Objective 1:**

*To provide appropriate and accessible community facilities to meet the needs*

*of all citizens of the County, comprising of a fast-growing young population*

*and including an ageing population, consistent with NPOs 28 and 30 of the*

*NPF.*

**COS2 Objective 1:**

*To support the provision of a wide range of community facilities and to ensure*

*that such facilities are provided in new and existing communities in tandem*

*with housing development, with special consideration for period of review to*

*adapt to the needs of an increasingly multi-cultured and diverse community, in*

*accordance with the phasing requirements of Local Area Plans and Planning*

*Schemes.*

**COS2 Objective 3:**

*To protect and enhance existing community facilities, and to support the*

*development and expansion of new and existing facilities and services, in*

*proximity to the populations they serve, where their need is identified.*

**COS2 Objective 5:**

*To promote accessible and inclusive social infrastructure for a range of users by*

*adopting a universal design approach where feasible and to provide for an age*

*friendly society in which people of all ages can live full, active, valued and*

*healthy lives, consistent with RPO 9.12 and RPO 9.13 of the RSES and having*

*regard to Building for Everyone: A Universal Design Approach – Planning and*

*Policy’ (2012).*

Having regard to the above, it is considered that there are already sufficient existing objectives within the Draft Plan that fully support the provision of any social and community infrastructure in the Ballycullen, Knocklyon and Firhouse area. As such there is no need to specifically include reference to these locations in the plan. The delivery of any such facilities and library is a matter for the Council’s Capital funding programme and should be progressed through the appropriate operational and procedural mechanisms.

**CE Recommendation:**  It is recommended that this motion is not adopted.

A discussion ensued with contributions from Councillors E. Murphy, A. Edge, Y. Collins, E. Ó Broin, C. Bailey, C. O’Connor, T. Costello, R. McMahon, P. Kearns, L. McCrave, L. Donaghy. Mr D. McLoughlin, Chief Executive, Mr M. Mulhern, Director of Services and Ms H. Craigie, Senior Planner responded to queries raised

The Motion was **AGREED**

### **DPM79/0322 Item ID:73956**

Proposed by Councillor Derren Ó Brádaigh, Seconded by Councillor William Joseph Carey

Page 736 SD -C195-19 - Chapter Social/Commercial Infrastructure This submission raises concerns about a bias in the Council towards the eight villages in relation to the provision of community infrastructure and therefore instructs the Council to place Rowlagh Village on the same par as other Local Centres in the County with the same resources available to Rowlagh as Newcastle Village, Rathcoole Village, Saggart Village, Palmerstown Village, Templeogue Village, Lucan Village, Rathfarnham Village, Knocklyon Shopping Centre, Firhouse Shopping Centre & Palmerstown Shopping Centre Submitted By: Cllr Derren Ó Brádaigh & Cllr William Carey

Councillor D. Ó Brádaigh **AGREED** to **WITHDRAW** the Motion

The meeting concluded at 18.10

Signed: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Mayor

Date: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_