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

Minutes of South Dublin County Council Adjourned Special Meeting of County Council on Clonburris SDZ Draft Planning Scheme held on 1st February 2018

### **PRESENT**

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

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

The Mayor, P. Gogarty, presided.

Apologies were received from Councillors Emma Murphy and Mick Murphy for inability to attend.

## Mayor P. Gogarty sought clarification on the housing units. Mr. B. Keaney, Senior Planner responded to queries raised in relation to M270 and M276.

## 4.0 Phasing

### **M287/0118 Item ID:56312**

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

This council agrees that the railway station at Kishogue should be opened and operational before the commencement of the construction of the dwellings in the SDZ.  This will give improved transport for current residents of the area, for those who work currently in Grangecastle and for those who will work on the construction phase of the SDZ.

**REPORT:**

The subject motion is one of a number of motions proposing to amend Table 4.3 of the Scheme in relation to the opening of Kishoge Railway Station.

Predominantly, the motions have requested bringing forward the opening of Kishoge Railway Station in the Phasing Table. It should be noted that Section 4.7 outlines that any required works may be brought forward and completed sooner than scheduled in the Phasing Programme.

Kishoge Railway Station has a constructed platform and station however, the station is not operational at present. It is recognised that the operation of the Kishoge Railway Station is critical to delivering the vision, the projected transport modal share and a sustainable community. The railway station is fully integrated into the density, land use, urban centre hierarchy and street network in the Draft Planning Scheme. The NTA has stated that it is envisaged that the Kishoge railway station will open in 2020 once development occurs in its vicinity. **A submission from the NTA on the Draft Planning Scheme confirms that the NTA is committed to deliver the level of additional public transport infrastructure required to serve Clonburris as identified under the Transport Assessment and Strategy for the Draft Planning Scheme.**

The Phasing Programme includes for agreement on the timeframe for opening in Phase 1A. In this context and noting that the station requires some works to reopen, **the Chief Executive considers that the opening of the railway station as part of Phase 1B is a balanced provision to support critical mass for the railway station and allow time for the works to be carried out in tandem with residential construction.**

**Recommendation**

It is recommended that the motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

**Strategic Environmental Assessment of Motion**

For reasons stated above, it is recommended this motion not be adopted.

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

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

Following contributions from Councillors B. Bonner, E. O’Brien, F. Timmons, M. Ward, P. Donovan, L. O’Toole, C. King, S. Holland, G. O’Connell, P. Gogarty, K. Mahon, Mr B. Keaney, Senior Planner responded to queries raised. Councillor C. King proposed an amendment to Counicllor B. Bonner’s motion as follows:

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

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

All related Motions below FELL as a result of above Motion

### **M288/0118 Item ID:56511**

Proposed by Councillor E. O'Brien

That the draft plan be amended to read that no house, apartment, duplex or other residential unit or commercial or other building constructed during Phase 1A of the development shall be occupied in advance of the opening and operation of the railway station known as Kishogue Railway Station

**REPORT:**

The subject motion is one of a number of motions proposing to amend Table 4.3 of the Scheme in relation to the opening of Kishoge Railway Station.

Predominantly, the motions have requested bringing forward the opening of Kishoge Railway Station in the Phasing Table. It should be noted that Section 4.7 outlines that any required works may be brought forward and completed sooner than scheduled in the Phasing Programme.

Kishoge Railway Station has a constructed platform and station however, the station is not operational at present. It is recognised that the operation of the Kishoge Railway Station is critical to delivering the vision, the projected transport modal share and a sustainable community. The railway station is fully integrated into the density, land use, urban centre hierarchy and street network in the Draft Planning Scheme. **The NTA has stated that it is envisaged that the Kishoge railway station will open in 2020 once development occurs in its vicinity**.

The Phasing Programme includes for agreement on the timeframe for opening in Phase 1A. In this context and noting that the station requires some works to reopen, **the Chief Executive considers that the opening of the railway station as part of Phase 1B is a balanced provision to support critical mass for the railway station and allow time for the works to be carried out in tandem with residential construction.**

**Recommendation**

It is recommended that the motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

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

### **M289/0118 Item ID:56273**

Proposed by Councillor F. Timmons

The Kishogue rail station has been lying idle since it was built nine years ago, it should open before any development takes place. This should be written into plan

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

**REPORT:**

The subject motion is one of a number of motions proposing to amend Table 4.3 of the Scheme in relation to the opening of Kishoge Railway Station.

Predominantly, the motions have requested bringing forward the opening of Kishoge Railway Station in the Phasing Table. It should be noted that Section 4.7 outlines that any required works may be brought forward and completed sooner than scheduled in the Phasing Programme. Kishoge Railway Station has a constructed platform and station however, the station is not operational at present. It is recognised that the operation of the Kishoge Railway Station is critical to delivering the vision, the projected transport modal share and a sustainable community. The railway station is fully integrated into the density, land use, urban centre hierarchy and street network in the Draft Planning Scheme. **The NTA has stated that it is envisaged that the Kishoge railway station will open in 2020 once development occurs in its vicinity**.

The Phasing Programme includes for agreement on the timeframe for opening in Phase 1A. In this context and noting that the station requires some works to reopen, **the Chief Executive considers that the opening of the railway station as part of Phase 1B is a balanced provision to support critical mass for the railway station and allow time for the works to be carried out in tandem with residential construction.**

**Recommendation**

It is recommended that the motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

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

### **M290/0118 Item ID:56540**

Proposed by Councillor D. O'Brien

Page 134, in Table 4.3 1A replace “in relation to agreeing timeline for the opening of” with “to ensure the early phased opening of”

**REPORT:**

The subject motion is one of a number of motions proposing to amend Table 4.3 of the Scheme in relation to the opening of Kishoge Railway Station.

Predominantly, the motions have requested bringing forward the opening of Kishoge Railway Station in the Phasing Table. It should be noted that Section 4.7 outlines that any required works may be brought forward and completed sooner than scheduled in the Phasing Programme. Kishoge Railway Station has a constructed platform and station however, the station is not operational at present. It is recognised that the operation of the Kishoge Railway Station is critical to delivering the vision, the projected transport modal share and a sustainable community. The railway station is fully integrated into the density, land use, urban centre hierarchy and street network in the Draft Planning Scheme. **The NTA has stated that it is envisaged that the Kishoge railway station will open in 2020 once development occurs in its vicinity.**

The Phasing Programme includes for agreement on the timeframe for opening in Phase 1A. In this context and noting that the station requires some works to reopen, **the Chief Executive considers that the opening of the railway station as part of Phase 1B is a balanced provision to support critical mass for the railway station and allow time for the works to be carried out in tandem with residential construction.**

The amended wording for the requirement under Phase 1A replacing ‘in relation to agreeing timeline for the opening of” with “to ensure the early phased opening of” has merit and an amendment to the text is considered appropriate.

**Recommendation**

It is recommended that the motion is adopted with amendment.

Amend line in Phase 1A of Table 4.3 to read

Development shall accord with the Local Level Infrastructure Requirements in relation **to ensuring an expedient timeline** for the opening of Kishoge Train Station & completion of the realignment of Lock Road (R120).

Amend Table 4.6

**Ensure an expedient** timeframe for opening in Phase 1.

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

No interaction with Strategic Environmental Objectives.

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

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

The Motion **FELL**

### **M291/0118 Item ID:56541**

Proposed by Councillor D. O'Brien

Page 134, in Table 4.3 1A, insert a new bullet point, “The opening of Kishoge Train station and provision of feeder busses for both Kishoge and Clondalkin Train Stations”

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

**REPORT:**

The subject motion is one of a number of motions proposing to amend Table 4.3 of the Scheme in relation to the opening of Kishoge Railway Station.

Predominantly, the motions have requested bringing forward the opening of Kishoge Railway Station in the Phasing Table. It should be noted that Section 4.7 outlines that any required works may be brought forward and completed sooner than scheduled in the Phasing Programme.

Kishoge Railway Station has a constructed platform and station however, the station is not operational at present. It is recognised that the operation of the Kishoge Railway Station is critical to delivering the vision, the projected transport modal share and a sustainable community. The railway station is fully integrated into the density, land use, urban centre hierarchy and street network in the Draft Planning Scheme. **The NTA has stated that it is envisaged that the Kishoge railway station will open in 2020 once development occurs in its vicinity**.

The Phasing Programme includes for agreement on the timeframe for opening in Phase 1A. In this context and noting that the station requires some works to reopen, **the Chief Executive considers that the opening of the railway station as part of Phase 1B is a balanced provision to support critical mass for the railway station and allow time for the works to be carried out in tandem with residential construction.**

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

**Recommendation**

It is recommended that the motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

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

### **M292/0118 Item ID:56652**

Proposed by Councillor E. Higgins

That table 4.3 be amended to omit the phase 1A & 1B references to Kishogue Train Station and to include the following text under ‘Prior to commencement of development’*: “Opening of Kishogue Train Station with access to regular daily commuter rail services”;* and that table 4.6 be also amended accordingly.

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

**REPORT:**

The subject motion is one of a number of motions proposing to amend Table 4.3 of the Scheme in relation to the opening of Kishoge Railway Station.

The National Transport Authority (NTA) is a statutory body established by the Minister for Transport. At a national level, the National Transport Authority has responsibility for securing the provision of public passenger land transport services. This includes the provision of subvented bus and rail services by Bus Éireann, Dublin Bus and Irish Rail.

Predominantly, the motions have requested bringing forward the opening of Kishoge Railway Station in the Phasing Table. It should be noted that Section 4.7 outlines that any required works may be brought forward and completed sooner than scheduled in the Phasing Programme.

Kishoge Railway Station has a constructed platform and station however, the station is not operational at present. It is recognised that the operation of the Kishoge Railway Station is critical to delivering the vision, the projected transport modal share and a sustainable community. The railway station is fully integrated into the density, land use, urban centre hierarchy and street network in the Draft Planning Scheme.

**The NTA has stated that it is envisaged that the Kishoge railway station will open in 2020 once development occurs in its vicinity**. The level of train service is a function of the service providers and outside the control of SDCC and the SDZ landowners. At present, the NTA outlines that 7 services operate on this line inbound between 6:30am and 9:28am and 8 outbound in the evening. **The NTA indicate that Kishoge will be served by the same number of trains as the existing service to Adamstown, including those which are provided via the Phoenix Park Tunnel**. Prior to the roll out of the DART Expansion Programme, the NTA have indicated that further improvements to the service will occur to deliver a higher capacity, higher frequency service to Clonburris.

The Phasing Programme includes for agreement on the timeframe for opening in Phase 1A. In this context and noting that the station requires some works to reopen, **the Chief Executive considers that the opening of the railway station as part of Phase 1B is a balanced provision to support critical mass for the railway station and allow time for the works to be carried out in tandem with residential construction.**

**In relation to the inclusion of frequency of transport services in the Phasing Table, the Chief Executive considers that such provision would be difficult to implement in practice as the provision of services is outside the control of SDCC and is open to change by service operators**. As such, in general, it is considered that the Phasing Programme should be measureable and focus on fixed infrastructure. Public transport services and frequency requirements could cause ambiguity in the phasing and unnecessarily delay the delivery of housing and other associated infrastructure.

**Recommendation**

It is recommended that the motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

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

### **M293/0118 Item ID:56654**

Proposed by Councillor P. Donovan and Seconded by Councillor K. Egan

That table 4.3 be amended to include, in each phase after the phase requiring opening of Kishogue train station, the following requirement: *"Provision of additional commuter train service capacity to cater for increasing demand.”*

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

**REPORT:**

The subject motion is one of a number of motions proposing to amend Table 4.3 of the Scheme in relation to the opening of Kishoge Railway Station.

The National Transport Authority (NTA) is a statutory body established by the Minister for Transport. At a national level, the National Transport Authority has responsibility for securing the provision of public passenger land transport services. This includes the provision of subvented bus and rail services by Bus Éireann, Dublin Bus and Irish Rail.

Predominantly, the motions have requested bringing forward the opening of Kishoge Railway Station in the Phasing Table. It should be noted that Section 4.7 outlines that any required works may be brought forward and completed sooner than scheduled in the Phasing Programme.

Kishoge Railway Station has a constructed platform and station however, the station is not operational at present. It is recognised that the operation of the Kishoge Railway Station is critical to delivering the vision, the projected transport modal share and a sustainable community. The railway station is fully integrated into the density, land use, urban centre hierarchy and street network in the Draft Planning Scheme.

**The NTA has stated that it is envisaged that the Kishoge railway station will open in 2020 once development occurs in its vicinity**. The level of train service is a function of the service providers and outside the control of SDCC and the SDZ landowners. At present, the NTA outlines that 7 services operate on this line inbound between 6:30am and 9:28am and 8 outbound in the evening. **The NTA indicate that Kishoge will be served by the same number of trains as the existing service to Adamstown, including those which are provided via the Phoenix Park Tunnel**. Prior to the roll out of the DART Expansion Programme, the NTA have indicated that further improvements to the service will occur to deliver a higher capacity, higher frequency service to Clonburris.

The Phasing Programme includes for agreement on the timeframe for opening in Phase 1A. In this context and noting that the station requires some works to reopen, **the Chief Executive considers that the opening of the railway station as part of Phase 1B is a balanced provision to support critical mass for the railway station and allow time for the works to be carried out in tandem with residential construction.**

**In relation to the inclusion of frequency of transport services in the Phasing Table, the Chief Executive considers that such provision would be difficult to implement in practice as the provision of services is outside the control of SDCC and is open to change by service operators**. As such, in general, it is considered that the Phasing Programme should be measureable and focus on fixed infrastructure. Public transport services and frequency requirements could cause ambiguity in the phasing and unnecessarily delay the delivery of housing and other associated infrastructure.

**Recommendation**

It is recommended that the motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

Following a contribution from Councillor P. Donovan, the Motion **AS PUT** was **AGREED**

### **M294/0118 Item ID:56695**

Proposed by Councillor W. Lavelle

That table 4.3 be amended to omit the phase 1A & 1B references to Kishogue Train Station and to include the following text under ‘Prior to commencement of development’*: “Opening of Kishogue Train Station with access to regular daily commuter rail services”;* and that table 4.6 be also amended accordingly.

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

**REPORT:**

The subject motion is one of a number of motions proposing to amend Table 4.3 of the Scheme in relation to the opening of Kishoge Railway Station.

**The National Transport Authority (NTA) is a statutory body established by the Minister for Transport. At a national level, the National Transport Authority has responsibility for securing the provision of public passenger land transport services. This includes the provision of subvented bus and rail services by Bus Éireann, Dublin Bus and Irish Rail.**

Predominantly, the motions have requested bringing forward the opening of Kishoge Railway Station in the Phasing Table. It should be noted that Section 4.7 outlines that any required works may be brought forward and completed sooner than scheduled in the Phasing Programme.

Kishoge Railway Station has a constructed platform and station however, the station is not operational at present. It is recognised that the operation of the Kishoge Railway Station is critical to delivering the vision, the projected transport modal share and a sustainable community. The railway station is fully integrated into the density, land use, urban centre hierarchy and street network in the Draft Planning Scheme.

**The NTA has stated that it is envisaged that the Kishoge railway station will open in 2020 once development occurs in its vicinity**. The level of train service is a function of the service providers and outside the control of SDCC and the SDZ landowners. At present, the NTA outlines that 7 services operate on this line inbound between 6:30am and 9:28am and 8 outbound in the evening. **The NTA indicate that Kishoge will be served by the same number of trains as the existing service to Adamstown, including those which are provided via the Phoenix Park Tunnel**. Prior to the roll out of the DART Expansion Programme, the NTA have indicated that further improvements to the service will occur to deliver a higher capacity, higher frequency service to Clonburris.

The Phasing Programme includes for agreement on the timeframe for opening in Phase 1A. In this context and noting that the station requires some works to reopen, **the Chief Executive considers that the opening of the railway station as part of Phase 1B is a balanced provision to support critical mass for the railway station and allow time for the works to be carried out in tandem with residential construction.**

In relation to the inclusion of frequency of transport services in the Phasing Table, the Chief Executive considers that such provision would be difficult to implement in practice as the provision of services is outside the control of SDCC and is open to change by service operators. As such, in general, it is considered that the Phasing Programme should be measureable and focus on fixed infrastructure. Public transport services and frequency requirements could cause ambiguity in the phasing and unnecessarily delay the delivery of housing and other associated infrastructure.

**Recommendation**

It is recommended that the motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

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

### **M295/0118 Item ID:56696**

Proposed by Councillor W. Lavelle

That table 4.3 be amended to include, in

*In the phase requiring opening of Kishogue train station: “Provision of five day a week peak and off-peak rail service and a weekend off peak rail service from the Kildare rail line to Grand Canal Dock Station.”*

*In each phase after the phase requiring opening of Kishogue train station, the following requirement: "Provision of additional commuter train service capacity on the Kildare rail line to cater for increasing demand.”*

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

**REPORT:**

The subject motion is one of a number of motions proposing to amend Table 4.3 of the Scheme in relation to Kishoge Railway Station.

The National Transport Authority (NTA) is a statutory body established by the Minister for Transport. At a national level, the National Transport Authority has responsibility for securing the provision of public passenger land transport services. This includes the provision of subvented bus and rail services by Bus Éireann, Dublin Bus and Irish Rail.

Kishoge Railway Station has a constructed platform and station however, the station is not operational at present. It is recognised that the operation of the Kishoge Railway Station is critical to delivering the vision, the projected transport modal share and a sustainable community. The railway station is fully integrated into the density, land use, urban centre hierarchy and street network in the Draft Planning Scheme.

The NTA has stated that it is envisaged that the Kishoge railway station will open in 2020 once development occurs in its vicinity. The level of train service is a function of the service providers and outside the control of SDCC and the SDZ landowners. At present, the NTA outlines that 7 services operate on this line inbound between 6:30am and 9:28am and 8 outbound in the evening. **The NTA indicate that Kishoge will be served by the same number of trains as the existing serve to Adamstown, including those which are provided via the Phoenix Park Tunnel. The NTA indicate that off peak services will be introduced in 2018**. Prior to the roll out of the DART Expansion Programme, the NTA have indicated that further improvements to the service will occur to deliver a higher capacity, higher frequency service to Clonburris.

The Phasing Programme includes for agreement on the timeframe for opening in Phase 1A. In this context and noting that the station requires some works to reopen, **the Chief Executive considers that the opening of the railway station as part of Phase 1B is a balanced provision to support critical mass for the railway station and allow time for the works to be carried out in tandem with residential construction.**

In relation to the i**nclusion of frequency of transport services in the Phasing Table, the Chief Executive considers that such provision would be difficult to implement in practice as the provision of services is outside the control of SDCC and is open to change by the service providers.** As such, in general, it is considered that the Phasing Programme should be measureable and focus on fixed infrastructure. Public transport services and frequency requirements could cause ambiguity in the phasing and unnecessarily delay the delivery of housing and other associated infrastructure.

In relation to the subject motion, no rationale is offered to support the frequency proposed.

**Recommendation**

It is recommended that the motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

No significant adverse impacts on European sites within the SDZ’s zone of influence is predicted.

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

### **M296/0118 Item ID:56797**

Proposed by Councillor L. O'Toole

**Section 4.3 Prior to Development**

South Dublin County Council to agree with Irish Rail the delivery of 5 day a week peak and off peak rail service and a weekend off peak rail service to Grand Canal Dock Station to coincide with the opening of Kishoge Train Station.

**Cllr. Liona OToole Cllr Guss O Connell Cllr Paul Gogarty Cllr Trevor Gilligan Cllr Ed O’Brien**

**REPORT:**

The subject motion is one of a number of motions proposing to amend Table 4.3 of the Scheme in relation to Kishoge Railway Station.

The National Transport Authority (NTA) is a statutory body established by the Minister for Transport. At a national level, the National Transport Authority has responsibility for securing the provision of public passenger land transport services. This includes the provision of subvented bus and rail services by Bus Éireann, Dublin Bus and Irish Rail.

Kishoge Railway Station has a constructed platform and station however, the station is not operational at present. It is recognised that the operation of the Kishoge Railway Station is critical to delivering the vision, the projected transport modal share and a sustainable community. The railway station is fully integrated into the density, land use, urban centre hierarchy and street network in the Draft Planning Scheme.

**The NTA has stated that it is envisaged that the Kishoge railway station will open in 2020 once development occurs in its vicinity.** The level of train service is a function of the service providers and outside the control of SDCC and the SDZ landowners. At present, the NTA outlines that 7 services operate on this line inbound between 6:30am and 9:28am and 8 outbound in the evening. **The NTA indicate that Kishoge will be served by the same number of trains as the existing service to Adamstown, including those which are provided via the Phoenix Park Tunnel. The NTA indicate that off peak services will be introduced in 2018.** Prior to the roll out of the DART Expansion Programme, the NTA have indicated that further improvements to the service will occur to deliver a higher capacity, higher frequency service to Clonburris.

The Phasing Programme includes for agreement on the timeframe for opening in Phase 1A. In this context and noting that the station requires some works to reopen, the Chief Executive considers that the opening of the railway station as part of Phase 1B is a balanced provision to support critical mass for the railway station and allow time for the works to be carried out in tandem with residential construction.

**In relation to the inclusion of frequency of transport services in the Phasing Table, the Chief Executive considers that such provision would be difficult to implement in practice as the provision of services is outside the control of SDCC and is open to change by the service providers**. As such, in general, it is considered that the Phasing Programme should be measureable and focus on fixed infrastructure. Public transport services and frequency requirements could cause ambiguity in the phasing and unnecessarily delay the delivery of housing and other associated infrastructure.

In relation to the subject motion, **no rationale** is offered to support the frequency proposed.

**Recommendation**

It is recommended that the motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

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

### **M297/0118 Item ID:56806**

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

**Section 4.3 Phase 1A 0-500**

Opening of Kishoge Railway Station with a 5 day a week peak and off peak rail service and a weekend off peak rail service to Grand Canal Dock Station.

**Cllr Liona OToole Cllr Guss O Connell Cllr Paul Gogarty Cllr Trevor Gilligan Cllr Ed O’Brien**

**REPORT:**

The subject motion is one of a number of motions proposing to amend Table 4.3 of the Scheme in relation to Kishoge Railway Station.

Kishoge Railway Station has a constructed platform and station however, the station is not operational at present. It is recognised that the operation of the Kishoge Railway Station is critical to delivering the vision, the projected transport modal share and a sustainable community. The railway station is fully integrated into the density, land use, urban centre hierarchy and street network in the Draft Planning Scheme.

The NTA has stated that it is envisaged that the Kishoge railway station will open in 2020 once development occurs in its vicinity. The level of train service is a function of the service providers and outside the control of SDCC and the SDZ landowners. At present, the NTA outlines that 7 services operate on this line inbound between 6:30am and 9:28am and 8 outbound in the evening. The NTA indicate that Kishoge will be served by the same number of trains as the existing service to Adamstown, including those which are provided via the Phoenix Park Tunnel. The NTA indicate that off peak services will be introduced in 2018. Prior to the roll out of the DART Expansion Programme, the NTA have indicated that further improvements to the service will occur to deliver a higher capacity, higher frequency service to Clonburris.

The Phasing Programme includes for agreement on the timeframe for opening in Phase 1A. In this context and noting that the station requires some works to reopen, the Chief Executive considers that the opening of the railway station as part of Phase 1B is a balanced provision to support critical mass for the railway station and allow time for the works to be carried out in tandem with residential construction.

In relation to the inclusion of frequency of transport services in the Phasing Table, the Chief Executive considers that such provision would be difficult to implement in practice as the provision of services is outside the control of SDCC and is open to change by the service providers. As such, in general, it is considered that the Phasing Programme should be measureable and focus on fixed infrastructure. Public transport services and frequency requirements could cause ambiguity in the phasing and unnecessarily delay the delivery of housing and other associated infrastructure.

**Recommendation**

It is recommended that the motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

Following contributions from Councillors L. O’Toole, G. O’Connell, P. Gogarty, M. Ward, Mr. B. Keaney, Senior Planner responded to queries raised. A show of hands vote on the Motion AS PUT followed, the result of which was as follows:

**FOR 15 (FIFTEEN)**

**AGAINST 13 (THIRTEEN)**

**ABSTAIN 1 (ONE)**

The Motion **AS PUT** was **CARRIED**

### **M298/0118 Item ID:56539**

Proposed by Councillor D. O'Brien

Page 134, in Table 4.3 insert new bullet point in first box: “Prior to the commencement of development, a public transport plan will be agreed in principle with the National Transport Authority and other relevant transport providers on the phasing in of increased train and bus services including the opening of Kishoge Train Station, increased servicing of booth Kishoge and Clondalkin Train Stations and increased bus and feeder bus services.

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

**REPORT:**

The subject motion proposes the inclusion of a requirement prior to commencement of development to prepare a public transport plan with the NTA.

The National Transport Authority (NTA) is a statutory body established by the Minister for Transport. At a national level, the National Transport Authority has responsibility for securing the provision of public passenger land transport services. This includes the provision of subvented bus and rail services by Bus Éireann, Dublin Bus and Irish Rail.

**The Chief Executive considers that a public transport plan would be a repetition of the work carried out in the preparation of the Draft Planning Scheme. The Transport Assessment and Strategy were prepared in close consultation with the NTA and is consistent with the NTA’s Transport Strategy for the Greater Dublin Area 2016 – 2035.**

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

**Recommendation**

It is recommended that the motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

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

### **M299/0118 Item ID:56314**

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

This council agrees that public transport needs to be significantly improved before the development of the SDZ.  A proper radial bus services needs to be instituted linking Tallaght, Clondalkin and Lucan via the proposed SDZ area. In tandem with this, an enhanced rail service needs to be instituted serving the two rail stations.  The aforementioned improved bus service can serve these stations also.

**REPORT:**

The Chief Executive generally agrees with the sentiments of the motion and considers the strategic public transport services are planned through the NTA Greater Dublin Area Transport Strategy 2016 – 2035.

The Transport Assessment and Strategy that accompanies the Draft Planning Scheme outlines that the Orbital Bus Route and the DART Underground/Expansion as well as additional local and secondary orbital bus routes will serve the trip demands of the Draft Planning Scheme. Further to concerns raised in the motions in relation to committing to the planned public transport proposals, a submission from the NTA on the Draft Planning Scheme confirms that the NTA is committed to delivering the planned public transport infrastructure in the area.

At a national level, the National Transport Authority has responsibility for securing the provision of public passenger land transport services. This includes the provision of subvented bus and rail services by Bus Éireann, Dublin Bus and Irish Rail.

The NTA has stated that it is envisaged that the Kishoge railway station will open in 2020 once development occurs in its vicinity. At present, the NTA outlines that 7 services operate on this line inbound between 6:30am and 9:28am and 8 outbound in the evening. The NTA indicate that Kishoge will be served by the same number of trains as the existing service to Adamstown, including those which are provided via the Phoenix Park Tunnel. The NTA indicate that off peak services will be introduced in 2018. Prior to the roll out of the DART Expansion Programme, the NTA have indicated that further improvements to the service will occur to deliver a higher capacity, higher frequency service to Clonburris.

Furthermore, in January 2018, the NTA advises that it intended to provide the new orbital service through the SDZ lands linking Blanchardstown to Tallaght in the short term. Additionally, the NTA indicate that as part of the BusConnects network review, a number of high frequency local, radial and further orbital services are being considered to serve Lucan and Clondalkin, some of which will serve Clonburris directly, and some which can be adapted to serve Clonburris as development occurs in the future.

**Recommendation**

It is recommended that the motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

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

### **M300/0118 Item ID:56699**

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

That table 4.3 be amended to include the following additional requirements in Phase 1A*: “Provision of a regular daily orbital bus service linking Lucan, Clonburris, Clondalkin, Tallaght and Blanchardstown.”*

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

**REPORT:**

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

**Further to additional correspondence (January 2018), the NTA advises that it intended to provide the new orbital service through the SDZ lands linking Blanchardstown to Tallaght in the short term.** Additionally, the NTA indicate that as part of the BusConnects network review, a number of high frequency local, radial and further orbital services are being considered to serve Lucan and Clondalkin, some of which will serve Clonburris directly, and some which can be adapted to serve Clonburris as development occurs in the future.

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

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

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

Current policy and legislation provides the context for the phasing approach the subject lands:

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

The subject motion is one of a number of motions proposing to amend Table 4.3 of the Scheme to link various transport infrastructure, predominantly individual planned public transport projects, and the delivery of residential units. **The Transport Assessment and Strategy that accompanies the Draft Planning Scheme outlines that the Orbital Bus Route and the DART Underground/Expansion as well as additional local and secondary orbital bus routes will serve the trip demands of the Draft Planning Scheme.**

A key principle of the Phasing Programme is to identify the critical infrastructure and link the critical infrastructure to the delivery of residential development. **The relevant national transport infrastructure for the area is planned through the NTA Greater Dublin Area Transport Strategy 2016 - 2035 and planned projects such as the Orbital Bus from Tallaght to Blanchardstown will benefit the wide catchment of Clondalkin, Lucan, Tallaght, Blanchardstown and north east Kildare area.**

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

* **The main public transport infrastructure serving the Planning Scheme are the two railways stations that allow access to the Kildare Railway route. It is considered that location of the lands adjacent to the railway is the primary rationale for the designation of the SDZ (two train stations delivered).** The Phasing in the Planning Scheme includes the opening of the Kishoge Railway Station and it is the view of the Chief Executive that the phasing of the delivery of residential development to public transport should only be linked to the accessibility of residents to the Kildare Railway Line to achieve sustainable development.
* **Phasing additional public transport provision would be uncompetitive and inconsistent in relation to other zoned lands in the County/ GDA** and contrary to the Government policy position in Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) to proactively drive and support sustainable development, integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner.
* The mix and location of land uses in the Draft Planning Scheme, access to two railway stations serving the key trip demand to Dublin City and the permeability of the masterplan are the primary components influencing the trip generation, trip distribution and mode split projections
* Quantum of development in the Draft Planning Scheme is based on density ranges. The density ranges are derived having regard to the existing public transport infrastructure.
* **The provision of the Orbital Bus route and the DART Expansion, although desirable for the enhancement of public transport facilities directly serving Clonburris in the medium and long term, are of such a scale in capacity terms that the development of Clonburris is not dependent on their completion**.
* The precedent of the Adamstown ABP decision to remove the Phoenix Park Tunnel Link works from the phasing.
* Traffic and Transport Assessments (TTA) provides access to further assessment of the transport impacts of proposed developments at planning application stage and provides a safeguard on the interim impacts on existing transport infrastructure pending delivery of strategic transport infrastructure.
* The Phasing Programme is based on the minimum delivery per phase, any works may be brought forward and completed sooner than scheduled in the Phasing Programme.
* The Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.

**Within the context of the above, the proposed motion could delay or inhibit the delivery of housing required by the Core Strategy of the County Development Plan and supported by national policy and legislation.**

The intention of the motion is noted and it is therefore recommended that the additional wording be added as a Key Principle under the Movement and Transport Section (2.2).

**Recommendation**

It is recommended that this motion is adopted with amendment.

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

**To seek the delivery of public transport infrastructure, rail, orbital bus, radial bus and local bus in conjunction with the NTA, and services that will serve the trip demands of the SDZ Planning Scheme.**

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

No interaction with Strategic Environmental Objectives.

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

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

It was **AGREED** to take Motion 301 in conjunction with Motion 300

### **M301/0118 Item ID:56660**

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

That table 4.3 be amended to include the following additional requirements in Phase 1A*: “Provision of a regular daily orbital bus service linking Lucan, Clonburris, Clondalkin, Tallaght and Blanchardstown.”*

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

**REPORT:**

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

**Further to additional correspondence (January 2018), the NTA advises that it intended to provide the new orbital service through the SDZ lands linking Blanchardstown to Tallaght in the short term.** Additionally, the NTA indicate that as part of the BusConnects network review, a number of high frequency local, radial and further orbital services are being considered to serve Lucan and Clondalkin, some of which will serve Clonburris directly, and some which can be adapted to serve Clonburris as development occurs in the future.

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

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

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

Current policy and legislation provides the context for the phasing approach the subject lands:

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

The subject motion is one of a number of motions proposing to amend Table 4.3 of the Scheme to link various transport infrastructure, predominantly individual planned public transport projects, and the delivery of residential units. **The Transport Assessment and Strategy that accompanies the Draft Planning Scheme outlines that the Orbital Bus Route and the DART Underground/Expansion as well as additional local and secondary orbital bus routes will serve the trip demands of the Draft Planning Scheme.**

A key principle of the Phasing Programme is to identify the critical infrastructure and link the critical infrastructure to the delivery of residential development. **The relevant national transport infrastructure for the area is planned through the NTA Greater Dublin Area Transport Strategy 2016 - 2035 and planned projects such as the Orbital Bus from Tallaght to Blanchardstown will benefit the wide catchment of Clondalkin, Lucan, Tallaght, Blanchardstown and north east Kildare area.**

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

* **The main public transport infrastructure serving the Planning Scheme are the two railways stations that allow access to the Kildare Railway route. It is considered that location of the lands adjacent to the railway is the primary rationale for the designation of the SDZ (two train stations delivered).** The Phasing in the Planning Scheme includes the opening of the Kishoge Railway Station and it is the view of the Chief Executive that the phasing of the delivery of residential development to public transport should only be linked to the accessibility of residents to the Kildare Railway Line to achieve sustainable development.
* **Phasing additional public transport provision would be uncompetitive and inconsistent in relation to other zoned lands in the County/ GDA** and contrary to the Government policy position in Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) to proactively drive and support sustainable development, integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner.
* The mix and location of land uses in the Draft Planning Scheme, access to two railway stations serving the key trip demand to Dublin City and the permeability of the masterplan are the primary components influencing the trip generation, trip distribution and mode split projections
* Quantum of development in the Draft Planning Scheme is based on density ranges. The density ranges are derived having regard to the existing public transport infrastructure.
* **The provision of the Orbital Bus route and the DART Expansion, although desirable for the enhancement of public transport facilities directly serving Clonburris in the medium and long term, are of such a scale in capacity terms that the development of Clonburris is not dependent on their completion**.
* The precedent of the Adamstown ABP decision to remove the Phoenix Park Tunnel Link works from the phasing.
* Traffic and Transport Assessments (TTA) provides access to further assessment of the transport impacts of proposed developments at planning application stage and provides a safeguard on the interim impacts on existing transport infrastructure pending delivery of strategic transport infrastructure.
* The Phasing Programme is based on the minimum delivery per phase, any works may be brought forward and completed sooner than scheduled in the Phasing Programme.
* The Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.

**Within the context of the above, the proposed motion could delay or inhibit the delivery of housing required by the Core Strategy of the County Development Plan and supported by national policy and legislation.**

The intention of the motion is noted and it is therefore recommended that the additional wording be added as a Key Principle under the Movement and Transport Section (2.2).

**Recommendation**

It is recommended that this motion is adopted with amendment.

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

**To seek the delivery of public transport infrastructure, rail, orbital bus, radial bus and local bus in conjunction with the NTA, and services that will serve the trip demands of the SDZ Planning Scheme.**

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

No interaction with Strategic Environmental Objectives.

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

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

Following contributions from Councillors P. Donovan, B. Lawlor, Councillor M. Ward proposed an amendment to the wording and Seconded by Councillor C. King as follows: “more phasing to 1B up to 2000 from 1001” A show of hands on the **AMENDED** wording followed, the result of which was as follows:

**FOR 14 (FOURTEEN)**

**AGAINST 19 (NINETEEN)**

**ABSTAIN 0 (ZERO)**

The **AMENDED** wording **FELL**

A further show of hands on the Motions **AS PUT** followed, the result of which was as follows:

**FOR 34 (THIRTY FOUR)**

**AGAINST 0 (ZERO)**

**ABSTAIN 0 (ZERO)**

The Motions were **CARRIED**

### **M302/0118 Item ID:56742**

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

That the draft plan be amended to ensure that no house, apartment, duplex or other residential unit or commercial or other building constructed during Phase 1A of the development shall be occupied in advance of an orbital bus corridor route servicing the Clonburris development and adjoining areas of Lucan and Clondalkin is agreed and commences service. Table 4.3 to be amended

**REPORT:**

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

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

Further to additional correspondence (January 2018), the NTA advises that it intended to provide the new orbital service through the SDZ lands linking Blanchardstown to Tallaght in the short term. Additionally, the NTA indicate that as part of the BusConnects network review, a number of high frequency local, radial and further orbital services are being considered to serve Lucan and Clondalkin, some of which will serve Clonburris directly, and some which can be adapted to serve Clonburris as development occurs in the future.

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

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

Current policy and legislation provides the context for the phasing approach the subject lands:

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

The subject motion is one of a number of motions proposing to amend Table 4.3 of the Scheme to link various transport infrastructure, predominantly individual planned public transport projects, and the delivery of residential units. The Transport Assessment and Strategy that accompanies the Draft Planning Scheme outlines that the Orbital Bus Route and the DART Underground/Expansion as well as additional local and secondary orbital bus routes will serve the trip demands of the Draft Planning Scheme.

A key principle of the Phasing Programme is to identify the critical infrastructure and link the critical infrastructure to the delivery of residential development. The relevant national transport infrastructure for the area is planned through the NTA Greater Dublin Area Transport Strategy 2016 - 2035 and **planned projects such as the Orbital Bus from Tallaght to Blanchardstown will benefit the wide catchment of Clondalkin, Lucan, Tallaght, Blanchardstown and north east Kildare area.**

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

* **The main public transport infrastructure serving the Planning Scheme are the two railways stations that allow access to the Kildare Railway route. It is considered that location of the lands adjacent to the railway is the primary rationale for the designation of the SDZ (two train stations delivered).** The Phasing in the Planning Scheme includes the opening of the Kishoge Railway Station and it is the view of the Chief Executive that the phasing of the delivery of residential development to public transport should only be linked to the accessibility of residents to the Kildare Railway Line to achieve sustainable development.
* **Phasing additional public transport provision would be uncompetitive and inconsistent in relation to other zoned lands in the County/ GDA** and contrary to the Government policy position in Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) to proactively drive and support sustainable development, integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner.
* The mix and location of land uses in the Draft Planning Scheme, access to two railway stations serving the key trip demand to Dublin City and the permeability of the masterplan are the primary components influencing the trip generation, trip distribution and mode split projections
* Quantum of development in the Draft Planning Scheme is based on density ranges. The density ranges are derived having regard to the existing public transport infrastructure.
* **The provision of the Orbital Bus route and the DART Expansion, although desirable for the enhancement of public transport facilities directly serving Clonburris in the medium and long term, are of such a scale in capacity terms that the development of Clonburris is not dependent on their completion.**
* The precedent of the Adamstown ABP decision to remove the Phoenix Park Tunnel Link works from the phasing.
* Traffic and Transport Assessments (TTA) provides access to further assessment of the transport impacts of proposed developments at planning application stage and provides a safeguard on the interim impacts on existing transport infrastructure pending delivery of strategic transport infrastructure.
* The Phasing Programme is based on the minimum delivery per phase, any works may be brought forward and completed sooner than scheduled in the Phasing Programme.
* The Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.

**Within the context of the above, the proposed motion could delay or inhibit the delivery of housing required by the Core Strategy of the County Development Plan and supported by national policy and legislation.**

The intention of the motion is noted and it is therefore recommended that the additional wording be added as a Key Principle under the Movement and Transport Section (2.2).

**Recommendation**

It is recommended that this motion is adopted with amendment.

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

**To seek the delivery of public transport infrastructure, rail, orbital bus, radial bus and local bus services, in conjunction with the NTA that will serve the trip demands of the SDZ Planning Scheme..**

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

No interaction with Strategic Environmental Objectives.

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

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

A show of hands vote on the Motion **AS PUT** followed, the result of which was as follows:

**FOR 12 (TWELVE)**

**AGAINST 19 (NINETEEN)**

**ABSTAIN 0 (ZERO)**

The Motion **FELL**

### **M303/0118 Item ID:56799**

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

**Section 4.3 Prior to Development**

South Dublin County Council to agree with Dublin Bus the extension of an existing bus route, the increase in the existing bus route frequency or the introduction of a new bus route as appropriate to ensure that a bus service with peak capacity is provided in tandem with the completion of the residential units in Phase 1A.

**Cllr. Liona OToole Cllr Guss O Connell Cllr Paul Gogarty Cllr Trevor Gilligan Cllr Ed O’Brien**

**REPORT:**

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

**The National Transport Authority (NTA) is a statutory body established by the Minister for Transport. At a national level, the National Transport Authority has responsibility for securing the provision of public passenger land transport services. This includes the provision of subvented bus and rail services by Bus Éireann, Dublin Bus and Irish Rail**.

A submission from the NTA on the Draft Planning Scheme confirms that the NTA is committed to deliver the level of additional public transport infrastructure required to serve Clonburris as identified under the Transport Assessment and Strategy for the Draft Planning Scheme. The submission of the NTA states that it is intended to complete the BusConnects Programme by 2019 including aspects that will cater for the demands of the SDZ Planning Scheme.

Further to additional correspondence (January 2018), the NTA advises that it intended to provide the new orbital service through the SDZ lands linking Blanchardstown to Tallaght in the short term**. Additionally, the NTA indicate that as part of the BusConnects network review, a number of high frequency local, radial and further orbital services are being considered to serve Lucan and Clondalkin, some of which will serve Clonburris directly, and some which can be adapted to serve Clonburris as development occurs in the future.**

**In relation to the inclusion of frequency of transport services in the Phasing Table, the Chief Executive considers that such provision would be difficult to implement in practice as the provision of services is outside the control of SDCC and is open to change by the service providers.** As such, in general, it is considered that the Phasing Programme should be measureable and focus on fixed infrastructure. Public transport services and frequency requirements could cause ambiguity in the phasing and unnecessarily delay the delivery of housing and other associated infrastructure.

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

Current policy and legislation provides the context for the phasing approach the subject lands:

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

The subject motion is one of a number of motions proposing to amend Table 4.3 of the Scheme to link various transport infrastructure, predominantly individual planned public transport projects, and the delivery of residential units. The Transport Assessment and Strategy that accompanies the Draft Planning Scheme outlines that the Orbital Bus Route and the DART Underground/Expansion as well as additional local and secondary orbital bus routes will serve the trip demands of the Draft Planning Scheme.

A key principle of the Phasing Programme is to identify the critical infrastructure and link the critical infrastructure to the delivery of residential development. The relevant national transport infrastructure for the area is planned through the NTA Greater Dublin Area Transport Strategy 2016 - 2035 and planned projects such as the Orbital Bus from Tallaght to Blanchardstown will benefit the wide catchment of Clondalkin, Lucan, Tallaght, Blanchardstown and north east Kildare area.

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

* **The main public transport infrastructure serving the Planning Scheme are the two railways stations that allow access to the Kildare Railway route. It is considered that location of the lands adjacent to the railway is the primary rationale for the designation of the SDZ (two train stations delivered).** The Phasing in the Planning Scheme includes the opening of the Kishoge Railway Station and it is the view of the Chief Executive that the phasing of the delivery of residential development to public transport should only be linked to the accessibility of residents to the Kildare Railway Line to achieve sustainable development.
* Phasing additional public transport provision would be uncompetitive and inconsistent in relation to other zoned lands in the County/ GDA and contrary to the Government policy position in Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) to proactively drive and support sustainable development, integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner.
* **The mix and location of land uses in the Draft Planning Scheme, access to two railway stations serving the key trip demand to Dublin City and the permeability of the masterplan are the primary components influencing the trip generation, trip distribution and mode split projections**
* Quantum of development in the Draft Planning Scheme is based on density ranges. The density ranges are derived having regard to the existing public transport infrastructure.
* The provision of the Orbital Bus route and the DART Expansion, although desirable for the enhancement of public transport facilities directly serving Clonburris in the medium and long term, are of such a scale in capacity terms that the development of Clonburris is not dependent on their completion. The modelled 2026 scenario in the Transport Assessment and Strategy demonstrates that the early delivery of the DART Expansion is not required.
* The precedent of the Adamstown ABP decision to remove the Phoenix Park Tunnel Link works from the phasing.
* Traffic and Transport Assessments (TTA) provides access to further assessment of the transport impacts of proposed developments at planning application stage and provides a safeguard on the interim impacts on existing transport infrastructure pending delivery of strategic transport infrastructure.
* The Phasing Programme is based on the minimum delivery per phase, any works may be brought forward and completed sooner than scheduled in the Phasing Programme.
* The Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.

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

The intention of the motion is noted and it is therefore recommended that the additional wording be added as a Key Principle under the Movement and Transport Section (2.2).

**Recommendation**

It is recommended that this motion is adopted with amendment.

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

**To seek the delivery of public transport infrastructure, rail, orbital bus, radial bus and local bus services, in conjunction with the NTA that will serve the trip demands of the SDZ Planning Scheme..**

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

No interaction with Strategic Environmental Objectives.

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

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

It was **AGREED** to take Motion 304 in conjunction with Motion 303

### **M304/0118 Item ID:56804**

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

South Dublin County Council to agree with Dublin Bus the extension of an existing bus route, the increase in an existing bus route frequency or the introduction of a new bus route as appropriate to ensure that a bus service with peak capacity is provided in tandem with the completion of the residential units in Phase 1B.

**Cllr Liona OToole Cllr Guss O Connell Cllr Paul Gogarty Cllr Trevor Gilligan Cllr Ed O’Brien**

**REPORT:**

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

**The National Transport Authority (NTA) is a statutory body established by the Minister for Transport. At a national level, the National Transport Authority has responsibility for securing the provision of public passenger land transport services. This includes the provision of subvented bus and rail services by Bus Éireann, Dublin Bus and Irish Rail**.

A submission from the NTA on the Draft Planning Scheme confirms that the NTA is committed to deliver the level of additional public transport infrastructure required to serve Clonburris as identified under the Transport Assessment and Strategy for the Draft Planning Scheme. The submission of the NTA states that it is intended to complete the BusConnects Programme by 2019 including aspects that will cater for the demands of the SDZ Planning Scheme.

Further to additional correspondence (January 2018), the NTA advises that it intended to provide the new orbital service through the SDZ lands linking Blanchardstown to Tallaght in the short term. Additionally, the NTA indicate that as part of the BusConnects network review, a number of high frequency local, radial and further orbital services are being considered to serve Lucan and Clondalkin, some of which will serve Clonburris directly, and some which can be adapted to serve Clonburris as development occurs in the future.

In relation to the inclusion of frequency of transport services in the Phasing Table, the Chief Executive considers that such provision would be difficult to implement in practice as the provision of services is outside the control of SDCC and is open to change by the service providers . As such, in general, it is considered that the Phasing Programme should be measureable and focus on fixed infrastructure. Public transport services and frequency requirements could cause ambiguity in the phasing and unnecessarily delay the delivery of housing and other associated infrastructure.

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

Current policy and legislation provides the context for the phasing approach the subject lands:

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

The subject motion is one of a number of motions proposing to amend Table 4.3 of the Scheme to link various transport infrastructure, predominantly individual planned public transport projects, and the delivery of residential units. The Transport Assessment and Strategy that accompanies the Draft Planning Scheme outlines that the Orbital Bus Route and the DART Underground/Expansion as well as additional local and secondary orbital bus routes will serve the trip demands of the Draft Planning Scheme.

A key principle of the Phasing Programme is to identify the critical infrastructure and link the critical infrastructure to the delivery of residential development. The relevant national transport infrastructure for the area is planned through the NTA Greater Dublin Area Transport Strategy 2016 - 2035 and planned projects such as the Orbital Bus from Tallaght to Blanchardstown will benefit the wide catchment of Clondalkin, Lucan, Tallaght, Blanchardstown and north east Kildare area.

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

* The main public transport infrastructure serving the Planning Scheme are the two railways stations that allow access to the Kildare Railway route. It is considered that location of the lands adjacent to the railway is the primary rationale for the designation of the SDZ (two train stations delivered). The Phasing in the Planning Scheme includes the opening of the Kishoge Railway Station and it is the view of the Chief Executive that the phasing of the delivery of residential development to public transport should only be linked to the accessibility of residents to the Kildare Railway Line to achieve sustainable development.
* Phasing additional public transport provision would be uncompetitive and inconsistent in relation to other zoned lands in the County/ GDA and contrary to the Government policy position in Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) to proactively drive and support sustainable development, integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner.
* The mix and location of land uses in the Draft Planning Scheme, access to two railway stations serving the key trip demand to Dublin City and the permeability of the masterplan are the primary components influencing the trip generation, trip distribution and mode split projections
* Quantum of development in the Draft Planning Scheme is based on density ranges. The density ranges are derived having regard to the existing public transport infrastructure.
* The provision of the Orbital Bus route and the DART Expansion, although desirable for the enhancement of public transport facilities directly serving Clonburris in the medium and long term, are of such a scale in capacity terms that the development of Clonburris is not dependent on their completion. The modelled 2026 scenario in the Transport Assessment and Strategy demonstrates that the early delivery of the DART Expansion is not required.
* The precedent of the Adamstown ABP decision to remove the Phoenix Park Tunnel Link works from the phasing.
* Traffic and Transport Assessments (TTA) provides access to further assessment of the transport impacts of proposed developments at planning application stage and provides a safeguard on the interim impacts on existing transport infrastructure pending delivery of strategic transport infrastructure.
* The Phasing Programme is based on the minimum delivery per phase, any works may be brought forward and completed sooner than scheduled in the Phasing Programme.
* The Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.

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

The intention of the motion is noted and it is therefore recommended that the additional wording be added as a Key Principle under the Movement and Transport Section (2.2).

**Recommendation**

It is recommended that this motion is adopted with amendment.

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

**To seek the delivery of public transport infrastructure, rail, orbital bus, radial bus and local bus services, in conjunction with the NTA that will serve the trip demands of the SDZ Planning Scheme..**

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

No interaction with Strategic Environmental Objectives.

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

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

Following contributions from Councillor L. O’Toole who proposed an amendment to the Motion as follows:

South Dublin County Council to agree with the NTA the extension of an existing bus route, the increase in an existing bus route frequency or the introduction of a new bus route as appropriate to ensure that a bus service with peak capacity is provided in tandem with the completion of the residential units in Phase 1A and 1B.

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

### **M305/0118 Item ID:56424**

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

In section 4.2, table 4.2, insert new heading 19 to read:

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

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

**REPORT:**

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

The National Transport Authority (NTA) is a statutory body established by the Minister for Transport. At a national level, the National Transport Authority has responsibility for securing the provision of public passenger land transport services. This includes the provision of subvented bus and rail services by Bus Éireann, Dublin Bus and Irish Rail.

A key principle of the Phasing Programme is to identify the critical infrastructure and link the critical infrastructure to the delivery of residential development. **The relevant national transport infrastructure for the area is planned through the NTA Greater Dublin Area Transport Strategy 2016 - 2035 and planned projects such as the Orbital Bus from Tallaght to Blanchardstown will benefit the wide catchment of Clondalkin, Lucan, Tallaght, Blanchardstown and north east Kildare area.**

A submission from the NTA on the Draft Planning Scheme confirms that the NTA is committed to deliver the level of additional public transport infrastructure required to serve Clonburris as identified under the Transport Assessment and Strategy for the Draft Planning Scheme. The Transport Assessment indicates that core orbital bus routes will be delivered by 2026 and that the DART Underground will be delivered between 2026 and 2035. The submission of the NTA states that it is intended to complete the BusConnects Programme by 2019 including aspects that will cater for the demands of the SDZ Planning Scheme. Additionally, the NTA indicate that as part of the BusConnects network review, a number of high frequency local, radial and further orbital services are being considered to serve Lucan and Clondalkin, some of which will serve Clonburris directly, and some which can be adapted to serve Clonburris as development occurs in the future.

**Further to additional correspondence (January 2018), the NTA advises that it intended to provide the new orbital service through the SDZ lands linking Blanchardstown to Tallaght in the short term.**

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

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

Current policy and legislation provides the context for the phasing approach the subject lands:

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

The subject motion is one of a number of motions proposing to amend Table 4.3 of the Scheme to link various transport infrastructure, predominantly individual planned public transport projects, and the delivery of residential units. The Transport Assessment and Strategy that accompanies the Draft Planning Scheme outlines that the Orbital Bus Route and the DART Underground/Expansion as well as additional local and secondary orbital bus routes will serve the trip demands of the Draft Planning Scheme.

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

* **The main public transport infrastructure serving the Planning Scheme are the two railways stations that allow access to the Kildare Railway route. It is considered that location of the lands adjacent to the railway is the primary rationale for the designation of the SDZ (two train stations delivered).** The Phasing in the Planning Scheme includes the opening of the Kishoge Railway Station and it is the view of the Chief Executive that the phasing of the delivery of residential development to public transport should only be linked to the accessibility of residents to the Kildare Railway Line to achieve sustainable development.
* Phasing additional public transport provision would be uncompetitive and inconsistent in relation to other zoned lands in the County/ GDA and contrary to the Government policy position in Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) to proactively drive and support sustainable development, integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner.
* The mix and location of land uses in the Draft Planning Scheme, access to two railway stations serving the key trip demand to Dublin City and the permeability of the masterplan are the primary components influencing the trip generation, trip distribution and mode split projections
* Quantum of development in the Draft Planning Scheme is based on density ranges. The density ranges are derived having regard to the existing public transport infrastructure.
* **The provision of the Orbital Bus route and the DART Expansion, although desirable for the enhancement of public transport facilities directly serving Clonburris in the medium and long term, are of such a scale in capacity terms that the development of Clonburris is not dependent on their completion**.
* The precedent of the Adamstown ABP decision to remove the Phoenix Park Tunnel Link works from the phasing.
* Traffic and Transport Assessments (TTA) provides access to further assessment of the transport impacts of proposed developments at planning application stage and provides a safeguard on the interim impacts on existing transport infrastructure pending delivery of strategic transport infrastructure.
* The Phasing Programme is based on the minimum delivery per phase, any works may be brought forward and completed sooner than scheduled in the Phasing Programme.
* The Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.

**Within the context of the above, the proposed motion could delay or inhibit the delivery of housing required by the Core Strategy of the County Development Plan and supported by national policy and legislation.**

The intention of the motion is noted and it is therefore recommended that the additional wording be added as a Key Principle under the Movement and Transport Section (2.2).

**Recommendation**

It is recommended that this motion is adopted with amendment.

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

**To seek the delivery of public transport infrastructure, rail, orbital bus, radial bus and local bus services, in conjunction with the NTA that will serve the trip demands of the SDZ Planning Scheme.**

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

Positive effects for material assets, population and air quality SEOS.

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

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

[Orbital Bus Routes](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58734)

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

### **M306/0118 Item ID:56816**

Proposed by Councillor G. O'Connell

**Section 4.3 Phase 2**

Core bus orbital services running through the Clonburris SDZ will be operational.

**Councillors Guss O’Connell, Liona O’Toole, Paul Gogarty, Trevor Gilligan and Ed O’Brien.**

**REPORT:**

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

A submission from the NTA on the Draft Planning Scheme confirms that the NTA is committed to deliver the level of additional public transport infrastructure required to serve Clonburris as identified under the Transport Assessment and Strategy for the Draft Planning Scheme. The Transport Assessment indicates that core orbital bus routes will be delivered by 2026 and that the DART Underground will be delivered between 2026 and 2035.

The submission of the NTA states that it is intended to complete the BusConnects Programme by 2019 including aspects that will cater for the demands of the SDZ Planning Scheme. Additionally, the NTA indicate that as part of the BusConnects network review, a number of high frequency local, radial and further orbital services are being considered to serve Lucan and Clondalkin, some of which will serve Clonburris directly, and some which can be adapted to serve Clonburris as development occurs in the future.

**Further to additional correspondence (January 2018), the NTA advises that it intended to provide the new orbital service through the SDZ lands linking Blanchardstown to Tallaght in the short term.**

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

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

Current policy and legislation provides the context for the phasing approach the subject lands:

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

The subject motion is one of a number of motions proposing to amend Table 4.3 of the Scheme to link various transport infrastructure, predominantly individual planned public transport projects, and the delivery of residential units. The Transport Assessment and Strategy that accompanies the Draft Planning Scheme outlines that the Orbital Bus Route and the DART Underground/Expansion as well as additional local and secondary orbital bus routes will serve the trip demands of the Draft Planning Scheme.

A key principle of the Phasing Programme is to identify the critical infrastructure and link the critical infrastructure to the delivery of residential development. **The relevant national transport infrastructure for the area is planned through the NTA Greater Dublin Area Transport Strategy 2016 - 2035 and planned projects such as the Orbital Bus from Tallaght to Blanchardstown will benefit the wide catchment of Clondalkin, Lucan, Tallaght, Blanchardstown and north east Kildare area.**

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

* **The main public transport infrastructure serving the Planning Scheme are the two railways stations that allow access to the Kildare Railway route. It is considered that location of the lands adjacent to the railway is the primary rationale for the designation of the SDZ (two train stations delivered).** The Phasing in the Planning Scheme includes the opening of the Kishoge Railway Station and it is the view of the Chief Executive that the phasing of the delivery of residential development to public transport should only be linked to the accessibility of residents to the Kildare Railway Line to achieve sustainable development.
* **Phasing additional public transport provision would be uncompetitive and inconsistent in relation to other zoned lands in the County/ GDA** and contrary to the Government policy position in Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) to proactively drive and support sustainable development, integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner.
* The mix and location of land uses in the Draft Planning Scheme, access to two railway stations serving the key trip demand to Dublin City and the permeability of the masterplan are the primary components influencing the trip generation, trip distribution and mode split projections
* Quantum of development in the Draft Planning Scheme is based on density ranges. The density ranges are derived having regard to the existing public transport infrastructure.
* **The provision of the Orbital Bus route and the DART Expansion, although desirable for the enhancement of public transport facilities directly serving Clonburris in the medium and long term, are of such a scale in capacity terms that the development of Clonburris is not dependent on their completion.**
* The precedent of the Adamstown ABP decision to remove the Phoenix Park Tunnel Link works from the phasing.
* Traffic and Transport Assessments (TTA) provides access to further assessment of the transport impacts of proposed developments at planning application stage and provides a safeguard on the interim impacts on existing transport infrastructure pending delivery of strategic transport infrastructure.
* The Phasing Programme is based on the minimum delivery per phase, any works may be brought forward and completed sooner than scheduled in the Phasing Programme.
* The Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.

**Within the context of the above, the proposed motion could delay or inhibit the delivery of housing required by the Core Strategy of the County Development Plan and supported by national policy and legislation.**

The intention of the motion is noted and it is therefore recommended that the additional wording be added as a Key Principle under the Movement and Transport Section (2.2).

**Recommendation**

It is recommended that this motion is adopted with amendment.

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

**To seek the delivery of public transport infrastructure, rail, orbital bus, radial bus and local bus services, in conjunction with the NTA that will serve the trip demands of the SDZ Planning Scheme.**

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

Positive effects for material assets, population and air quality SEOS.

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

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

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

### **M307/0118 Item ID:56748**

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

That no house, apartment, duplex or other residential unit or commercial or other building constructed in phase 2 of the development be occupied until commencement of the DART expansion and electrification of the Dublin/ Hazel Hatch rail route. Table 4.3 to be amended

**REPORT:**

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

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

Further to additional correspondence (January 2018), the NTA advises that

he exact timing of the DART Expansion Programme will be influenced by the Government’s 10 year Capital Plan, which is expected to be announced shortly.

**The provision of the DART Expansion, although desirable for the enhancement of public transport facilities directly serving Clonburris in the medium and long term, are of such a scale in capacity terms that the development of Clonburris is not dependent on their completion. The modelled 2026 scenario in the Transport Assessment and Strategy demonstrates that the early delivery of the DART Expansion is not required.**

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

Current policy and legislation provides the context for the phasing approach the subject lands:

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

The subject motion is one of a number of motions proposing to amend Table 4.3 of the Scheme to link various transport infrastructure, predominantly individual planned public transport projects, and the delivery of residential units. The Transport Assessment and Strategy that accompanies the Draft Planning Scheme outlines that the Orbital Bus Route and the DART Underground/Expansion as well as additional local and secondary orbital bus routes will serve the trip demands of the Draft Planning Scheme.

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

* **The main public transport infrastructure serving the Planning Scheme are the two railways stations that allow access to the Kildare Railway route. It is considered that location of the lands adjacent to the railway is the primary rationale for the designation of the SDZ (two train stations delivered).** The Phasing in the Planning Scheme includes the opening of the Kishoge Railway Station and it is the view of the Chief Executive that the phasing of the delivery of residential development to public transport should only be linked to the accessibility of residents to the Kildare Railway Line to achieve sustainable development.
* **Phasing additional public transport provision would be uncompetitive and inconsistent in relation to other zoned lands in the County/ GDA** and contrary to the Government policy position in Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) to proactively drive and support sustainable development, integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner.
* The mix and location of land uses in the Draft Planning Scheme, access to two railway stations serving the key trip demand to Dublin City and the permeability of the masterplan are the primary components influencing the trip generation, trip distribution and mode split projections
* Quantum of development in the Draft Planning Scheme is based on density ranges. The density ranges are derived having regard to the existing public transport infrastructure.
* **The provision of the Orbital Bus route and the DART Expansion, although desirable for the enhancement of public transport facilities directly serving Clonburris in the medium and long term, are of such a scale in capacity terms that the development of Clonburris is not dependent on their completion. The modelled 2026 scenario in the Transport Assessment and Strategy demonstrates that the early delivery of the DART Expansion is not required.**
* The precedent of the Adamstown ABP decision to remove the Phoenix Park Tunnel Link works from the phasing.
* Traffic and Transport Assessments (TTA) provides access to further assessment of the transport impacts of proposed developments at planning application stage and provides a safeguard on the interim impacts on existing transport infrastructure pending delivery of strategic transport infrastructure.
* The Phasing Programme is based on the minimum delivery per phase, any works may be brought forward and completed sooner than scheduled in the Phasing Programme.
* The Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.

**Within the context of the above, the proposed motion could delay or inhibit the delivery of housing required by the Core Strategy of the County Development Plan and supported by national policy and legislation.**

The intention of the motion is noted and it is therefore recommended that the additional wording be added as a Key Principle under the Movement and Transport Section (2.2).

**Recommendation**

It is recommended that this motion is adopted with amendment.

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

**To seek the delivery of public transport infrastructure, rail, orbital bus, radial bus and local bus services, in conjunction with the NTA that will serve the trip demands of the SDZ Planning Scheme..**

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

No interaction with Strategic Environmental Objectives.

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

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

It was **AGREED** to take Motion 111 and Motion 309 in conjunction with Motion 307

### **M111/0118 Item ID:56697**

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

That table 4.3 be amended to include the following additional requirements:

Phase 2: *Development of Luas line F and commencement of light rail services between Lucan and Dublin city centre OR development of DART Underground and commencement of commuter rail services between Lucan and Dublin city centre (one of these will be required at this phase)*

Phase 3: *Development of Luas line F and commencement of light rail services between Lucan and Dublin city centre OR development of DART Underground and commencement of commuter rail services between Lucan and Dublin city centre (the second of these will be required at this phase).*

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

**REPORT:**

**Response**

A submission from the NTA on the Draft Planning Scheme confirms that the NTA is committed to deliver the transport infrastructure and services that will serve Clonburris including the DART Expansion Programme and Core Orbital Bus Routes. **The development of the SDZ lands is, however, not considered to be reliant on the early delivery of the DART expansion programme or the Lucan Luas**. This proposed motion would therefore inappropriately delay the development of the SDZ Lands.

Further to additional correspondence (January 2018), the NTA advises that it is envisaged that the Kishoge railway station will open in 2020 once development occurs in its vicinity. The exact timing of the DART Expansion Programme will be influenced by the Government’s 10 year Capital Plan, which is expected to be announced shortly.

The Transport Assessment and Strategy (Chapter 6) models the impact of the Draft Clonburris Planning Scheme combined with existing and planned development on the planned transport network for 2026 and 2035 in terms of trip demand and supply. The Transport Assessment indicates that the Lucan Luas and DART Expansion Programme will be delivered between 2026 and 2035.

While the proposed Lucan Luas has been tested as part of the wider strategic analysis under the Transport Assessment and Transport Strategy (2017) that accompanies the Draft Planning Scheme, the Tallaght – Blanchardstown Core Orbital Bus Route (along with additional bus routes), the DART Expansion Programme, the planned internal street network and local junction upgrades have been modelled to service the trip demands generated by Clonburris in line with the Transport Strategy for the GDA. The development of the SDZ lands is therefore not considered to be reliant on the Lucan Luas and the linking of the development of the SDZ lands to the Lucan Luas would be inappropriate.

**The 2026 modelling of the Draft Planning Scheme demonstrates that the proposed street network, pedestrian and cycle network together with existing and planned pubic transport (including core orbital bus routes), street upgrades and junction improvements will be sufficient to service the trip demands generated by Clonburris.** Within this context, approximately 47% of trips in the AM period will be undertaken by walking, cycling and public transport in 2026.

The linking of the development of the SDZ lands to the Lucan Luas and the early delivery of the DART Underground is therefore unnecessary. This would inappropriately delay the development of the SDZ Lands including other transport proposals that have been modelled to service the Clonburris trip demands.

**Recommendation**

It is recommended that this motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

 S**trategic Environmental Assessment of Proposed Motion**

The transport assessment and NTA advice is considered sufficient to facilitate public bus options to serve the planning scheme and achieve consistency with Material Assets SEOs; therefore this motion is not recommended for adoption.

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

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

[NTA Luas Line](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58693)

It was **AGREED** to take Motion 309 and Motion 111 in conjunction with Motion 307

### **M309/0118 Item ID:56622**

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

That, notwithstanding the An Bord Pleanala decision to remove a phasing requirement for the delivery of a tunnel outside of the Adamstown SDZ, that Section 4, Phasing, be strengthened by providing a detailed phasing programme that links milestones in terms of the number of residential units delivered, to infrastructure improvements within the Clonburris SDZ.

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

**REPORT:**

The subject motion proposes providing a detailed phasing programme that links milestones in terms of the number of residential units delivered, to infrastructure improvements. Noting the quoted context of Adamstown and the Phoenix Park Tunnel, it is assumed that the motion relates to public transport infrastructure.

The National Transport Authority (NTA) is a statutory body established by the Minister for Transport. At a national level, the National Transport Authority has responsibility for securing the provision of public passenger land transport services. This includes the provision of subvented bus and rail services by Bus Éireann, Dublin Bus and Irish Rail.

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

Current policy and legislation provides the context for the phasing approach the subject lands:

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

The subject motion is one of a number of motions proposing to amend Table 4.3 of the Scheme to link various transport infrastructure, predominantly individual planned public transport projects, and the delivery of residential units.

**The Transport Assessment and Strategy that accompanies the Draft Planning Scheme outlines that the Orbital Bus Route and the DART Underground/Expansion as well as additional local and secondary orbital bus routes will serve the trip demands of the Draft Planning Scheme.** A key principle of the Phasing Programme is to identify the critical infrastructure and link the critical infrastructure to the delivery of residential development.  The relevant national transport infrastructure for the area is planned through the NTA Greater Dublin Area Transport Strategy 2016 - 2035 and planned projects such as the Orbital Bus from Tallaght to Blanchardstown; DART Underground; DART Expansion to Hazelhatch; Upgrade of Radial Bus Services on the N4 and N7; and Luas to Lucan will benefit the wide catchment of Clondalkin, Lucan, Tallaght, Blanchardstown and north east Kildare area**.** Further to concerns raised in the motions in relation to committing to the planned public transport proposals, a submission from the NTA on the Draft Planning Scheme confirms that the NTA is committed to delivering the planned public transport infrastructure in the area.

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

* **The main public transport infrastructure serving the Planning Scheme are the two railways stations that allow access to the Kildare Railway route**. **It is considered that location of the lands adjacent to the railway is the primary rationale for the designation of the SDZ (two train stations delivered).** The Phasing in the Planning Scheme includes the opening of the Kishoge Railway Station and it is the view of the Chief Executive that the phasing of the delivery of residential development to public transport should only be linked to the accessibility of residents to the Kildare Railway Line to achieve sustainable development.
* **Phasing additional public transport provision would be uncompetitive and inconsistent in relation to other zoned lands in the County/ GDA** and contrary to the Government policy position in Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) to proactively drive and support sustainable development, integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner.
* **The mix and location of land uses in the Draft Planning Scheme, access to two railway stations serving the key trip demand to Dublin City and the permeability of the masterplan are the primary components influencing the trip generation, trip distribution and mode split projections**
* Quantum of development in the Draft Planning Scheme is based on density ranges. The density ranges are derived having regard to the existing public transport infrastructure.
* **The provision of the Orbital Bus route and the DART Expansion, although desirable for the enhancement of public transport facilities directly serving Clonburris in the medium and long term, are of such a scale in capacity terms that the development of Clonburris is not dependent on their completion**. The modelled 2026 scenario in the Transport Assessment and Strategy demonstrates that the early delivery of the DART Expansion is not required.
* The precedent of the Adamstown ABP decision to remove the Phoenix Park Tunnel Link works from the phasing.
* Traffic and Transport Assessments (TTA) provides access to further assessment of the transport impacts of proposed developments at planning application stage and provides a safeguard on the interim impacts on existing transport infrastructure pending delivery of strategic transport infrastructure.
* The Phasing Programme is based on the minimum delivery per phase, any works may be brought forward and completed sooner than scheduled in the Phasing Programme.
* The Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.

**Within the context of the above, the proposed motion could delay or inhibit the delivery of housing required by the Core Strategy of the County Development Plan and supported by national policy and legislation.**

**Recommendation**

It is recommended that the motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

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

A Show of hands vote on Motion 111 **AS PUT** was called for, the result of which was as follows:

**FOR 14 (FOURTEEN)**

**AGAINST 21 (TWENTY ONE)**

**ABSTAIN 0 (ZERO)**

The Motion **FELL**

A further show of hands vote on Motion 309 **AS PUT** followed, the result of which was as follows:

**FOR 15(FIFTEEN)**

**AGAINST 17(SEVENTEEN)**

**ABSTAIN 3(THREE)**

The Motion **Fell**

An amendment to Motion 307 was proposed to change wording as follows:

That no house, apartment, duplex or other residential unit or commercial or other building constructed in phase **3** of the development be occupied until commencement of the DART expansion and electrification of the Dublin/ Hazel Hatch rail route. Table 4.3 to be amended

A show of hands vote on Motion 307 **AS AMENDED** followed, the result of which was as follows:

**FOR 17 (SEVENTEEN)**

**AGAINST 18 (EIGHTTEEN)**

**ABSTAIN 0 (ZERO)**

The Motion **Fell**

### **M308/0118 Item ID:56623**

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

That all infrastructure developments mentioned in the SDZ (eg. Western Dublin Orbital Route) be incorporated into the phasing or else be removed from the plan so as to remove the possibility of misleading potential home-buyers, and to ensure the plan does not come to rely on the provision of infrastructure that may not be delivered in tandem with development in the SDZ.

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

**REPORT:**

The Chief Executive notes the content of the motion and agrees with the intention.

Through the CE Report on Public Consultation, the CE Response to motions and in the Draft Planning Scheme, the Chief Executive has consistently outlined the required infrastructure for the SDZ. The Draft Planning Scheme aims to be clear and concise in relation to the Phasing Programme for the SDZ. Table 4.2 in Section 4.2 Phasing Programme provides a list of 18 items of critical infrastructure required to be linked to the delivery of residential development and phased in accordance with the construction of residential units.

The Chief Executive notes that the stated example in the motion is the Western Orbital Route. The Western Orbital Route is not referenced in the Draft Planning Scheme and the Lucan Luas is only referred to in Section 2.2 in the context of the planned NTA transport proposals for the wider area.

For the construction of housing in the SDZ to rely on the provision of infrastructure, such infrastructure needs to be listed in the Phasing Programme in Section 4. The Chief Executive recommends that only required infrastructure be phased.

It is recommended that the motion is adopted, however, no text changes to the Draft Planning Scheme are needed.

**Recommendation**

It is recommended that this motion is adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

The Motion was **AGREED**

###  **M310/0118 Item ID:56801**

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

**Section 2.2.2** Given that the Clonburris site is landlocked and the stated public policy that “Development within the existing urban footprint of the Metropolitan Area will be consolidated to achieve a more compact urban form, allowing for the accommodation of a greater population than at present, with much-enhanced public transport system, with the expansion of the built up areas providing for well-designed urban environments linked to high quality public transport networks, enhancing the quality of life for residents and workers alike.”( *Greater Dublin Area Transport Strategy 2016-2035*) it is conditional on any development in the SDZ being started that the delivery of the upgrading of the surrounding road network, the provision of an Orbital Road running North south between the N7 and N4 and the provision of a link road from Clonburris SDZ directly on to this link road and the delivery of a public transport system for the SDZ and the surrounding communities of Lucan, Adamstown and Clondalkin as set out in the (Revised) Phasing Table (4.3)shall have been delivered or otherwise agreed in writing with South Dublin County Council by the relevant funders and providers.

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

**REPORT:**

The proposed motion seeks to restrict the commencement of development in Clonburris pending the delivery of the Western Orbital Road, a connection from Clonburris to this road and a public transport system.

In relation to the provision of a public transport system, a submission from the NTA on the Draft Planning Scheme confirms that the NTA is committed to deliver the level of additional public transport infrastructure required to serve Clonburris as identified under the Transport Assessment and Strategy for the Draft Planning Scheme. The submission of the NTA states that it is intended to complete the BusConnects Programme by 2019 including aspects that will cater for the demands of the SDZ Planning Scheme.

Further to additional correspondence (January 2018), the NTA advises that it intended to provide the new orbital service through the SDZ lands linking Blanchardstown to Tallaght in the short term. Additionally, the NTA indicate that as part of the BusConnects network review, a number of high frequency local, radial and further orbital services are being considered to serve Lucan and Clondalkin, some of which will serve Clonburris directly, and some which can be adapted to serve Clonburris as development occurs in the future.

The NTA has also stated that it is envisaged that the Kishoge railway station will open in 2020 once development occurs in its vicinity. The NTA indicate that Kishoge will be served by the same number of trains as the existing service to Adamstown, including those which are provided via the Phoenix Park Tunnel. The NTA indicate that off peak services will be introduced in 2018. Prior to the roll out of the DART Expansion Programme, the NTA have indicated that further improvements to the service will occur to deliver a higher capacity, higher frequency service to Clonburris.

Within the context that traffic generated by Clonburris will contribute to less than 1% of the overall traffic on the strategic road network in the AM peak period, with a trip distribution primarily to the north, south and east, the development of the SDZ lands is not considered to be reliant on the delivery of the Western Dublin Orbital Route. This proposed motion would therefore inappropriately inhibit and delay the development of the Draft SDZ Lands in the medium to long term

**The Transport Assessment and Strategy (Chapter 6) models the impact of the Draft Clonburris Planning Scheme combined with existing and planned development on the planned transport. While the proposed Western Dublin Orbital Route has been tested as part of the wider strategic analysis under the Transport Assessment and Transport Strategy (2017) that accompanies the Draft Planning Scheme, the Tallaght – Blanchardstown Core Orbital Bus Route (along with additional bus routes), the DART Expansion Programme, the planned internal street network and local junction upgrades have been modelled to service the trip demands generated by Clonburris in line with the Transport Strategy for the GDA.**

**The development of the SDZ lands is therefore not considered to be reliant on the Western Dublin Orbital Route, which will have a wider strategic role, and the linking of the development of the SDZ lands to this medium to long terms strategic regional road would be inappropriate.**

The 2026 modelling of the Draft Planning Scheme demonstrates that the proposed street network, pedestrian and cycle network together with existing and planned pubic transport (including core orbital bus routes), street upgrades and junction improvements will be sufficient to service the trip demands generated by Clonburris. Within this context, approximately 47% of trips in the AM period will be undertaken by walking, cycling and public transport in 2026.

**The motion includes a road linking the SDZ lands to the Western Dublin Orbital route**. A direct link between Clonburris SDZ and the Western Dublin Orbital Route, such an Arterial Road is not considered necessary particularly in relation to the projected easterly, southerly and northerly distribution of trips than will be generated by the SDZ Planning Scheme and the volume of traffic that it will contribute to the strategic road network. Such a link road would also be at variance with the key objectives of the Draft Planning Scheme to achieve a sustainable modal split and this has not been modelled as part of the Transport Assessment and Strategy as it is not included as part of the Strategic Road and Street Network in the South Dublin County Council Development Plan 2016-2022. **This road is not included as part of the Strategic Road and Street Network in the South Dublin County Council Development Plan 2016-2022 and the introduction of a new strategic transport proposal in the Development Plan is outside the remit of the Planning Scheme.**

**The subject motion would inappropriately delay the commencement of development in the SDZ.**

**Recommendation**

It is recommended that this motion is not adopted.

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

Provision of such a road is not identified in the South Dublin CDP 2016-2022 and would not be consistent with material assets, air quality and climate SEOs in particular.

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

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

[Western Orbital Road Proposal](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58728)

An amendment to the Motion wording was proposed by Councillor G. O’ Connell as follows:

**Section 2.2.2** Given that the Clonburris site is landlocked and the stated public policy that “Development within the existing urban footprint of the Metropolitan Area will be consolidated to achieve a more compact urban form, allowing for the accommodation of a greater population than at present, with much-enhanced public transport system, with the expansion of the built up areas providing for well-designed urban environments linked to high quality public transport networks, enhancing the quality of life for residents and workers alike.”( Greater Dublin Area Transport Strategy 2016-2035)

it is conditional on any development in the SDZ being started that the delivery of the upgrading of the surrounding road network, the provision of an Orbital Road running North south between the N7 and N4 as set out in the (Revised) Phasing Table (4.3) shall have been delivered or otherwise agreed in writing with South Dublin County Council by the relevant funders and providers.

Following contributions from Councillors C. King, D. O’Brien, P. Gogarty, M. Ward, L. O’ Toole, T. Gilligan, P. Donovan, G. O’Connell, Mr B. Keaney, Senior Planner responded to queries raised.

A show of hands vote on the proposed amended wording to the Motion followed:

**FOR 5 (FIVE)**

**AGAINST 23 (TWENTY THREE)**

**ABSTAIN 6 (SIX)**

The Motion **FELL**

### **M311/0118 Item ID:56512**

Proposed by Councillor P. Gogarty and Seconded by Councillor T. Gilligan

Clonburris SDZ

In Section 4.2 Phasing Programme amend the first sentence "The phasing programme in the Planning Scheme comprises 3 main elements" to read:

**No construction shall commence in the Clonburris SDZ prior to the completion of at least 80% of the neighbouring Adamstown SDZ and The Grange/Kilcarbery PPP developments. After this condition has been met, the phasing programme in the Planning Scheme will comprise of three main elements"**

[Rationale: This allows for seamless provision of private and social housing in lands adjoining areas of full congestion at peak times so that there is never a pause in housing construction should all the other phasing conditions be met. However by tying in this condition, development is carried out in a more sustainable way, minimising the impact on existing communities.]

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

**REPORT:**

The subject motion proposes to amend the phasing of the Scheme in relation to linking the commencement of Clonburris SDZ with the build out of at least 80% the Adamstown SDZ and the Grange/Kilcarbery development.

Adamstown and Clonburris are Strategic Development Zones, designated by the Government. The SDZ designation is an indicator of the national and regional importance of the site for housing supply and is largely based on the location of the lands adjoining the Kildare Railway Line. It is the view of the Planning Authority that any phasing of the delivery of development should be linked to the accessibility of residents to the Kildare Railway Line to achieve sustainable development.

**The Core Strategy of the County Development Plan 2016-2022 provides for a total housing capacity of 41,143 units in South Dublin County. Clonburris and Adamstown SDZs are both critical elements in the achievement of the Core Strategy and delivery of housing in the County. As such, to achieve the Core Strategy of the County Development Plan, the SDZs are required to be constructed simultaneously. The Chief Executive considers that the SDZs are independent of each other in terms of their boundary and have individual statutory processes to make a Planning Scheme.**

Having regard to national policy in relation to supporting residential development on appropriately zoned lands, the above context and noting the anticipated medium term build out, it is considered that the Adamstown Planning Scheme, Kilcarbery Grange and Clonburris Planning Scheme should not be staggered or limited based on each other.

The Chief Executive strongly recommends that any motion linking the commencement of Clonburris with the construction of units in Adamstown or Kilcarbery Grange is not adopted.

**Recommendation**

It is recommended that the motion is not adopted.

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

For reasons cited above, this motion is not recommended for adoption.

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

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

Following lengthy debate and contributions from Councillors P. Gogarty, D. Looney, M. Duff, B. Ferron, P. Kearns, L. Dunne, K. Mahon, F. Timmons, G. O’ Connell B. Leech, C. McCann, L. O’Toole, C. King, M. Genockey, D. Richardson, Mr B. Keaney, Senior Planner responded to queries raised. Councillor P. Kearns expressed concern at the way the debate on the Motion was being Chaired and stated that “the Mayor should not be in the Chair” and Councillor F. Timmons requested that he wished to withdraw his name as a co-sponsor of the Motion.

The Motion **FELL**

### **M312/0118 Item ID:56663**

Proposed by Councillor V. Casserly and Seconded by Councillor K. Egan

That table 4.3 be amended to include the following additional requirements under ‘Prior to commencement of development’*:* *“Works to improve traffic management and flow in the bottleneck area between the Griffeen Road & Grangecastle Road junctions, including provision of two lanes along the entire length of road from the Griffeen Road roundabout to the Grangecastle Road signals; including the full recessing of bus-stops on both sides of the road”* and that this requirement also be added to table 4.6 with this phasing requirement only applying to the Kishoge North West development area.

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

[Griffeen Ave Junctions aerial](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58755)
[Griffeen Road to Grange Castle Road SDCC map](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58393)

**REPORT:**

The subject motion relates to an existing street section between Griffeen Road and Grangecastle Road junctions. The proposed motion requests a requirement in Table 4.6 that development cannot commence at Kishoge North West pending the ‘*Works to improve traffic management and flow in the bottleneck area between the Griffeen Road & Grangecastle Road junctions, including provision of two lanes along the entire length of road from the Griffeen Road roundabout to the Grangecastle Road signals; including the full recessing of bus-stops on both sides of the road’*

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

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

**The subject street is identified as a link street in the Draft Planning Scheme. The Draft Planning Scheme states that existing link streets will be upgraded as traffic calmed streets. It is noted that the motion includes design parameters and the Chief Executive considers that these provisions are premature pending detailed design. The provision of two lanes along this identified link street, however, would be at variance with DMURS in terms traffic capacity, carriageway width, number of lanes and design speed and in considered unnecessary. Section 2.2 of the Draft Planning Scheme includes an indicative cross section of a link street.**

In relation to the Grangecastle Road junction, the Transport Assessment and Strategy outlines a junction proposal to improve functionality. The provision of the link street upgrade and junction may be carried out in tandem with the development of the Kishoge North West Development Area. Additionally, some junction capacity works may be required as part of the BusConnects scheme.

In relation to the general traffic management and flow issue identified in the motion, it is noteworthy that the development of the Draft Planning Scheme will provide increased route choice from Griffeen Avenue roundabout to Adamstown Link Road. This will offer opportunities to filter and diffuse traffic in the area.

**It is considered that the addition of infrastructure to Table 4.6 as a Local Level Requirement relating to Kishoge North West has merit as the subject street is within the SDZ boundary and is proposed for upgrading in the Draft Planning Scheme.**

**Recommendation**

It is recommended that the motion be adopted with amendment as follows:

In Table 4.6, add a new row for Griffen Avenue Upgrade tie into Phase 3 of Table 4.3:

Insert

**‘Upgrade of existing link street at Griffeen Avenue and junctions as required’**.

This clause will be linked to the Kishoge North West Development Area only.

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

Positive moderate effects around population and human health SEOs and indirect on material assets are provided by the additional proposed text.

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

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

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

### **M313/0118 Item ID:56702**

Proposed by Councillor V. Casserly and Seconded by Councillor K. Egan

That table 4.3 be amended to include the following additional requirements under ‘Prior to commencement of development’*:* *“Works to improve traffic management and flow in the bottleneck area between the Griffeen Road & Grangecastle Road junctions, including provision of two lanes along the entire length of road from the Griffeen Road roundabout to the Grangecastle Road signals; including the full recessing of bus-stops on both sides of the road”* and that this requirement also be added to table 4.6 with this phasing requirement only applying to the Kishoge North West development area.

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

[Griffeen Ave Junctions Aerial](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58757)
[Griffeen Road to Grange Castle Road SDCC map](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58387)

**REPORT:**

The subject motion relates to an existing street section between Griffeen Road and Grangecastle Road junctions. The proposed motion requests a requirement in Table 4.6 that development cannot commence at Kishoge North West pending the ‘*Works to improve traffic management and flow in the bottleneck area between the Griffeen Road & Grangecastle Road junctions, including provision of two lanes along the entire length of road from the Griffeen Road roundabout to the Grangecastle Road signals; including the full recessing of bus-stops on both sides of the road’*

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

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

**The subject street is identified as a link street in the Draft Planning Scheme. The Draft Planning Scheme states that existing link streets will be upgraded as traffic calmed streets. It is noted that the motion includes design parameters and the Chief Executive considers that these provisions are premature pending detailed design. The provision of two lanes along this identified link street, however, would be at variance with DMURS in terms traffic capacity, carriageway width, number of lanes and design speed and in considered unnecessary. Section 2.2 of the Draft Planning Scheme includes an indicative cross section of a link street.**

In relation to the Grangecastle Road junction, the Transport Assessment and Strategy outlines a junction proposal to improve functionality. The provision of the link street upgrade and junction may be carried out in tandem with the development of the Kishoge North West Development Area. Additionally, some junction capacity works may be required as part of the BusConnects scheme.

In relation to the general traffic management and flow issue identified in the motion, it is noteworthy that the development of the Draft Planning Scheme will provide increased route choice from Griffeen Avenue roundabout to Adamstown Link Road. This will offer opportunities to filter and diffuse traffic in the area.

**It is considered that the addition of infrastructure to Table 4.6 as a Local Level Requirement relating to Kishoge North West has merit as the subject street is within the SDZ boundary and is proposed for upgrading in the Draft Planning Scheme.**

**Recommendation**

It is recommended that the motion be adopted with amendment as follows:

In Table 4.6, add a new row for Griffen Avenue Upgrade tie into Phase 3 of Table 4.3:

Insert

**‘Upgrade of existing link street at Griffeen Avenue and junctions as required’**.

This clause will be linked to the Kishoge North West Development Area only.

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

Positive moderate effects around population and human health SEOs and indirect on material assets are provided by the additional proposed text.

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

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

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

### **M314/0118 Item ID:56749**

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

That the draft plan be amended at Section 2.2.4 page 27 to read that no house or other building constructed during Phase 1A of the development shall be occupied in advance of completion of works by this local authority to upgrade the R120 between Lucan and Grange Castle. Table 4.3 to be amended

**REPORT:**

**Table 4.6 of the Draft Planning Scheme links the development at Adamstown Extension Development Area with the completion of the realignment works on the R120.**

The R120 and Nangor Road realignment and upgrade has commenced construction under the 6 year road programme set out under the South Dublin County Council Development Plan 2016 – 2022 and is scheduled for completion by the end of 2019.

The Chief Executive considers the linking of the development at Adamstown Extension with the R120 is proportionate. The link streets from the Kishoge Development Area will be linked to the R120 through the construction of Adamstown Extension.

It is considered that the intention of this motion is included in the Draft Planning Scheme.

**Recommendation**

It is recommended that this motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

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

### **M315/0118 Item ID:56769**

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

In advance of construction of Phase 1A that this County Council be presented with modelling for options to upgrade signalling and junction capacity at Griffeen Avenue

[Griffeen Ave Junctions Aerial](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58758)
[Griffeen Ave to Grange Castle Road SDCC map](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58760)

**REPORT:**

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

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

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

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

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

**Recommendation**

It is recommended that this motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

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

### **M316/0118 Item ID:56729**

Proposed by Councillor W. Lavelle

That table 4.3 be amended to include the following text under phase 3: *“Completion of Adamstown South Road Link Road from Adamstown SDZ to the Grange Castle employment lands.”*

[Adamstown SDZ to Grange Castle Employment lands SDCC map](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58389)

**REPORT:**

The subject motion is one of a number of motions proposing to amend the phasing of the Scheme in relation to linking the Clonburris SDZ with the build out of the Adamstown SDZ.

Adamstown and Clonburris are Strategic Development Zones, designated by the Government. The SDZ designation is an indicator of the national and regional importance of the site for housing supply and is largely based on the location of the lands adjoining the Kildare Railway Line. It is the view of the Planning Authority that any phasing of the delivery of development should be linked to the accessibility of residents to the Kildare Railway Line to achieve sustainable development.

**The Core Strategy of the County Development Plan 2016-2022 provides for a total housing capacity of 41,143 units in South Dublin County. Clonburris and Adamstown SDZs are both critical elements in the achievement of the Core Strategy and delivery of housing in the County. As such, to achieve the Core Strategy, the SDZs are required to be constructed simultaneously. The Chief Executive considers that the SDZs are independent of each other in terms of their boundary and have individual statutory processes to make a Planning Scheme.**

Having regard to national policy in relation to supporting residential development on appropriately zoned lands, the above context and noting the anticipated medium term build out, it is considered that the Adamstown and Clonburris Planning Schemes should not be staggered or limited based on each other.

In relation to the construction of specific road infrastructure within the Adamstown SDZ, the Chief Executive advises that a Transport Assessment and Strategy was prepared as part of the Draft Planning Scheme. **The Transport Assessment and Strategy demonstrates that the primary trip distribution from the Clonburris SDZ is to Dublin City Centre and the trip distribution through the Adamstown network is limited**. Within the context that traffic generated by Clonburris will contribute to less than 1% of the overall traffic on the strategic road network in the AM peak period, with a trip distribution primarily to the north, south and east, **the development of the SDZ lands is not considered to be reliant on the delivery of a connection from Adamstown SDZ to Grange Castle.** It is noted that the subject road is listed as Medium to Long Term Road Objective in the South Dublin County Council Development Plan 2016 -2022.

**This proposed motion would therefore inappropriately inhibit and delay the development of the Draft SDZ Lands in the medium to long term.**

**The Chief Executive recommends that any motion linking the phasing of Clonburris SDZ with the construction of units in Adamstown or road infrastructure associated with Adamstown is not adopted.**

**Recommendation**

It is recommended that the motion is not adopted.

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

For reasons cited above, this motion is not recommended for adoption.

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

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

The Motion **FELL**

### **M317/0118 Item ID:56815**

Proposed by Councillor G. O'Connell and Seconded by Councillor T. Gilligan

**Section 4.3 Phase 2**

Agree and make available sites to the Department of Education for Schools (in accordance with requirement of the Department of Education and South Dublin County Council). Schools to be of Permanent construction.

**Councillors Guss O’Connell, Liona O’Toole, Paul Gogarty, Trevor Gilligan and Ed O’Brien.**

**REPORT:**

The Chief Executive notes that the subject motion is amending the phasing table in relation to the provision of school sites to the Department of Education and Skills.

The main wording of the motion replicates that of the scheme as follows:

Agree and make available sites to the Department of Education for Schools (in accordance with requirement of the Department of Education and South Dublin County Council).

The Chief Executive advises that the Department of Education and Skills is responsible for the delivery of educational facilities and services. South Dublin County Council works with the Department of Education and Skills, under a nationally agreed Memorandum of Understanding (MoU), to proactively identify and acquire sites for new primary and post-primary schools and to support the Department’s Schools Building Programme. The Department of Education and Skills and South Dublin County Council will work together under the MoU in relation to the identification and acquisition of school sites in Clonburris.

**In relation to the provision of temporary schools, the Chief Executive advises that the provision of temporary facilities as part of the construction programme for a permanent school is advantageous to the delivery of schools. Temporary facilities enable shorter timeframes for the establishment of schools on sites to accommodate demand. Furthermore, the Planning Regulations specific that the construction of temporary on-site school structures with planning permission for a school is exempted development under Class 20B.**

Notwithstanding the above, the intention of the motion is acknowledged and it is considered that additional text should be added under the Schools subheading to Section 2.7.3 to restrict the granting of planning permission for temporary schools. The Department can still provide temporary facilities, conditional of full planning permission for a school.

‘In general, planning permission for temporary school or education facilities will only be considered where plans for permanent construction on the site are demonstrated.’

**Recommendation**

It is recommended that the motion be adopted with amendment as follows:

In Section 2.7.3, under School subheading, add the following line:

Insert

**In general, planning permission for temporary school structures will only be considered where plans for permanent construction on the site are demonstrated or permitted.**

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

Positive moderate effects around population and human health SEOs and indirect on material assets are provided by the additional proposed text.

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

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

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

### **M318/0118 Item ID:56808**

Proposed by Councillor L. O'Toole and Seconded by Councillor K. Mahon

**Section 4.3 Phase 1B 501-1000**

Agree and make available a school site to the Department of Education (in accordance with requirement of the Department of Education and South Dublin County Council). School to be of permanent construction.

**Cllr Liona OToole Cllr Guss O Connell Cllr Paul Gogarty Cllr Trevor Gilligan Cllr Ed O’Brien**

**REPORT:**

The Chief Executive notes that the subject motion is amending the phasing table in relation to the provision of school sites to the Department of Education and Skills.

The main wording of the motion replicates that of the scheme as follows:

Agree and make available sites to the Department of Education for Schools (in accordance with requirement of the Department of Education and South Dublin County Council).

The amendment relates to the stipulation that the school be of permanent construction. The Chief Executive advises that the Department of Education and Skills is responsible for the delivery of educational facilities and services. South Dublin County Council works with the Department of Education and Skills, under a nationally agreed Memorandum of Understanding (MoU), to proactively identify and acquire sites for new primary and post-primary schools and to support the Department’s Schools Building Programme. The Department of Education and Skills and South Dublin County Council will work together under the MoU in relation to the identification and acquisition of school sites in Clonburris.

In relation to the provision of temporary schools, the Chief Executive advises that the provision of temporary facilities as part of the construction programme for a permanent school is advantageous to the delivery of schools. Temporary facilities enable shorter timeframes for the establishment of schools on sites to accommodate demand. Furthermore, the Planning Regulations specific that the construction of temporary on-site school structures with planning permission for a school is exempted development under Class 20B.

Notwithstanding the above, the intention of the motion is acknowledged and it is considered that additional text should be added under the Schools subheading to Section 2.7.3 to restrict the granting of planning permission for temporary schools. The Department can still provide temporary facilities, conditional of full planning permission for a school.

‘In general, planning permission for temporary school or education facilities will only be considered where plans for permanent construction on the site are demonstrated.’

**Recommendation**

It is recommended that the motion be adopted with amendment as follows:

In Section 2.7.3, under School subheading, add the following line:

Insert

**In general, planning permission for temporary school structures will only be considered where plans for permanent construction on the site are demonstrated or permitted.**

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

Positive moderate effects around population and human health SEOs and indirect on material assets are provided by the additional proposed text.

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

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

Following a contribution from Councillor L. O’Toole, Mr B. Keaney, Senior Planner responded to query raised.

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

### **M319/0118 Item ID:56277**

Proposed by Councillor F. Timmons and Seconded by Councillor T. Gilligan

Commitment be given that fully inclusive Playspaces are included for every 2000 houses built.

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

**REPORT:**

The provision of playspaces will be in conjunction with the delivery of open space.

The Draft Planning Scheme fully supports the provision of active recreation uses such as playspaces. The Draft Planning Scheme requires a Landscape and Parks Strategy for the entire lands to be submitted prior to the commencement of development on the lands. The PLS will be a comprehensive framework that will set out the overarching design details for the the strategic open spaces, local parks and squares, urban spaces and squares, strategic routes and local links.

The PLS will include details of active and passive recreation provision on the lands.

In addition, each of the levels of open spaces will provide active recreation relative to their size and scale through the planning application process. Table 2.10.1 Design Criteria for Open Spaces, including an objective to provide for a range of children’s play.

As such, the PLS is considered to be the primary mechanism by which play uses will be identified and provided for on the lands. These will be designated in the most suitable locations, having regard to environmental sensitivity issues, residential catchment, and proximity.

The inclusion of a rate of delivery (per 2000 units) of playspaces is premature pending the preparation of the PLS. The Chief Executive considers that playspaces are included in the Draft Planning Scheme.

**Recommendation**

It is recommended that the motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

Councillor F. Timmons proposed amended wording as follows:

Commitment be given to include fully inclusive Playspaces into ‘’Table 2.10.1 Design Criteria for Open Spaces, including an objective to provide for a range of fully inclusive children’s playspaces’’

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

 **M320/0118 Item ID:56670**

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

That all relevant figures be amended to show the proposed fire station site referred to on page 52; and that table 4.3 be amended to include under phase 1B the objective: *"Provision of a fire station at the identified site or elsewhere in Adamstown or in the areas of Lucan or Clondalkin between the N4 & N7 road corridors."*

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

[Fig 2.5.1 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58851)

**REPORT:**

The Chief Executive acknowledges the intention of the motion in relation to delivering emergency services. The Chief Executive supports the provision of a Fire Station within the SDZ and the Draft Planning Scheme allocates a site for a Fire Station. The site is indicated on the Function Map in the Draft Planning Scheme.

Fire Stations are generally located on a regional scale. It is noted that the Adamstown SDZ Planning Scheme has also identified a possible site for a Fire Station. The making available of the site for the new Fire Station is included as a requirement in the Phasing Programme. In this context, Dublin Fire Brigade have the option of two sites in the northern section of the County. From consultation with Dublin Fire Brigade, the Clonburris site has been indicated as the preferred site, however, Dublin Fire Brigade has not finalised a Fire & Emergency Operations Plan under Section 26 of the Fire Services Act 1981. A Section 26 Plan depicts the required organisation structure, personnel, equipment, fire stations, water supplies, training, procedures, all resources and other related matters. The plan will detail current arrangements within the fire authority and will also set out strategic plans and targets for the fire authority for the next 5 years.

In the absence of a Section 26 Plan, the Chief Executive considers that the option to construct the Fire Station at either Adamstown or Clonburris should remain.

The Chief Executive considers that the identification and provision of a site is appropriate and considers that the provision of the Fire Station is a wider County issue. It is Council policy to engage with Dublin City Council and the DFB to improve the fire service for the County as established in the South Dublin County Council Development Plan 2016 – 2022 under Section 3.7.0.

In the context of the above, the Chief Executive considers that the inclusion of the provision of a Fire Station in Phase 1B is inappropriate and would unnecessarily delay the construction of housing in the SDZ pending a wider County infrastructure issue that is outside the control of SDCC.

**Recommendation**

It is recommended that the motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

Following contributions from Councillors F. Timmons, P. Gogarty, E. O’Brien, L. O’Toole, T. Gilligan, D. O’Brien, Ms. L. Leonard, A/Director Landuse Planning and Transportation and Mr B. Keaney, Senior Planner responded to queries raised.

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

### **M321/0118 Item ID:56720**

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

That all relevant figures be amended to show the proposed fire station site referred to on page 52; and that table 4.3 be amended to include under phase 1B the objective: *"Provision of a fire station at the identified site or elsewhere in Adamstown or in the areas of Lucan or Clondalkin between the N4 & N7 road corridors."*

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

[Fig 2.5.1 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58850)

**REPORT:**

The Chief Executive acknowledges the intention of the motion in relation to delivering emergency services. The Chief Executive supports the provision of a Fire Station within the SDZ and the Draft Planning Scheme allocates a site for a Fire Station. The site is indicated on the Function Map in the Draft Planning Scheme.

Fire Stations are generally located on a regional scale. It is noted that the Adamstown SDZ Planning Scheme has also identified a possible site for a Fire Station. The making available of the site for the new Fire Station is included as a requirement in the Phasing Programme. In this context, Dublin Fire Brigade have the option of two sites in the northern section of the County. From consultation with Dublin Fire Brigade, the Clonburris site has been indicated as the preferred site, however, Dublin Fire Brigade has not finalised a Fire & Emergency Operations Plan under Section 26 of the Fire Services Act 1981. A Section 26 Plan depicts the required organisation structure, personnel, equipment, fire stations, water supplies, training, procedures, all resources and other related matters. The plan will detail current arrangements within the fire authority and will also set out strategic plans and targets for the fire authority for the next 5 years.

In the absence of a Section 26 Plan, the Chief Executive considers that the option to construct the Fire Station at either Adamstown or Clonburris should remain.

The Chief Executive considers that the identification and provision of a site is appropriate and considers that the provision of the Fire Station is a wider County issue. It is Council policy to engage with Dublin City Council and the DFB to improve the fire service for the County as established in the South Dublin County Council Development Plan 2016 – 2022 under Section 3.7.0.

In the context of the above, the Chief Executive considers that the inclusion of the provision of a Fire Station in Phase 1B is inappropriate and would unnecessarily delay the construction of housing in the SDZ pending a wider County infrastructure issue that is outside the control of SDCC.

**Recommendation**

It is recommended that the motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

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

**M184/0118 Item ID:56613**

Proposed by Councillor P. Gogarty

Amend Section 2.7 Community Facilities under heading Garda Station and Fire Station to read as follows

Garda Station, Fire Station and Post Office

Fire Stations are generally located on a regional scale. In South Dublin
County, the primary fire station is located at Belgard Road, Tallaght,
approximately 3.5km from the SDZ lands. It is noted that the Adamstown
SDZ Planning Scheme has identified a possible site for a Fire Station.
Given the nature and scale of development proposed in Clonburris,
provision has been made to reserve a site for a fire station. Following
consultation with the Dublin Fire Brigade, the preferred site is identified
adjacent to the Fonthill road and Thomas Omer Way adjacent to
Clonburris Urban Centre. **This is tied into the Phasing. At the implementation stage, if an Adamstown Fire Station is already open** **and** South Dublin
County Council (as the Development Agency) is advised in writing that a
formal determination has been made by the Dublin Fire Brigade that the
site is not required for a fire station, the site may then be developed for
residential or community uses in accordance with the guidance set out for
the Clonburris North West Development Area.

**In the event of An Garda Siochana identifying the need for the provision**
**of a Garda Station at Clonburris at an early stage, the station can be accommodated within the Kishoge or Clonburris Urban Centres. Discussions will have to take place in line with phasing requirements. Ultimately some form of public building facilitating full or part-time face to face access with Gardai will have to be provided in line with phasing requirements.**

Neighbouring Lucan, with more than 13,000 residential units has access to three post offices. Clonburris will require a similar amount of provision in line with rising population. At least one post office shall be opened mid-way through the development of Clonburris SDZ, in line with phasing requirements.

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

[Fig 2.5.1 Planning Scheme with Legend](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58503)

**REPORT:**

The subject motion provides for amendment text to Section 2.7 under the Garda Station and Fire Station section.

It is noted that the motion includes reference to the provision of the Fire Station at Adamstown in the assessment of allowing other uses on the Clonburris site. This is considered appropriate, however, the requirement is recommended to relate to a Dublin Fire Brigade Fire & Emergency Operations Plan under Section 26 of the Fire Services Act 1981 and not the opening of the station.

The text in relation to the inclusion of ‘some form of public building facilitating full or part-time face to face access with Gardai’ is a Garda resourcing and future planning issue and is outside the remit of the Draft Planning Scheme.

Similarly, the inclusion of Post Offices within this section is outside the scope of the planning scheme. The provision of Post Offices is a function of An Post. An Post is a commercial organisation providing a range of services. In planning terms, a Post Office is included in the definition of a shop in the Planning Regulations and as such, is adequately incorporated within Section 2.5 Retail.

**Recommendation**

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

Amend Section 2.7.1 as follows (bold shows new text):

At the implementation stage, **if Adamstown Fire Station is outlined in a Dublin Fire Brigade Fire & Emergency Operations Plan under Section 26 of the Fire Services Act 1981 as the preferred site for construction of a Fire Station** and South Dublin County Council (as the Development Agency) is advised in writing that a formal determination has been made by the Dublin Fire Brigade that the site is not required for a fire station, the site may then be developed for residential or community uses in accordance with the guidance set out for the Clonburris North West Development Area.

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

No interaction with Strategic Environmental Objectives.

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

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

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

### **M322/0118 Item ID:56766**

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

Table 4.3 to be amended as follows *Phase 2 Provision of a Primary Healthcare Centre in consultation with the HSE*

**REPORT:**

The subject motion proposes amending the Phasing Table to provide a primary healthcare centre in Phase 2.

**The phasing for the Scheme requires the provision of a primary health care centre in Phase 4. It is noted that the Phasing Programme is based on the minimum delivery per phase, and any works may be brought forward and completed sooner than scheduled in the Phasing Programme.**

The Draft Planning Scheme recognises the importance of the provision of healthcare services in Clonburris in tandem with population and supports the Health Service Executive (HSE) and other agencies in the provision of appropriate healthcare facilities, including the provision of community based primary care facilities. Large medical centres and group practices will be favourably considered and accommodated in Clonburris Urban Centre and Kishoge Urban Centre.

**The preferred location for the Primary Healthcare Centre provision is within the Urban Centres and as such, the provision is linked to the Urban Centre delivery which may be incrementally constructed in tandem with units. In this context, the Chief Executive recommends leaving the Primary Healthcare Centre phased as per the Phasing Table.**

**Recommendation**

It is recommended that the motion is not adopted.

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

No direct interaction with Strategic Environmental Objectives.

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

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

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

### **M323/0118 Item ID:56724**

Proposed by Councillor V. Casserly and Seconded by Councillor K. Egan

That table 4.3 be amended to replace the proposed phase 1B and 2 requirements regarding Griffeen Valley Park Extension or Barony Park with the following:

- Phase 1A: *“Planning and commencement of works at Griffeen Valley Park Extension, including required playing pitches, in accordance with the prepared and agreed strategic Parks and Landscape Strategy.”*

- Phase 1B: *“Planning and commencement of works at Barony Park (North and South) in accordance with the prepared and agreed strategic Parks and Landscape Strategy.”*

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

**REPORT:**

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

The subject motion is one of a number of motions proposing to amend Table 4.3 of the Scheme in relation to the timing of the strategic park provision in the Phasing Programme. In relation to the timing of the strategic park provision, the Chief Executive considers that a critical mass of residential development is required for passive surveillance and to provide activity in the parks. Additionally, it is noteworthy that some layout works have taken place at the Griffeen Valley Park Extension already. In this context, the provision of the two main strategic parks at Griffeen and Barony (North and South) are phased to be rolled out incrementally in Phase 1B, Phase 2 and Phase 3. It is noted that the Phasing Programme is based on the minimum delivery per phase, and any works may be brought forward and completed sooner than scheduled in the Phasing Programme. The strategic parks are in addition to the requirements to provide private amenity space, communal open space and other areas of open space outlined in the masterplan as part of planning applications. The Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.

The front loading of the strategic parks adds to development costs and the proposed motion could adversely affect the viability and affordability of housing within the SDZ Lands.

The Chief Executive recommends that the timing of the strategic parks provision remains as per the Phasing Programme. It is noted that the Phasing Programme and Planning Scheme will be reviewed as part of Phase 2.

In relation to the inclusion of reference to the playing pitch, Section 2.10 the Draft Planning Scheme requires a Landscape and Parks Strategy for the entire lands to be submitted prior to the commencement of development on the lands. The PLS will be a comprehensive framework setting out the overarching design details for the the strategic open spaces, local parks and squares, urban spaces and squares, strategic routes and local links. One of the key elements to be included in the PLS will be details of active (which includes playing pitches) and passive recreation provision on the lands.

As such, the PLS is considered to be the primary mechanism by which playing pitches, outdoor activities and facilities for teenagers and other active recreation uses will be identified and proposed for the lands. In terms of the number, dimensions and type of playing pitches, these will be designated in the most suitable locations, having regard to environmental sensitivity issues and SUDs measures.

**The Phasing Programme outlines that the strategic parks be planned and built in accordance with the Landscape and Parks Strategy.**

It is considered that additional clauses to the description of the parks in the phasing is unnecessary as the intent of the motion is already covered in the Planning Scheme. Additionally, the Chief Executive recommends that the timing of Parks delivery remain as per the Phasing Programme. It is noted that the Phasing Programme and Planning Scheme will be reviewed as part of Phase 2.

**Recommendation**

It is recommended that the motion is not adopted.

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

For reasons cited above, it is not recommended to adopt this motion.

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

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

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

### **M324/0118 Item ID:56674**

Proposed by Councillor V. Casserly and Seconded by Councillor K. Egan

That table 4.3 be amended to replace the proposed phase 1B and 2 requirements regarding Griffeen Valley Park Extension or Barony Park with the following:

Phase 1A: *“Planning and commencement of works at Griffeen Valley Park Extension, including required playing pitches, in accordance with the prepared and agreed strategic Parks and Landscape Strategy.”*

Phase 1B: *“Planning and commencement of works at Barony Park (North and South) in accordance with the prepared and agreed strategic Parks and Landscape Strategy.”*

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

[Fig 2.3.1 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58367)

**REPORT:**

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

The subject motion is one of a number of motions proposing to amend Table 4.3 of the Scheme in relation to the timing of the strategic park provision in the Phasing Programme. In relation to the timing of the strategic park provision, **the Chief Executive considers that a critical mass of residential development is required for passive surveillance and to provide activity in the parks.** Additionally, it is noteworthy that some layout works have taken place at the Griffeen Valley Park Extension already. In this context, the provision of the two main strategic parks at Griffeen and Barony (North and South) are phased to be rolled out incrementally in Phase 1B, Phase 2 and Phase 3. It is noted that the Phasing Programme is based on the minimum delivery per phase, and any works may be brought forward and completed sooner than scheduled in the Phasing Programme. The strategic parks are in addition to the requirements to provide private amenity space, communal open space and other areas of open space outlined in the masterplan as part of planning applications. The Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.

**The front loading of the strategic parks adds to development costs and the proposed motion could adversely affect the viability and affordability of housing within the SDZ Lands.**

The Chief Executive recommends that the timing of the strategic parks provision remains as per the Phasing Programme. It is noted that the Phasing Programme and Planning Scheme will be reviewed as part of Phase 2.

In relation to the inclusion of reference to the playing pitch, Section 2.10 the Draft Planning Scheme requires a Parks and Landscape Strategy for the entire lands to be submitted prior to the commencement of development on the lands. The PLS will be a comprehensive framework setting out the overarching design details for the the strategic open spaces, local parks and squares, urban spaces and squares, strategic routes and local links. One of the key elements to be included in the PLS will be details of active (which includes playing pitches) and passive recreation provision on the lands.

As such, the PLS is considered to be the primary mechanism by which playing pitches, outdoor activities and facilities for teenagers and other active recreation uses will be identified and proposed for the lands. In terms of the number, dimensions and type of playing pitches, these will be designated in the most suitable locations, having regard to environmental sensitivity issues and SUDs measures.

**The Phasing Programme outlines that the strategic parks be planned and built in accordance with the Landscape and Parks Strategy.**

It is considered that additional clauses to the description of the parks in the phasing is unnecessary as the intent of the motion is already covered in the Planning Scheme. Additionally, the Chief Executive recommends that the timing of Parks delivery remain as per the Phasing Programme. It is noted that the Phasing Programme and Planning Scheme will be reviewed as part of Phase 2.

**Recommendation**

It is recommended that the motion is not adopted.

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

For reasons cited above, it is not recommended to adopt this motion.

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

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

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

### **M325/0118 Item ID:56785**

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

Amend Table 4.3 to include *Planning and commencement of works at Griffeen Valley Park Extension or Barony Park (North & South) in accordance with the prepared and agreed strategic Parks and Landscape Strategy*

**REPORT:**

Table 4.3 of the Phasing Programme includes for the commencement of works at Griffeen Valley Park Extension or Barony Park (North & South) in accordance with the prepared and agreed strategic Parks and Landscape Strategy.

The intention of this motion is not clear. The current wording matches that of the Planning Scheme and as such, the motion has no text changes.

**Recommendation**

It is recommended that the motion is adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

The Motion was **AGREED**

### **M326/0118 Item ID:56691**

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

“In Phasing table 4.3 on page 134, that the provision of community floor space, the commencement of works at Griffeen Valley Park Extension or Barony Park and the availability of childcare spaces should all be moved from Phase 1B to Phase 1A.”

**REPORT:**

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

The subject motion is one of a number of motions proposing to amend Table 4.3 of the Scheme in relation to the timing of the strategic park provision in the Phasing Programme. In relation to the parks, the Barony and Griffeen parks are in addition to the requirements to provide private amenity space, communal open space and other areas of open space outlined in the masterplan as part of planning applications.

**In relation to the timing of the strategic park provision, childcare provision and community floor space, the Chief Executive considers that these facilities should be delivered in tandem with population growth and require a critical mass. As such, the Chief Executive does not recommend the timing of delivery of these facilities to be brought forward in the Phasing Programme.**

**It is noted that the Phasing Programme is based on the minimum delivery per phase, and any works may be brought forward and completed sooner than scheduled in the Phasing Programme.**

The Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.

The front loading of the strategic parks and community floorspace adds to development costs and the proposed motion could adversely affect the viability and affordability of housing within the SDZ Lands.

**Recommendation**

It is recommended that the motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

Following a contribution from Councillor M. Johansson who proposed an amendment to the wording of the Motion as follows:

“In Phasing table 4.3 on page 134, that the planning of works for the provision of community floor space, the commencement of works at Griffeen Valley Park Extension or Barony Park and the availability of childcare spaces should all be included in Phase 1A.”

Mr B. Keaney, Senior Planner responded and the Motion **AS AMENDED** was **AGREED**

 **M327/0118 Item ID:56809**

Proposed by Councillor G. O'Connell and Seconded by Councillor T. Gilligan

**Section 2.7.2.** Provision for a large community space at both the Kishogue and Clonburris Centres, together with a swimming pool at one of them shall be embedded in the plans for these centres to be delivered at (Phase 1b) together with smaller, local community buildings, at other strategic locations and as every 500 residential units are operational.

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

[Fig 2.5.1 Planning Scheme with Legend](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58235)

**REPORT:**

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

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

Urban Hub at Clonburris

This hub is located in the Urban Centre and should be the location for intensive community uses that do not require extensive outdoor space.

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

Four Park Hubs

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

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

Summary

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

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

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

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

The motion includes for a swimming pool in one of the Urban Hubs. Recreational facilities are permitted in principle in the Urban Hubs under Section 2.1.2 and as such, proposals for a swimming pool are supported by the Draft Planning Scheme in these area, subject to compliance with other requirements of the Draft Planning Scheme.

**In terms of the public provision of a swimming pool, it is considered that in general, at a County level, swimming pools are provided for at a regional catchment.**

**The County Development Plan 2016-2022 supports district level community hubs in the Metropolitan Consolidation Towns of Tallaght, Lucan and Clondalkin. Additionally, the County Development Plan supports the delivery of a sports facility, including a third public swimming pool in the County, in Lucan. The delivery of the Lucan swimming pool is progressing from the planning stage to construction. In planning terms, Clonburris forms part of the Metropolitan Consolidation Towns of Clondalkin which has a swimming pool at Clondalkin Leisure Centre and is proximate to the new swimming pool at Griffeen.**

**As such, the provision of a swimming pool at Clonburris is not supported by a demonstrated need or the County Development Plan.**

**Recommendation**

It is recommended the motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

Following contributions from Councillors G. O’Connell, C. King, Councillor G. O’Connell proposed an amendment to the Motion, Mr B. Keaney, Senior Planner responded.

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

### **M328/0118 Item ID:56810**

Proposed by Councillor G. O'Connell and Seconded by Councillor T. Gilligan

**Section 4.3 Phase 2 1001-2000**

Planning and commencement of works at Griffeen Valley Park Extension or Barony Park (North and South) in accordance with the prepared and agreed strategic Parks and Landscape Strategy and including at least a children’s playground and at least one playing field.

**Councillors Guss O.Connell, Liona O’Toole, Paul Gogarty, Trevor Gilligan and Ed O’Brien.**

**REPORT:**

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

It is noted that the Phasing Programme is based on the minimum delivery per phase, and any works may be brought forward and completed sooner than scheduled in the Phasing Programme.

In relation to the inclusion of reference to a playing pitch and children’s playground, Section 2.10 the Draft Planning Scheme requires a Landscape and Parks Strategy for the entire lands to be submitted prior to the commencement of development on the lands. The PLS will be a comprehensive framework setting out the overarching design details for the the strategic open spaces, local parks and squares, urban spaces and squares, strategic routes and local links. One of the key elements to be included in the PLS will be details of active (which includes playing pitches) and passive recreation provision on the lands.

**Furthermore, each of the levels of open spaces will provide active recreation relative to their size and scale through the planning application process. Table 2.10.1 Design Criteria for Open Spaces, includes an objective to provide for a range of children’s play.**

As such, the PLS is considered to be the primary mechanism by which playing pitches, outdoor activities and facilities for teenagers and other active recreation uses will be identified and proposed for the lands. In terms of the number, dimensions and type of playing pitches, these will be designated in the most suitable locations, having regard to environmental sensitivity issues and SUDs measures.

**The Phasing Programme outlines that the strategic parks be planned and built in accordance with the Landscape and Parks Strategy.**

It is considered that additional clauses to the description of the parks in the phasing is unnecessary as the intent of the motion is already covered in the Planning Scheme. Additionally, the Chief Executive recommends that the timing of Parks delivery remain as per the Phasing Programme. It is noted that the Phasing Programme and Planning Scheme will be reviewed as part of Phase 2.

**Recommendation**

It is recommended that the motion is not adopted.

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

The PLS is consistent with a number of SEOs including landscape, biodiversity, water and population and human health SEOs; for the above reasons, it is not recommended for adoption.

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

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

Following contributions from Councillors G. O’Connell, D. Looney, Mr. B. Keaney, Senior Planner responded to queries raised.

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

### **M329/0118 Item ID:56814**

Proposed by Councillor G. O'Connell and Seconded by Councillor T. Gilligan

**Section 4.3 Phase 2**

Planning and commencement of works to Griffeen or Barony Park (alternate option to park commenced in Phase 1B) in accordance with the prepared and agreed strategic Parks and Landscape Strategy including at least a children’s playground and at least one playing field.

**Councillors Guss O’Connell, Liona O’Toole, Paul Gogarty, Trevor Gilligan and Ed O’Brien.**

**REPORT:**

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

It is noted that the Phasing Programme is based on the minimum delivery per phase, and any works may be brought forward and completed sooner than scheduled in the Phasing Programme.

In relation to the inclusion of reference to a playing pitch and children’s playground, Section 2.10 the Draft Planning Scheme requires a Landscape and Parks Strategy for the entire lands to be submitted prior to the commencement of development on the lands. The PLS will be a comprehensive framework setting out the overarching design details for the the strategic open spaces, local parks and squares, urban spaces and squares, strategic routes and local links. One of the key elements to be included in the PLS will be details of active (which includes playing pitches) and passive recreation provision on the lands.

**Furthermore, each of the levels of open spaces will provide active recreation relative to their size and scale through the planning application process. Table 2.10.1 Design Criteria for Open Spaces, includes an objective to provide for a range of children’s play.**

As such, the PLS is considered to be the primary mechanism by which playing pitches, outdoor activities and facilities for teenagers and other active recreation uses will be identified and proposed for the lands. In terms of the number, dimensions and type of playing pitches, these will be designated in the most suitable locations, having regard to environmental sensitivity issues and SUDs measures.

**The Phasing Programme outlines that the strategic parks be planned and built in accordance with the Landscape and Parks Strategy.**

It is considered that additional clauses to the description of the parks in the phasing is unnecessary as the intent of the motion is already covered in the Planning Scheme. Additionally, the Chief Executive recommends that the timing of Parks delivery remain as per the Phasing Programme. It is noted that the Phasing Programme and Planning Scheme will be reviewed as part of Phase 2.

**Recommendation**

It is recommended that the motion is not adopted.

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

The PLS is consistent with a number of SEOs including landscape, biodiversity, water and population and human health SEOs; for the above reasons, it is not recommended for adoption.

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

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

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

### **M330/0118 Item ID:56811**

Proposed by Councillor G. O'Connell and Seconded by Councillor T. Gilligan

**Section 4.3 Phase 2 1001-2000**

Design and planning permission for District Park Hub at Clonburris Little with minimum buildings as described in Section 2.7 Table 2.7.1 and including at least: two playing fields, a children’s playground, access to permanent changing and shower facilities.

**Councillors Guss O.Connell, Liona O’Toole, Paul Gogarty, Trevor Gilligan and Ed O’Brien.**

[Fig 2.5.1 PLanning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58852)

**REPORT:**

The motion seeks to attach two playing fields, a children’s playground and permanent changing and shower facilities.

**The District Park Hub at Clonburris Little is part of the Local Node and is a purpose built building(s) that should accommodate meeting rooms, sports hall, changing rooms, playground & community space.**

**In relation to the inclusion of reference to playing pitches to the District Hub, a playing pitch would need to be located in the adjacent Barony Park and is not relevant to the District Park Hub section.**

Section 2.10 the Draft Planning Scheme requires a Landscape and Parks Strategy for the entire lands to be submitted prior to the commencement of development on the lands. The PLS will be a comprehensive framework setting out the overarching design details for the the strategic open spaces, local parks and squares, urban spaces and squares, strategic routes and local links. One of the key elements to be included in the PLS will be details of active (which includes playing pitches) and passive recreation provision on the lands. **Facilities within the Barony Park will be included in the PLS, including Table 2.10.1.**

As such, the PLS is considered to be the primary mechanism by which playing pitches, outdoor activities and facilities for teenagers and other active recreation uses will be identified and proposed for the lands, including Barony Park. In terms of the number, dimensions and type of playing pitches, these will be designated in the most suitable locations, having regard to environmental sensitivity issues and SUDs measures.

**The Phasing Programme outlines that the strategic parks be planned and built in accordance with the Landscape and Parks Strategy.**

It is considered that additional clauses to the description of the District Park Hub in the phasing is unnecessary as the intent of the motion is already covered in the Planning Scheme. Additionally, the Chief Executive recommends that the timing of District Park Hub delivery remains as per the Phasing Programme.

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

**It is noted that the Phasing Programme is based on the minimum delivery per phase, and any works may be brought forward and completed sooner than scheduled in the Phasing Programme.**

**Recommendation**

It is recommended that the motion is not adopted.

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

The PLS is consistent with a number of SEOs including landscape, biodiversity, water and population and human health SEOs; for the above reasons, it is not recommended for adoption.

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

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

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

### **M331/0118 Item ID:56813**

Proposed by Councillor G. O'Connell and Seconded by Councillor T. Gilligan

**Section 4.3 Phase 2**

Completion of District Park Hub at Clonburris Little with minimum buildings as described in Table 2.7.1 and including at least: two playing fields, a children’s playground, access to permanent changing and shower facilities.

**Councillors Guss O’Connell, Liona O’Toole, Paul Gogarty, Trevor Gilligan and Ed O’Brien**

[Fig 2.5.1 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58853)

**REPORT:**

The motion seeks to attach two playing fields, a children’s playground and permanent changing and shower facilities.

**The District Park Hub at Clonburris Little is part of the Local Node and is a purpose built building(s) that should accommodate meeting rooms, sports hall, changing rooms, playground & community space.**

**In relation to the inclusion of reference to playing pitches to the District Hub, a playing pitch would need to be located in the adjacent Barony Park and is not relevant to the District Park Hub section.**

Section 2.10 the Draft Planning Scheme requires a Landscape and Parks Strategy for the entire lands to be submitted prior to the commencement of development on the lands. The PLS will be a comprehensive framework setting out the overarching design details for the the strategic open spaces, local parks and squares, urban spaces and squares, strategic routes and local links. One of the key elements to be included in the PLS will be details of active (which includes playing pitches) and passive recreation provision on the lands. Facilities within the Barony Park will be included in the PLS.

**As such, the PLS is considered to be the primary mechanism by which playing pitches, outdoor activities and facilities for teenagers and other active recreation uses will be identified and proposed for the lands, including Barony Park**. In terms of the number, dimensions and type of playing pitches, these will be designated in the most suitable locations, having regard to environmental sensitivity issues and SUDs measures.

**The Phasing Programme outlines that the strategic parks be planned and built in accordance with the Landscape and Parks Strategy.**

It is considered that additional clauses to the description of the District Park Hub in the phasing is unnecessary as the intent of the motion is already covered in the Planning Scheme. Additionally, the Chief Executive recommends that the timing of District Park Hub delivery remains as per the Phasing Programme.

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

It is noted that the Phasing Programme is based on the minimum delivery per phase, and any works may be brought forward and completed sooner than scheduled in the Phasing Programme.

**Recommendation**

It is recommended that the motion is not adopted.

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

The PLS is consistent with a number of SEOs including landscape, biodiversity, water and population and human health SEOs; for the above reasons, it is not recommended for adoption.

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

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

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

### **M332/0118 Item ID:56425**

Proposed by Councillor P. Gogarty

Amend section 4.3 paragraph worded "A phasing band of 2,000 units is incorporated into the Phasing Programmefor the Planning Scheme. This phasing band is considered to be the optimal band to achieve a balanced delivery of infrastructure and community services in tandem with proportionate population increase to create critical mass and economic headroom. Furthermore, the bandsprovide a flexible schedule to aid development sequencing and incorporatelead in time for infrastructure" to read:

A **number of phasing bands are** incorporated into the Phasing Programme
for the Planning Scheme. **These** phasing **bands are** considered to be the
optimal band**s** to achieve a balanced delivery of infrastructure and
community services in tandem with proportionate population increase
to create critical mass and economic headroom.

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

**REPORT:**

The Chief Executive notes the text change proposed for Section 4.3. The text changes remove the reference to the phasing bands of 2,000 units.

The purpose of the existing text is to detail the rationale of the Planning Authority for applying the phasing band of 2,000 units in the following Table 4.3.

In the context that Table 4.3 has 2,000 unit phasing bands, the Chief Executive disagrees with the removal of the 2,000 unit reference.

 **Recommendation**

It is recommended that the motion is not adopted.

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

For above reasons, it is not recommended for adoption.

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

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

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

### **M333/0118 Item ID:56423**

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

Clonburris SDZ

Page 132, Section 4.1 Introduction, amend paragraph "Notwithstanding the extent of existing infrastructure, having regardto the vision of the Planning Scheme the estimated population and the constraints of the lands, a phasing programme is required to ensure the coordinated planning and delivery of essential strategic infrastructure, amenities and community facilities in tandem withpopulation growth." to read:

Notwithstanding the **above**, **and** having regard to the vision of the Planning Scheme**,** the estimated population and the constraints of the lands, a **carefully constructed and tight** phasing programme is required to ensure the coordinated planning and delivery of essential strategic infrastructure, amenities and community facilities **in advance of and** in tandem with population growth in Clonburris **and adjoining communities impacted by the development.**

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

**REPORT:**

The Chief Executive notes the text changes proposed for Section 4.1 Introduction to Phasing Section.

The content of the wording does not contradict the contents of the Phasing Table in the Draft Planning Scheme and as such, it is considered acceptable.

**Recommendation**

It is recommended that the motion is adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

The Motion was **AGREED**

### **M334/0118 Item ID:56473**

Proposed by Councillor P. Gogarty

In Section 2.1.1 amend first paragraph "The SDZ lands at Clonburris are uniquely positioned to create a newurban district that capitalises on its location within the Metropolitan Areato the west of Dublin City Centre, with access to high quality transport infrastructure including public transport services" to read as follows:

The SDZ lands at Clonburris, **are positioned to create a new urban district as part of national policy** that capitalises on its location within the Metropolitan Area to the west of Dublin City Centre, with access to high quality transport infrastructure including public transport services **through careful phasing of the planning scheme that ties in the construction of housing with the delivery of such services.**

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

**REPORT:**

The subject motion is amending text to Section 2.11 to provide a narrative that the public transport provision to be phased.

**Further to the response to Motion 306 (item 56816) and several others, the Chief Executive recommends that the Phasing Table in Section 4 not include for public transport infrastructure. As such, it is considered that this narrative text in Section 2.1.1 not be included.**

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

The findings of the Transport Assessment and Strategy that accompanies the Draft Planning Scheme confirms the unique positioning of the SDZ Lands within the Metropolitan Area of Dublin particularly in the context of the existing transport options offered. The Transport Assessment and Strategy concludes that Clonburris is one of the most optimal locations in the state for housing**.** The removal of the reference to the unique positioning of the SDZ lands from Section 2.2.1 is therefore not recommended.

**Recommendation**

It is recommended that this motion is adopted with amendment.

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

**To seek the delivery of public transport infrastructure, rail, orbital bus, radial bus and local bus services, in conjunction with the NTA that will serve the trip demands of the SDZ Planning Scheme.**

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

No interaction with Strategic Environmental Objectives.

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

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

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

### **M335/0118 Item ID:56507**

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

That the number of phases be increased to six, with additional minimum delivery requirements inserted into revised Table 4.3 as per attached document.

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

[Clonburris SDZ amended phasing table 4.3 for motion final version](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58087)
[Clonburris SDZ amended phasing table 4.3 pdf version](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58783)
[Clonburris SDZ phasing table 4.3 for motion](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58043)

**REPORT:**

The subject motion includes for a substantial Phasing Table amendment. The Phasing Table amendment includes for, but is not limited to, the following:

**Proposed Phasing Bands:**

1A – 0-500 units, 1B – 500 – 1000 units, 2 – 1,000 – 2,000 units, 3 – 2000 – 3500 units, 4 – 3500 – 5000 units, 5 – 5,000 – 6500 units & 6 – 6500 - end.

**Introduction of phasing requirements in relation to: (brackets denotes phase of amended Table 4.3 attached to Motion)**

* Green Roofs (Prior to commencement)
* Energy Sustainability (Prior to commencement)
* Adamstown to Celbridge Road (Prior to commencment)
* Garda Station (Prior & 3)
* Griffeen Avenue interchange (Prior)
* Kishoge Station – Service frequency increases (Prior, 1A, 1B)
* Car ownership/ Off Street car parking plan (Prior)
* Orbital Bus Route and frequency (1A, 1B & 3)
* Bus Frequency (1A)
* Opening of two Schools includes location (1B)
* Provision of Fire Station (2)
* Occupation of 1700 units with street lighting turned on (2)
* Provision of Places of Worship (2)
* Provision of Landmark Civic Building (2)
* Opening of café/ restaurant in each urban centre (2)
* Occupation of 3,000 units with street lighting (3)
* Opening of a supermarket (3)
* Car sharing or car pooling (3)
* Opening of Bank facility (3)
* Opening of Post Office (3)
* Provision of Luas to Lucan (4)
* Opening of Grange Castle extension (4)
* Occupation of 4,000 units with street lighting (4)
* Opening of public library (4)
* Opening of hardware store (4)
* Provision of public swimming pool (5)
* Provision of civic theatre and public performance venue (5)

**The Chief Executive has attached the table attached to the motion with a comment on whether the infrastructure item is within the Phasing Table in the DPS.**

In summary, the Chief Executive recommends that this motion for an amended Phasing Table is not adopted for the following reasons:

* **Motion will adversely impact on viability of the SDZ**
* **Motion will cause significant delays in the commencement of construction and the ongoing delivery of housing and infrastructureCE recommends not phasing development with public transport**
* **CE considers that the some of the items introduced are too prescriptive and disproportionate to the scale of the SDZ**
* **Phasing with Grange Castle is inappropriate**
* **CE recommends not including transport services and frequency requirements**
* **CE recommends that Schools and Fire Station should be phased on the provision of sites, delivery is a function of the Department of Education and Skills and Dublin Fire Brigade**
* **CE considers the existing phasing bands to be appropriate**

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

Scale of Phasing

The Phasing Programme is based on the minimum delivery per phase, any works may be brought forward and completed sooner than scheduled in the Phasing Programme.

It is considered that a number of the introductions to the Phasing Table exceed the minimum provision and are too prescriptive, detailed and disproportionate to the scale of the SDZ. In relation to the inclusion of the opening of particular forms of retail and restaurants, the Chief Executive considers that such provision would be difficult to implement in practice as the provision is outside the control of SDCC and are open to change of use through exempted development**.** As such, in general, it is considered that the Phasing Programme should be measureable and focus on fixed infrastructure. The proposed Phasing Table attached could cause ambiguity in the phasing and significant delays in the delivery of housing and other associated infrastructure.

Economic Viability

The proposed Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.  The Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) indicate that planning must proactively drive and support sustainable development, integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner that will sustain recovery and future prosperity.

**Within the context of the above, the proposed motion makes the development of early phases of the SDZ dependant on a wide number of organisations and infrastructure provision. The proposed motion will significantly delay the commencement of development in the SDZ and delay the ongoing delivery of housing and associated social and physical infrastructure. The residential units planned for the SDZ are required by the Core Strategy of the County Development Plan and supported by national policy and legislation. Furthermore, the proposed motion would increase the development costs associated with the SDZ and impact on the economic viability of the Scheme.**

Phasing Bands

A phasing band of 2,000 units is incorporated into the Phasing Programme for the Planning Scheme. This phasing band is considered to be the optimal band to achieve a balanced delivery of infrastructure and community services in tandem with proportionate population increase to create critical mass and economic headroom. Furthermore, the bands provide a flexible schedule to aid development sequencing and incorporate lead in time for infrastructure.

Integration of Local Level Table and Phasing Table

The purpose of Table 4.6 is to restrict residential development at Development Area scale where required physical infrastructure is an existing constraint, for example, the existing power lines impact on the development of a strip of land within their wayleave. The restriction of residential development across the entire 280 hectare lands would be disproportionate, contrary to the proper planning and sustainable development of the area and would delay the construction of housing units pending infrastructure that the units do not directly require.

In the context of national policy to support residential development on appropriately zoned lands, the Chief Executive does not recommend the integration of the Local Level and site wide infrastructure to one phasing table.

Grange Castle

The subject motion also includes the inclusion of the opening of a Grange Castle extension as part of the Phasing Programme. Grange Castle is an established employment location with scope to expand. The intention of this insertion is to provide additional employment. The Chief Executive considers that substantial employment opportunities are planned within the Draft Planning Scheme, at Grange Castle and across the County. **Having regard to national policy in relation to supporting residential development on appropriately zoned lands, the above context and noting the anticipated medium term build out, it is considered that the Clonburris Planning Scheme should not be limited based on any development in Grange Castle.**

Adamstown to Celbridge Road Link

Within the context that traffic generated by Clonburris will contribute to less than 1% of the overall traffic on the strategic road network in the AM peak period, with a trip distribution primarily to the north, south and east, the development of the SDZ lands is not considered to be reliant on the delivery of the Adamstown to Celbridge Road Road. The **development of the SDZ lands is therefore not considered to be reliant on this route, which will have a wider strategic role, and the linking of the development of the SDZ lands to this road would be inappropriate.**

Schools

The Chief Executive notes that the subject motion amends the phasing table in relation to the provision of school sites to the Department of Education and Skills to opening of schools.

The Chief Executive advises that the Department of Education and Skills is responsible for the delivery of educational facilities and services. South Dublin County Council works with the Department of Education and Skills, under a nationally agreed Memorandum of Understanding (MoU), to proactively identify and acquire sites for new primary and post-primary schools and to support the Department’s Schools Building Programme. The Department of Education and Skills and South Dublin County Council will work together under the MoU in relation to the identification and acquisition of school sites in Clonburris.

The Department has identified a need for three new primary schools and three new post primary schools within the development of the Planning Scheme and to complement the existing schools on the SDZ lands. The sites are incorporated into the land use concept and transportation assessment of the Planning Scheme. The demographic of the emerging population in Clonburris will be monitored by the Department of Education and Skills on an ongoing basis and it is possible that further educational requirements may arise over the lifetime of the Draft Planning Scheme. **The requirement in relation to the opening of the schools is inflexible and has the potential to delay the delivery of required housing to create sufficient demand for the schools.**

Public Transport Frequency

In relation to the inclusion of frequency of transport services in the Phasing Table, the Chief Executive considers that such provision would be difficult to implement in practice as the provision of services is outside the control of SDCC and is open to change by the service providers. As such, in general, it is considered that the Phasing Programme should be measureable and focus on fixed infrastructure. Public transport services and frequency requirements could cause ambiguity in the phasing and unnecessarily delay the delivery of housing and other associated infrastructure.

Public Transport Infrastructure

The following current policy and legislation provides the context for the phasing approach the subject lands:

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

The subject motion is one of a number of motions proposing to amend Table 4.3 of the Scheme to link various transport infrastructure, predominantly individual planned public transport projects, and the delivery of residential units. The Transport Assessment and Strategy that accompanies the Draft Planning Scheme outlines that the Orbital Bus Route and the DART Underground/Expansion as well as additional local and secondary orbital bus routes will serve the trip demands of the Draft Planning Scheme.

A key principle of the Phasing Programme is to identify the critical infrastructure and link the critical infrastructure to the delivery of residential development.  The relevant national transport infrastructure for the area is planned through the NTA Greater Dublin Area Transport Strategy 2016 - 2035 and planned projects such as the Orbital Bus from Tallaght to Blanchardstown; DART Underground; DART Expansion to Hazelhatch; Upgrade of Radial Bus Services on the N4 and N7; and Luas to Lucan will benefit the wide catchment of Clondalkin, Lucan, Tallaght, Blanchardstown and north east Kildare area.

In relation to the provision of a public transport, a submission from the NTA on the Draft Planning Scheme confirms that the NTA is committed to deliver the level of additional public transport infrastructure required to serve Clonburris as identified under the Transport Assessment and Strategy for the Draft Planning Scheme. The submission of the NTA states that it is intended to complete the BusConnects Programme by 2019 including aspects that will cater for the demands of the SDZ Planning Scheme. Further to additional correspondence (January 2018), the NTA advises that it intended to provide the new orbital service through the SDZ lands linking Blanchardstown to Tallaght in the short term. Additionally, the NTA indicate that as part of the BusConnects network review, a number of high frequency local, radial and further orbital services are being considered to serve Lucan and Clondalkin, some of which will serve Clonburris directly, and some which can be adapted to serve Clonburris as development occurs in the future.

The NTA has also stated that it is envisaged that the Kishoge railway station will open in 2020 once development occurs in its vicinity. The NTA indicate that Kishoge will be served by the same number of trains as the existing service to Adamstown, including those which are provided via the Phoenix Park Tunnel. The NTA indicate that off peak services will be introduced in 2018. Prior to the roll out of the DART Expansion Programme, the NTA have indicated that further improvements to the service will occur to deliver a higher capacity, higher frequency service to Clonburris.

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

* **The main public transport infrastructure serving the Planning Scheme are the two railways stations that allow access to the Kildare Railway route. It is considered that location of the lands adjacent to the railway is the primary rationale for the designation of the SDZ (two train stations delivered).** The Phasing in the Planning Scheme includes the opening of the Kishoge Railway Station and it is the view of the Chief Executive that the phasing of the delivery of residential development to public transport should only be linked to the accessibility of residents to the Kildare Railway Line to achieve sustainable development.
* Phasing additional public transport provision would be uncompetitive and inconsistent in relation to other zoned lands in the County/ GDA and contrary to the Government policy position in Planning Policy Statement 2015 and Rebuilding Ireland (DHPCLG, 2016) to proactively drive and support sustainable development, integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner.
* The mix and location of land uses in the Draft Planning Scheme, access to two railway stations serving the key trip demand to Dublin City and the permeability of the masterplan are the primary components influencing the trip generation, trip distribution and mode split projections
* Quantum of development in the Draft Planning Scheme is based on density ranges. The density ranges are derived having regard to the existing public transport infrastructure.
* The provision of the Orbital Bus route and the DART Expansion, although desirable for the enhancement of public transport facilities directly serving Clonburris in the medium and long term, are of such a scale in capacity terms that the development of Clonburris is not dependent on their completion. The modelled 2026 scenario in the Transport Assessment and Strategy demonstrates that the early delivery of the DART Expansion is not required.
* The precedent of the Adamstown ABP decision to remove the Phoenix Park Tunnel Link works from the phasing.
* Traffic and Transport Assessments (TTA) provides access to further assessment of the transport impacts of proposed developments at planning application stage and provides a safeguard on the interim impacts on existing transport infrastructure pending delivery of strategic transport infrastructure.
* The Phasing Programme is based on the minimum delivery per phase, any works may be brought forward and completed sooner than scheduled in the Phasing Programme.
* The Phasing Programme provides a balanced approach, proactively supporting sustainable development and integrating consideration of its economic, social and environmental aspects at the earliest stage to deliver development in an economically viable manner in accordance with Government Policy.

Fire Station

The Chief Executive acknowledges the intention of the motion in relation to delivering emergency services. The Chief Executive supports the provision of a Fire Station within the SDZ and the Draft Planning Scheme allocates a site for a Fire Station. The site is indicated on the Function Map in the Draft Planning Scheme.

It is noted that the Adamstown SDZ Planning Scheme has also identified a possible site for a Fire Station. The making available of the site for the new Fire Station is included as a requirement in the Phasing Programme. In this context, Dublin Fire Brigade have the option of two sites in the northern section of the County. From consultation with Dublin Fire Brigade, the Clonburris site has been indicated as the preferred site, however, Dublin Fire Brigade has not finalised a Fire & Emergency Operations Plan under Section 26 of the Fire Services Act 1981. In the absence of a Section 26 Plan, the Chief Executive considers that the option to construct the Fire Station at either Adamstown or Clonburris should remain.

The Chief Executive considers that the identification and provision of a site is appropriate and considers that the provision of the Fire Station is a wider County issue. It is Council policy to engage with Dublin City Council and the DFB to improve the fire service for the County as established in the South Dublin County Council Development Plan 2016 – 2022 under Section 3.7.0.

**In the context of the above, the Chief Executive considers that the inclusion of the provision of a Fire Station in Phase 2 is inappropriate and would unnecessarily delay the construction of housing in the SDZ pending a wider County infrastructure issue that is outside the control of SDCC.**

**Recommendation**

It is recommended that the motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

**Strategic Environmental Assessment of Motion**

For reasons detailed above, the existing phasing band is considered to be the optimal band to facilitate balanced infrastructure and development. It is not recommended for adoption as it may give rise to indirect and direct effects, individually and in combination across a number of SEOS in particular material assets SEOs.

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

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

[Phasing Table Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58781)

Following contributions from Councillors P. Gogarty, S. Holland, K. Mahon, T. Gilligan, B. Bonner, D. Richardson, G. O’Connell, D. Looney, a [Roll Call](../Roll%20Call%20Vote%20Results/M335%20-%201%20-%2002-%2018.pdf) vote was called for, the result of which was as follows:

**FOR 4 (FOUR)**

**AGAINST 22 (TWENTY TWO)**

**ABSTAIN 10 (TEN)**

The Motion **FELL**

### **M336/0118 Item ID:56822**

Proposed by Councillor P. Gogarty

Delete section 4.5 Local Level requirements

Rationale [The phasing table relates to changes integral to the plan as a whole and negates the need for local level requirements]

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

**REPORT:**

The Chief Executive considers that this motion overlaps with Motion 335 (Item 56507). Motion 335 Item 56507 has integrated the items listed in the Local Level Requirements in Table 4.6 into the main phasing table. The Chief Executive recommends that this approach is not adopted.

**The purpose of Table 4.6 is to restrict residential development at Development Area scale where required physical infrastructure is an existing constraint, for example, the existing power lines impact on the development of a strip of land within their wayleave**. **The restriction of residential development across the entire 280 hectare lands would be disproportionate, contrary to the proper planning and sustainable development of the area and would delay the construction of housing units pending infrastructure that the units do not directly require.**

In the context of national policy to support residential development on appropriately zoned lands, the Chief Executive does not recommend the integration of the Local Level and site wide infrastructure to one phasing table.

**Recommendation**

It is recommended that the motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

**Strategic Environmental Assessment of Motion**

For reasons detailed above, the existing phasing band is considered to be the optimal band to facilitate balanced infrastructure and development. It is not recommended for adoption as it may give rise to indirect and direct effects, individually and in combination across a number of SEOS in particular material assets SEOs.

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

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

[Table 4.6 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58854)

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

### **M337/0118 Item ID:56768**

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

In order to allow access to facilities and infrastructure planned for the development, that a public consultation process be facilitated at the commencement of Phase 1A to allow the residents of existing communities in the Lucan & Clondalkin area select appropriate permeable links

[Fig 2.2.1 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58285)

**REPORT:**

Section 2.2 of the Draft Planning Scheme identifies pedestrian linkages between the proposed and existing residential areas.

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

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

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

In this context, it is considered that further consultation will be available through the planning process on theses links. The phasing of development with public consultation on these links is considered to be disproportionate, unnecessary and contrary to the key principles of the phasing programme.

**Recommendation**

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

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

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

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

No interaction with Strategic Environmental Objectives.

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

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

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

### **M338/0118 Item ID:56690**

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

“That, in the Phasing section on page 140, the Roll Over mechanism of 250 units is removed.”

**REPORT:**

The Phasing Programme requires the delivery of residential and infrastructure projects to take place in tandem.

**The intention of the ‘Roll – Over’ mechanism is to enable practical flexibility between phases as the timelines of the construction process can vary due to unexpected delays. This degree of flexibility for the required minimum infrastructure in each phase enables a smooth transition between phases and limits delays in the delivery of residential units.**

The Draft Planning Scheme states:

‘*A ‘Roll - Over’ mechanism may operate between any two phases. In the event of the maximum permissible number of units being completed before the required facilities and infrastructure in any phase, a ‘Roll - Over’ of up to 250 dwelling units may be constructed in the following phase, subject to planning permission. These residential units may not be constructed until the developer demonstrates the provision of requirements from the previous phase is ongoing and the units may not be occupied until the requirements in the previous phase have been completed.*’

**Recommendation**

It is recommended that the motion is not adopted

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

No interaction with Strategic Environmental Objectives.

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

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

Following contributions from Councillors M. Johansson, P. Donovan, D. O’Brien, Mr. B. Keaney responded to queries raised.

Councillor M. Johansson **AGREED** to **WITHDRAW** the Motion

### **M339/0118 Item ID:56668**

Proposed by Councillor G. O'Connell and Seconded by Councillor D. O’Donovan

**Section 4.10** South Dublin County Council shall work with the relevant Government Departments, NAMA and Clonburris Landowners in (1) establishing a capital fund to provide vital infrastructure without recourse to a Section 49 mechanism and (2) negotiate affordable prices, for residences within the SDZ, as a consequence.

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

**REPORT:**

The Chief Executive fully supports the implementation of the Planning Scheme.

In relation to viability, all measures and funding streams available for the release of funding to provide for the delivery of infrastructure and community facilities in Clonburris will be pursued in conjunction with landowners/ developers.

In carrying out its role as Development Agency, the Council will seek to coordinate with all relevant stakeholders, including Government Departments and agencies responsible for the provision of infrastructure to ensure coordinated delivery and funding.

**Section 4.10 of the Draft Planning Scheme refers to Funding and Implementation.** It states that ‘*The development of the SDZ lands is subject to the SDCC Section 48 Development Contribution Scheme 2016-2022 and the Kildare Route Project Section 49 Contribution Scheme and any applicable superseding schemes.*

*In some cases, the completion of works required to facilitate residential development in a phased manner within the Planning Scheme are outside the direct control of either SDCC, the SDZ landowners or the Development Agency.*

*All measures and funding streams available for the release of funding to provide for the delivery of infrastructure and community facilities in Clonburris will be pursued in conjunction with landowners/ developers.’*

The Chief Executive report recommends the insertion of the following text in Section 4.10

*The SDZ Order (S.I. No. 604 of 2015) states that the development agency specified for the purposes of section 168 of the Planning and Development Act 2000 (as amended) is South Dublin County Council. South Dublin County Council shall proactively manage and promote the integrated development of this Planning Scheme.*

**It is considered that the intent of the motion is already covered in the Draft Planning Scheme and the recommendation of the Chief Executive’s report and as such, the motion is not adopted.**

**Recommendation**

It is recommended that the motion is not adopted

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

No interaction with Strategic Environmental Objectives.

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

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

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

### **M340/0118 Item ID:56514**

Proposed by Councillor M. Murphy

That before any planning applications will be considered under the Clonburris SDZ there will be a legally binding agreement reached between all the land-owners involving a divvy up of lands so that no land owner is adversely affected to the point where their land ends up with zero development potential due to the Clonburris SDZ if the land was purchased for a specific not for profit use.

**REPORT:**

The Chief Executive fully supports the implementation of the Planning Scheme.

The merit of the motion is acknowledged and it is noteworthy that the majority of Adamstown landowners have formed a joint infrastructure company. The provision of a similar company for Clonburris is a matter for the landowners post adoption and not a relevant issue for a land use planning scheme.

**Recommendation**

It is recommended that the motion is not adopted

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

No interaction with Strategic Environmental Objectives.

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

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

In the absence of Councillor M. Murphy the Motion **FELL**

### **M42/0118 Item ID:56554**

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

Page 21, under Social Housing insert a paragraph before paragraph one: “At least 50% of the overall planning scheme should provide for social and affordable housing as defined by Government policy and legislation. This should be decided equally with 25% of the planning scheme social housing and 25% affordable housing.”

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

**REPORT:**

**Response**

South Dublin County Council as the planning and housing authority for the area is both obligated and mandated to achieve the best possible outcomes in terms of planned, socially integrated housing provision for all of its citizens within the planning scheme. As a major landowner in control of approx. 22% of the land bank within the plan area it is committed to fully utilising this asset together with the statutory obligations imposed by Part V of the Planning and Development Act 2000 (as amended) to maximise the distributed provision of social and affordable housing throughout the SDZ area. The distribution will be subject to appropriate master planning, will involve the integrated development off all lands collectively and where it necessitates commensurate land transfers will be subject to council approval. This integrated approach is aligned to the County Development Plan, the council Housing Strategy, national housing and planning policy and sufficiently agile to allow for the incorporation of any new or additional national strategies supportive of affordability.

**Any decrease or increase in the social housing requirement or requirement in relation to Affordable Housing would render the Draft Planning Scheme inconsistent with Housing Strategy for the County and the Planning and Development Act 2000 (as amended).**

Part V of the Planning and Development Act 2000 (as amended) prescribes the mechanism for delivery of social and affordable housing including the percentage of lands that must be provided for such housing. Section 94(4) of the aforementioned legislation states that a housing strategy prepared as part of a County Development Plan shall provide a specified percentage, not being more than 10 per cent, of the land zoned for residential use, or for a mixture of residential and other uses, shall be reserved for social housing and/or affordable housing.

Within this context and in the context that the Affordable Housing Schemes have been stood down under Government Housing Policy, the South Dublin County Council Interim Housing Strategy 2016 sets out a requirement to reserve 10% of lands for social housing with no requirement for Affordable Housing.

Section 168(4) of the Planning and Development Act 2000 (as amended) states that a draft planning scheme for residential development shall be consistent with the relevant Housing Strategy for the County.

The requirements of the Draft Planning Scheme with regard to its social housing requirement are therefore consistent with the South Dublin County Council Interim Housing Strategy 2016 and in turn Section 168(4) of the Planning and Development Act 2000 (as amended). Any subsequent change to Government Housing Policy in relation to Affordable Housing will be applied to the Interim Housing Strategy and the SDZ Planning Scheme.

Until such time as Government Policy on Affordable Housing changes, an Affordable Housing requirement would be inconsistent with Housing Strategy for the County and the Planning and Development Act 2000 (as mended).

**Recommendation**

It is recommended that this motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

 S**trategic Environmental Assessment of Proposed Motion**

The motion is not consistent with statutory provisions and could give rise to adverse effects on population and human health SEOS; it is not recommended that this motion be adopted.

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

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

Following a lengthy debate and contributions from Councillors M. Ward, C. King, B. Ferron, B. Bonner, D. O’Brien, M. Duff, R. Nolan, K. Mahon, M. Johansson, E. O’Brien, P. Foley, D. Richardson, M. Genockey, E. Higgins, L. Dunne, F. Timmons, R. McMahon, P. Gogarty, G. O’Connell, P. Kearns, B. Leech, D. Looney, the Chief Executive Mr D. McLoughlin responded to queries raised. Councillors M. Ward, M. Johansson and E. O’Brien proposed amendments to their Motions.

Councillor F. Timmons called for a “vote to take a vote” on the Motions under S.O. 29. A show of hands vote followed the result of which was as follows:

**FOR 19 (NINETEEN)**

**AGAINST 16 (SIXTEEN)**

**ABSTAIN 0 (ZERO)**

This was **CARRIED**

Following on an amendment to Councillor M. Ward’s Motion was proposed at follows:

Page 21, under Social Housing insert a paragraph **after bullet point three**: Of the 151 hectares of Net Developable Area that are designated for housing in the overall planning scheme up to 39 hectares with a minimum of 20 hectares, or an equivalent share of Council owned lands, will be provided for social and or affordable housing as defined by Government policy and legislation. This could see approximately 2,110 social and or affordable houses spread evenly throughout SDZ. In addition, developments covered by Part V of the planning and development act 2000, could yield approximately 627 social houses across the Clonburris SDZ. South Dublin County Council will also pursue additional social and affordable houses on the Clonburris SDZ through any social and affordable housing initiatives available from Government and in partnership with private land owners, developers and/or Approved Housing Bodies. To facilitate the best possible integration of social and affordable housing into the overall planning scheme the Council will actively explore land swaps with other land owners.

A [Roll Call](file:///%5C%5CSDCC-file7%5CPlanning%5CPlanning_Admin%5CCLONBURRIS%20SDZ%5CJanuary%202018%20Meeting%5CRoll%20Call%20Vote%20Results%5CM42%20M%20Ward.pdf) vote on the **AMENDED** wording followed, the result of which was as follows:

**FOR 23 (TWENTY THREE)**

**AGAINST 12 (TWELVE)**

**ABSTAIN 0 (ZERO)**

The Motion was **CARRIED**

An amendment proposed by Councillors M. Johansson followed, the wording as follows:

Page 21, under Social Housing insert a paragraph before paragraph one: “Up to 39 hectares  with a minimum of ~~20~~  ***30*** hectares of the 151 hectares that are designated for housing in the overall planning scheme will be provided for ~~social and or affordable~~ ***local authority*** housing ~~as defined by Government policy and legislation~~. This could see approximately 2110 ~~social and or affordable~~ ***local authority*** houses spread evenly throughout SDZ. In addition, developments covered by Part V of the planning and development act 2000, could yield approximately 627 social houses across the Clonburris SDZ. South Dublin County Council will also pursue additional social and affordable houses on the Clonburris SDZ through any social and affordable housing initiatives available from Government and in partnership with private land owners, developers and/or Approved Housing Bodies. To facilitate the best possible integration of social and affordable housing into the overall planning scheme the Council will actively explore land swaps with other land owners.”

A [Roll Call](file:///%5C%5CSDCC-file7%5CPlanning%5CPlanning_Admin%5CCLONBURRIS%20SDZ%5CJanuary%202018%20Meeting%5CRoll%20Call%20Vote%20Results%5CM42%20M%20Johansson%20%28AMENDMENT%202%29.pdf) vote on the **AMENDED** wording followed, the result of which was as follows:

**FOR 7 (SEVEN)**

**AGAINST 26 (TWENTY SIX)**

**ABSTAIN 2 (TWO)**

The Motion **FELL**

A further amendment proposed by Councillor E. O’Brien then followed, the wording as follows:

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

A [Roll Call](file:///%5C%5CSDCC-file7%5CPlanning%5CPlanning_Admin%5CCLONBURRIS%20SDZ%5CJanuary%202018%20Meeting%5CRoll%20Call%20Vote%20Results%5CM42%20E%20OBrien%20%28AMENDMENT%203%29.pdf) vote on the **AMENDED** wording followed, the result of which was as follows:

**FOR 15 (FIFTEEN)**

**AGAINST 19 (NINETEEN)**

**ABSTAIN 0 (ZERO)**

The Motion **FELL**

A [Roll Call](file:///%5C%5CSDCC-file7%5CPlanning%5CPlanning_Admin%5CCLONBURRIS%20SDZ%5CJanuary%202018%20Meeting%5CRoll%20Call%20Vote%20Results%5CM42%20Substantive%20Motion%201%20-%2002%20-%2018.pdf) vote then followed on Councillor M. Ward’s substantive Motion, the result of which was as follows:

**FOR 25 (TWENTY FIVE)**

**AGAINST 10 (TEN)**

**ABSTAIN 0 (ZERO)**

The Motion was **CARRIED**

As a result of the outcome of the above Motion the following Motions were **WITHDRAWN**

### **M2/0118 Item ID:56543**

Proposed by Councillor M. Ward

Page 3, Insert new second paragraph after after the first paragraph: “The Clonburris SDZ represents a unique opportunity to meet the housing needs of a wide section of existing and future residents. This will be achieved through the provision of an adequate supply of social and affordable housing fully integrated into the overall planning scheme.”

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

**REPORT:**

**Response**

This motion relates to Section 1.2 The Strategic Development Zone Vision. The Clonburris SDZ Vision it to create ‘a vibrant community offering a new way of living’ by focusing on the themes of Place, Choice and Growth. The SDZ Vision aims to create a new sustainable community or *‘place’* between the established communities of Adamstown, Lucan and Clondalkin, offering a range of *‘choice’* with regard to residential and non-residential development, supporting facilities and movement and accessibility options, whilst contributing to the overall *‘growth’* of South Dublin County, thereby strengthening its position within the Dublin Region.

The spirit of the motion is acceptable having regard to meeting the housing needs of existing and future residents. It is considered that the motion should be re-worded for clarity and to reflect the factors outlined below.

South Dublin County Council as the planning and housing authority for the area is both obligated and mandated to achieve the best possible outcomes in terms of planned, socially integrated housing provision for all of its citizens within the planning scheme. As a major landowner in control of circa. 22% of the land bank within the plan area, it is committed to fully utilising this asset together with the statutory obligations imposed by Part V of the Planning and Development Act 2000 (as amended) to maximise the distributed provision of social and affordable housing throughout the SDZ area. The distribution will be subject to appropriate master planning, will involve the integrated development of all lands collectively and where it necessitates commensurate land transfers / or Part 8 planning approval will be subject to Council approval. This integrated approach is aligned to the County Development Plan, the Council Housing Strategy, national housing and planning policy and sufficiently agile to allow for the incorporation of any new or additional national strategies supportive of affordability.

Part V of the Planning and Development Act 2000 (as amended) prescribes the mechanism for delivery of social and affordable housing including the percentage of lands that must be provided for such housing. Section 94(4) of the aforementioned legislation states that a housing strategy prepared as part of a County Development Plan shall provide a specified percentage, not being more than 10 per cent, of the land zoned for residential use, or for a mixture of residential and other uses, shall be reserved for social housing and/or affordable housing.

Section 168(4) of the Planning and Development Act 2000 (as amended) states that a draft planning scheme for residential development shall be consistent with the relevant Housing Strategy for the County.

Under section 2.1.6 of the Clonburris Strategic Development Zone Draft Planning Scheme, it is a stated objectives to

* Apply a 10% social housing requirement, pursuant to Part V of the Planning and Development Act 2000 - 2016 (as amended) to all sites in the Planning Scheme that are solely for residential use, or for a mixture of residential and other uses (save where the development qualifies for a modified or amended obligation or is otherwise exempted).
* To promote social integration and facilitate a diverse range of dwelling tenures within housing developments, including social housing; and
* To ensure an appropriate distribution of new social housing, and to avoid an excessive concentration of social housing.

In the context that the Affordable Housing Schemes have been stood down under Government Housing Policy (Housing Policy, June 2011 and DECLG Circular 11/2012) the South Dublin County Council Interim Housing Strategy 2016 sets out a prescribed requirement for social housing only. Any subsequent change to Housing Policy in relation to Affordable Housing will, however, be applied to the Interim Housing Strategy and the SDZ Planning Scheme.

The requirements of the Draft Planning Scheme with regard to its social housing requirement are therefore consistent with the South Dublin County Council Interim Housing Strategy 2016 and in turn Section 168(4) of the Planning and Development Act 2000 (as amended). Until such time as Government Policy on Affordable Housing changes, the inclusion of an objective that promotes Affordable Housing would be inconsistent with Housing Strategy for the County and at variance with the Planning and Development Act 2000 (as mended).

**Recommendation**

It is recommended that this motion is adopted with amendment.

After the first paragraph of Section 1.2 The Strategic Development Zone Vision on page 3 add the following paragraph:

The Clonburris SDZ represents a unique opportunity to meet the housing needs of a wide section of existing and future residents. This **can will** be achieved through the provision of an adequate supply of social **and affordable** housing fully integrated into the overall planning scheme, **in accordance with Section 168 (4) of the Planning and Development Act 2000 - 2016 (as amended) and the South Dublin County Council Interim Housing Strategy 2016.**

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

No interaction with Strategic Environmental Objectives.

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

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

Councillor M. Ward **AGREED** to **WITHDRAW** the Motion

### **M4/0118 Item ID:56546**

Proposed by Councillor M. Ward

Page 4, Insert new third bullet point: “To meet existing and future housing need through an adequate supply of social and affordable housing fully integrated into the overall planning scheme.”

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

**REPORT:**

**Response**

This motion relates to Section 1.3 Overarching Principles of the Planning Scheme.

The spirit of the motion is acceptable having regard to meeting the housing needs of existing and future residents. It is considered that the motion should be re-worded for clarity and to reflect the factors outlined below.

South Dublin County Council as the planning and housing authority for the area is both obligated and mandated to achieve the best possible outcomes in terms of planned, socially integrated housing provision for all of its citizens within the planning scheme. As a major landowner in control of circa. 22% of the land bank within the plan area, it is committed to fully utilising this asset together with the statutory obligations imposed by Part V of the Planning and Development Act 2000 (as amended) to maximise the distributed provision of social and affordable housing throughout the SDZ area. The distribution will be subject to appropriate master planning, will involve the integrated development of all lands collectively and where it necessitates commensurate land transfers / or Part 8 planning approval will be subject to Council approval. This integrated approach is aligned to the County Development Plan, the Council Housing Strategy, national housing and planning policy and sufficiently agile to allow for the incorporation of any new or additional national strategies supportive of affordability.

Part V of the Planning and Development Act 2000 (as amended) prescribes the mechanism for delivery of social and affordable housing including the percentage of lands that must be provided for such housing. Section 94(4) of the aforementioned legislation states that a housing strategy prepared as part of a County Development Plan shall provide a specified percentage, not being more than 10 per cent, of the land zoned for residential use, or for a mixture of residential and other uses, shall be reserved for social housing and/or affordable housing.

Section 168(4) of the Planning and Development Act 2000 (as amended) states that a draft planning scheme for residential development shall be consistent with the relevant Housing Strategy for the County.

Under section 2.1.6 of the Clonburris Strategic Development Zone Draft Planning Scheme, it is a stated objectives to

* Apply a 10% social housing requirement, pursuant to Part V of the Planning and Development Act 2000 - 2016 (as amended) to all sites in the Planning Scheme that are solely for residential use, or for a mixture of residential and other uses (save where the development qualifies for a modified or amended obligation or is otherwise exempted).
* To promote social integration and facilitate a diverse range of dwelling tenures within housing developments, including social housing; and
* To ensure an appropriate distribution of new social housing, and to avoid an excessive concentration of social housing.

In the context that the Affordable Housing Schemes have been stood down under Government Housing Policy (Housing Policy, June 2011 and DECLG Circular 11/2012) the South Dublin County Council Interim Housing Strategy 2016 sets out a prescribed requirement for social housing only. Any subsequent change to Housing Policy in relation to Affordable Housing will, however, be applied to the Interim Housing Strategy and the SDZ Planning Scheme.

The requirements of the Draft Planning Scheme with regard to its social housing requirement are therefore consistent with the South Dublin County Council Interim Housing Strategy 2016 and in turn Section 168(4) of the Planning and Development Act 2000 (as amended). Until such time as Government Policy on Affordable Housing changes, the inclusion of an objective that promotes Affordable Housing would be inconsistent with Housing Strategy for the County and at variance with the Planning and Development Act 2000 (as mended).

**Recommendation**

It is recommended that this motion is adopted with amendment.

n Section 1.3 Overarching Principles of the Planning Scheme, insert a new bullet point stating:

To meet existing and future housing need through an adequate supply of social **and affordable** housing**,** fully integrated into the overall planning scheme, **in accordance with the South Dublin County Council Interim Housing Strategy 2016 and any future strategies.**

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

No interaction with Strategic Environmental Objectives.

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

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

Councillor M. Ward **AGREED** to **WITHDRAW** the Motion

###  **M6/0118 Item ID:56707**

Proposed by Councillor G. O'Connell

**Section 1.4**. South Dublin County Council shall continue to acknowledge that the SDZ lands which at 280 hectares approx. and with 8,437 new homes comprises some 25% of the projected residential development in South Dublin County under the 2016-22 County Development Plan, has been designated as a MUHD by the Government under the Rebuilding Ireland Programme and is therefore of serious social and economic importance to this County, to the Greater Dublin area and to the State especially as the current housing emergency is projected to extend over the life span of the development phases of the SDZ.

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

**REPORT:**

**Response**

This motion relates to Section 1.4 Introduction to the Strategic Development Zone Framework. The motion requests additional text in this Section.

South Dublin County Council as the planning and housing authority for the area is both obligated and mandated to achieve the best possible outcomes in terms of planned, socially integrated housing provision for all of its citizens within the planning scheme. As a major landowner in control of circa. 22% of the land bank within the plan area, it is committed to fully utilising this asset together with the statutory obligations imposed by Part V of the Planning and Development Act 2000 (as amended) to maximise the distributed provision of social and affordable housing throughout the SDZ area. The distribution will be subject to appropriate master planning, will involve the integrated development of all lands collectively and where it necessitates commensurate land transfers /or Part 8 planning approval will be subject to Council approval. This integrated approach is aligned to the County Development Plan, the Council Housing Strategy, national housing and planning policy and sufficiently agile to allow for the incorporation of any new or additional national strategies supportive of affordability.

Whilst the spirit of the motion is accepted, it is considered that the text of the proposed motion should be amended for clarity purposes and to avoid repetition of text in Chapter 1.0 Introduction.

**Recommendation**

It is recommended that this motion is adopted with amendment.

In Section 1.4 Introduction to the Strategic Development Zone Framework insert an additional paragraph stating:

South Dublin County Council **shall continue to** acknowledges that the SDZ lands, **consisting of 280 hectares and a target of 8,437 new homes, which at 280 hectares approx. and with 8,437 new homes** comprises **some** **approximately** 25% of the projected residential development in the **South Dublin** County under the **2016-22** South Dublin County **Council County** Development Plan **2016-2022**. **has been designated as a MUHD by the Government under the Rebuilding Ireland Programme and is therefore of serious** **The SDZ Planning Scheme recognises its** social and economic importance to **this** South Dublin County, to the Greater Dublin Area and to the State, **having regard to the demand for new housing, which will continue to be required in the medium to long term, and in accordance with the lifespan of the SDZ.** **especially as the current housing emergency is projected to extend over the life span of the development phases of the SDZ.**

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

No interaction with Strategic Environmental Objectives.

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

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

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

### **M9/0118 Item ID:56544**

Proposed by Councillor M. Ward

Page 3, Amend the first sentence of the existing fourth paragraph as follows: “The development of the entire planning scheme in expected to deliver **a maximum of** 8,437 new homes…”

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

**REPORT:**

**Response**

This motion relates to text in Section 1.2 The Strategic Development Zone Vision.

As stated in Section 2.1.4 Extent of Development, *‘This Planning Scheme seeks to ensure that residential development is appropriately distributed across the SDZ lands in a manner that makes efficient use of transport infrastructure and services while integrating with employment, retail, community and education uses’.*

Accordingly, the minimum and maximum achievable number of residential units in Clonburris together with target dwelling numbers are set out in Table 2.1.5. Residential unit numbers are based on an allowable margin within a prescribed density target for each Development Area. The maximum achievable number of residential units outlined in Table 2.1.5, is to incorporate flexibility for landmark buildings.

Accordingly the target number of residential dwellings to be provided on the SDZ lands is 8,437 new homes, as is correctly stated in Section 1.2 The Strategic Development Zone Vision of the Draft Planning Scheme, this is not a maximum figure. The maximum figure having regard to landmark building flexibility, is 9,192 dwellings as set out in Table 2.1.5 of the Draft Planning Scheme.

**Recommendation**

It is recommended that this motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

**Strategic Environmental Assessment of Proposed Motion**

As stated above, the scheme has been prepared to appropriately distribute residential development and efficient integrated transport and infrastructure; it is not recommended to adopt this motion; there are no significant interactions identified for SEOs.

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

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

Councillor M. Ward **AGREED** to **WITHDRAW** the Motion

### **M10/0118 Item ID:56545**

Proposed by Councillor M. Ward

Page 4, Amend the second bullet point as follows: “To realise the optimum development of the SDZ lands with a **maximum** target of 8,437 new homes…”

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

**REPORT:**

This motion relates to Section 1.3 Overarching Principles of the Planning Scheme, the second principle of which states:

*To realise the optimum development of the SDZ area with a target of 8,437 new homes offering a choice of dwelling types, sizes and tenure options;*

As stated in Section 2.1.4 Extent of Development, *‘This Planning Scheme seeks to ensure that residential development is appropriately distributed across the SDZ lands in a manner that makes efficient use of transport infrastructure and services while integrating with employment, retail, community and education uses’.*

Accordingly, the minimum and maximum achievable number of residential units in Clonburris together with target dwelling numbers are set out in Table 2.1.5. Residential unit numbers are based on an allowable margin within a prescribed density target for each Development Area. The maximum achievable number of residential units outlined in Table 2.1.5, is to incorporate flexibility for landmark buildings.

Accordingly the target number of residential dwellings to be provided on the SDZ lands is 8,437 new homes, as is correctly stated in Section 1.3 Overarching Principles of the Planning Scheme, this is not a maximum figure. The maximum figure having regard to landmark building flexibility, is 9,192 dwellings as set out in Table 2.1.5 of the Draft Planning Scheme.

**Recommendation**

It is recommended that this motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

**Strategic Environmental Assessment of Proposed Motion**

As stated above, the scheme has been prepared to appropriately distribute residential development and efficient integrated transport and infrastructure; it is not recommended to adopt this motion; there are no significant interactions identified for SEOs.

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

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

Councillor M. Ward **AGREED** to **WITHDRAW** the Motion

### **M12/0118 Item ID:56272**

Proposed by Councillor F. Timmons

That all housing is a mixed development of Social and Private in the Clonburris SDZ.

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

**REPORT:**

**Response**

South Dublin County Council as the planning and housing authority for the area is both obligated and mandated to achieve the best possible outcomes in terms of planned, socially integrated housing provision for all of its citizens within the planning scheme. As a major landowner in control of approx. 22% of the land bank within the plan area it is committed to fully utilising this asset together with the statutory obligations imposed by Part V of the Planning and Development Act 2000 (as amended) to maximise the distributed provision of social and affordable housing throughout the SDZ area. The distribution will be subject to appropriate master planning, will involve the integrated development off all lands collectively and where it necessitates commensurate land transfers will be subject to council approval. This integrated approach is aligned to the County Development Plan, the council Housing Strategy, national housing and planning policy and sufficiently agile to allow for the incorporation of any new or additional national strategies supportive of affordability.

The Draft Planning Scheme already accords with the principle of the subject motion in relation to the dispersal and integration of social housing with all housing. **Any decrease or increase in the social housing requirement would, however, render the Draft Planning Scheme inconsistent with Housing Strategy for the County and this would not be consistent with the Planning and Development Act 2000 (as amended).**

Part V of the Planning and Development Act 2000 (as amended) prescribes the mechanism for delivery of social and affordable housing including the percentage of lands that must be provided for such housing. Section 94(4) of the aforementioned legislation states that a housing strategy prepared as part of a County Development Plan shall provide a specified percentage, not being more than 10 per cent, of the land zoned for residential use, or for a mixture of residential and other uses, shall be reserved for social housing and/or affordable housing. Within this context and in the context that the Affordable Housing Schemes have been stood down under Government Housing Policy, the South Dublin County Council Interim Housing Strategy 2016 sets out a requirement to reserve 10% of lands for social housing.

Section 168(4) of the Planning and Development Act 2000 (as amended) states that a draft planning scheme for residential development shall be consistent with the relevant Housing Strategy for the County.

Under section 2.1.6 of the Clonburris Strategic Development Zone Draft Planning Scheme, it is a stated objectives to:

* Apply a 10% social housing requirement, pursuant to Part V of the Planning and Development Act 2000 - 2016 (as amended) to all sites in the Planning Scheme that are solely for residential use, or for a mixture of residential and other uses (save where the development qualifies for a modified or amended obligation or is otherwise exempted).
* To promote social integration and facilitate a diverse range of dwelling tenures within housing developments, including social housing; and
* To ensure an appropriate distribution of new social housing, and to avoid an excessive concentration of socialNo likely significant effects on European sites within the SDZ’s zone of influence are predicted.housing.

The requirements of the Draft Planning Scheme with regard to its social housing requirement are therefore consistent with the South Dublin County Council Interim Housing Strategy 2016 and in turn Section 168(4) of the Planning and Development Act 2000 (as amended). It is accepted that Section 2.1.6 of the Draft Planning Scheme could be amended to clarify that its stated objectives on social housing have been inserted in accordance with the South Dublin County Council Interim Housing Strategy 2016.

The Draft Planning Scheme seeks the dispersal and integration of social housing with other housing tenures akin to the tenets of the subject motion. The aspect of the subject motion that seeks all housing to be a mixture of social and private would introduce an element of confusion in relation to the social housing requirement of the Draft Planning Scheme and this could undermine compliance with the Housing Strategy for the County.

**The intent of the aspect of the proposed motion that seeks to ensure the dispersal of social housing has been fulfilled by the Draft Planning Scheme and no amendment to the Planning Scheme is required in this regard. Any decrease or increase in the social housing requirement would, however, not be consistent with the Planning and Development Act 2000 (as amended).**

**Recommendation**

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

Include the following additional text under Section 2.1.6 (Social Housing):

In accordance with Section 168 (4) of the Planning and Development Act 2000 - 2016 (as amended) **and the South Dublin County Council Interim Housing Strategy 2016**, the following are the stated objectives for

the Planning Scheme:

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

No interaction with Strategic Environmental Objectives.

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

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

### **M13/0118 Item ID:56835**

Proposed by Councillor L. O'Toole

**Land Use and Density 2.1**

Social Housing Paragraph 1 Line 4 remove following:

“***and Affordable Housing***”

Social Housing Bullet point 1 Line 1 amend as follows:

“***To apply a maximum 10% social housing requirement***”

**REPORT:**

**Response**

South Dublin County Council as the planning and housing authority for the area is both obligated and mandated to achieve the best possible outcomes in terms of planned, socially integrated housing provision for all of its citizens within the planning scheme. As a major landowner in control of approx. 22% of the land bank within the plan area it is committed to fully utilising this asset together with the statutory obligations imposed by Part V of the Planning and Development Act 2000 (as amended) to maximise the distributed provision of social and affordable housing throughout the SDZ area. The distribution will be subject to appropriate master planning, will involve the integrated development off all lands collectively and where it necessitates commensurate land transfers will be subject to council approval. This integrated approach is aligned to the County Development Plan, the council Housing Strategy, national housing and planning policy and sufficiently agile to allow for the incorporation of any new or additional national strategies supportive of affordability.

Section 2.1.6 (social housing) has been worded to reflect the provisions of Part V of the Planning and Development Act 2000 (as amended), which prescribes the mechanism for delivery of social and affordable housing. Section 94(4) of the aforementioned legislation states that a housing strategy shall seek to reserve lands for social housing and/or affordable housing. in the context that the Affordable Housing Schemes have been stood down under Government Housing Policy, the South Dublin County Council Interim Housing Strategy 2016 sets out a requirement to reserve 10% of lands for social housing only and this is reflected by the draft planning scheme.

**It is accepted that Section 2.1.6 of the Draft Planning Scheme could be amended to clarify that its stated objectives on social housing have been inserted in accordance with the South Dublin County Council Interim Housing Strategy 2016 and that the Planning and Development Act 2000 (as amended) still provides scope for affordable housing (subject to change to Government Policy).**

**Recommendation**

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

Include the following additional text under Section 2.1.6 (Social Housing):

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

In accordance with Section 168 (4) of the Planning and Development Act 2000 - 2016 (as amended) **and the South Dublin County Council Interim Housing Strategy 2016**, the following are the stated objectives for the Planning Scheme:

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

No interaction with Strategic Environmental Objectives.

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

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

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

### **M14/0118 Item ID:56315**

Proposed by Councillor B. Bonner

This council agrees that the proportion between private and public housing in the SDZ area would be in the ratio 70:30.  The development should be mixed with social housing spread throughout the development in order to avoid the mistakes in the past.

**REPORT:**

South Dublin County Council as the planning and housing authority for the area is both obligated and mandated to achieve the best possible outcomes in terms of planned, socially integrated housing provision for all of its citizens within the planning scheme. As a major landowner in control of approx. 22% of the land bank within the plan area it is committed to fully utilising this asset together with the statutory obligations imposed by Part V of the Planning and Development Act 2000 (as amended) to maximise the distributed provision of social and affordable housing throughout the SDZ area. The distribution will be subject to appropriate master planning, will involve the integrated development off all lands collectively and where it necessitates commensurate land transfers will be subject to council approval. This integrated approach is aligned to the County Development Plan, the council Housing Strategy, national housing and planning policy and sufficiently agile to allow for the incorporation of any new or additional national strategies supportive of affordability.

**The Draft Planning Scheme already accords with the aspect of the subject motion that seeks the dispersal of social housing. Any decrease or increase in the social housing requirement would, however, render the Draft Planning Scheme inconsistent with Housing Strategy for the County and this would not be consistent with the Planning and Development Act 2000 (as amended).**

Part V of the Planning and Development Act 2000 (as amended) prescribes the mechanism for delivery of social and affordable housing including the percentage of lands that must be provided for such housing. Section 94(4) of the aforementioned legislation states that a housing strategy prepared as part of a County Development Plan shall provide a specified percentage, not being more than 10 per cent, of the land zoned for residential use, or for a mixture of residential and other uses, shall be reserved for social housing and/or affordable housing. Within this context and in the context that the Affordable Housing Schemes have been stood down under Government Housing Policy, the South Dublin County Council Interim Housing Strategy 2016 sets out a requirement to reserve 10% of lands for social housing.

Section 168(4) of the Planning and Development Act 2000 (as amended) states that a draft planning scheme for residential development shall be consistent with the relevant Housing Strategy for the County.

The requirements of the Draft Planning Scheme with regard to its social housing requirement are consistent with the South Dublin County Council Interim Housing Strategy 2016 and in turn Section 168(4) of the Planning and Development Act 2000 (as amended).

Any decrease or increase in the social housing requirement would render the Draft Planning Scheme inconsistent with Housing Strategy for the County and this would not be consistent with Section 168(4) of the Planning and Development Act 2000 (as amended). It is therefore not possible to increase the Draft Planning Scheme’s social housing requirement to 30%.

Further to the aspect of the motion that seeks the dispersal of social housing, it is advised that the following is a stated objectives of Section 2.1.6 of the Clonburris Strategic Development Zone Draft Planning Scheme:

* To promote social integration and facilitate a diverse range of dwelling tenures within housing developments, including social housing; and
* To ensure an appropriate distribution of new social housing, and to avoid an excessive concentration of social housing.

The intent of the aspect of the proposed motion to ensure the dispersal of social housing has been fulfilled by the Draft Planning Scheme and no amendment to the Planning Scheme is required it this regard. Any decrease or increase in the social housing requirement would, however, would not be consistent with the Planning and Development Act 2000 (as amended).

**Recommendation**

It is recommended that this motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

Councillor B. Bonner **AGREED** to **WITHDRAW** the Motion

### **M15/0118 Item ID:56556**

Proposed by Councillor M. Ward

Page 21, under Social Housing insert a new paragraph before paragraph one: “The Provision of social and affordable housing should be fully integrated into the overall planning scheme to provide for mixed income and mixed tenure communities.”

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

**REPORT:**

**Response**

South Dublin County Council as the planning and housing authority for the area is both obligated and mandated to achieve the best possible outcomes in terms of planned, socially integrated housing provision for all of its citizens within the planning scheme. As a major landowner in control of approx. 22% of the land bank within the plan area it is committed to fully utilising this asset together with the statutory obligations imposed by Part V of the Planning and Development Act 2000 (as amended) to maximise the distributed provision of social and affordable housing throughout the SDZ area. The distribution will be subject to appropriate master planning, will involve the integrated development off all lands collectively and where it necessitates commensurate land transfers will be subject to council approval. This integrated approach is aligned to the County Development Plan, the council Housing Strategy, national housing and planning policy and sufficiently agile to allow for the incorporation of any new or additional national strategies supportive of affordability.

**The Draft Planning Scheme accords with the aspect of the subject motion that seeks the integration of social housing. Until such time as Government Policy on Affordable Housing changes, the inclusion of an objective that promotes Affordable Housing would be inconsistent with Housing Strategy for the County and the Planning and Development Act 2000 (as mended).**

Part V of the Planning and Development Act 2000 (as amended) prescribes the mechanism for delivery of social and affordable housing including the percentage of lands that must be provided for such housing.

In the context that the Affordable Housing Schemes have been stood down under Government Housing Policy (Housing Policy, June 2011 and DECLG Circular 11/2012) the South Dublin County Council Interim Housing Strategy 2016 sets out a prescribed requirement for social housing only. Any subsequent change to Housing Policy in relation to Affordable Housing will, however, be applied to the Interim Housing Strategy and the SDZ Planning Scheme.

Section 168(4) of the Planning and Development Act 2000 (as amended) states that a draft planning scheme for residential development shall be consistent with the relevant Housing Strategy for the County. Until such time as there is a change in Government Policy on Affordable Housing, the insertion of an objective that promotes Affordable Housing into the SDZ Planning Scheme would be inconsistent with the Interim Housing Strategy and Planning and Development Legislation.

Further to the aspect of the motion that seeks the integration of social housing, it is advised that the following is a stated objectives of Section 2.1.6 of the Clonburris Strategic Development Zone Draft Planning Scheme:

* To promote social integration and facilitate a diverse range of dwelling tenures within housing developments, including social housing; and
* To ensure an appropriate distribution of new social housing, and to avoid an excessive concentration of social housing.

The intent of the aspect of the proposed motion to ensure the integration of social housing has been fulfilled by the Draft Planning Scheme and no amendment to the Planning Scheme is required it this regard.

**Recommendation**

It is recommended that this motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

Councillor M. Ward **AGREED** to **WITHDRAW** the Motion

### **M16/0118 Item ID:56557**

Proposed by Councillor M. Ward

Page 21, under Social Housing insert a new paragraph before paragraph one: “To facilitate the best possible integration of social and affordable housing into the overall planning scheme the Council will actively explore land swaps with other land owners. This should also aim to assist in meeting the social and affordable housing needs of existing communities in North Clondalkin and Bawnogue.”

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

**REPORT**

**Response**

South Dublin County Council as the planning and housing authority for the area is both obligated and mandated to achieve the best possible outcomes in terms of planned, socially integrated housing provision for all of its citizens within the planning scheme. As a major landowner in control of approx. 22% of the land bank within the plan area it is committed to fully utilising this asset together with the statutory obligations imposed by Part V of the Planning and Development Act 2000 (as amended) to maximise the distributed provision of social and affordable housing throughout the SDZ area. The distribution will be subject to appropriate master planning, will involve the integrated development off all lands collectively and where it necessitates commensurate land transfers will be subject to council approval. This integrated approach is aligned to the County Development Plan, the council Housing Strategy, national housing and planning policy and sufficiently agile to allow for the incorporation of any new or additional national strategies supportive of affordability.

Further to the response to Item 56556, **the Draft Planning Scheme accords with the aspect of the subject motion that seeks the integration of social housing. Until such time as Government Policy on Affordable Housing changes, the inclusion of an objective that promotes Affordable Housing would be inconsistent with Housing Strategy for the County and the Planning and Development Act 2000 (as mended).**

This issue in relation to landownership is not a relevant consideration in a land use planning document.

**Recommendation**

It is recommended that this motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

Councillor M. Ward **AGREED** to **WITHDRAW** the Motion

### **M17/0118 Item ID:56515**

Proposed by Councillor M. Murphy

The PRTB have confirmed in writing in 2017 that the average tenancy in a private rental property is 2 years and one month or 25 months. That tallies with Research commissioned by the PRTB in 2014 which shows that 73% of those renting privately owned properties intend leaving the sector within 2 years. Analysis of Census 2016 show that there are less than 1,000 children (u18) in the 2331 housing units built in Tallaght Town Centre Town Centre since 1990 where 58% of the units are in the private/rental sector. Contrast that with Adamstown where there are 1101 children (u18) in the 883 housing units built there since 2000 where 28% of the units are in the private/rental sector. Therefore it is imperative for the building of a sustainable and active community that all steps be taken consider when planning to skew the housing provision towards longer term tenure options such as Social & Affordable and this objective to be specifically stated in the plan.

**REPORT:**

**Response**

South Dublin County Council as the planning and housing authority for the area is both obligated and mandated to achieve the best possible outcomes in terms of planned, socially integrated housing provision for all of its citizens within the planning scheme. As a major landowner in control of approx. 22% of the land bank within the plan area it is committed to fully utilising this asset together with the statutory obligations imposed by Part V of the Planning and Development Act 2000 (as amended) to maximise the distributed provision of social and affordable housing throughout the SDZ area. The distribution will be subject to appropriate master planning, will involve the integrated development off all lands collectively and where it necessitates commensurate land transfers will be subject to council approval. This integrated approach is aligned to the County Development Plan, the council Housing Strategy, national housing and planning policy and sufficiently agile to allow for the incorporation of any new or additional national strategies supportive of affordability.

**The Draft Planning Scheme accords with the aspect of the subject motion that seeks the provision of social housing. Until such time as Government Policy on Affordable Housing changes, the inclusion of an objective that promotes Affordable Housing would be inconsistent with Housing Strategy for the County and the Planning and Development Act 2000 (as mended). It is also a requirement of the Planning Authority to promote Built to Rent accommodation.**

Part V of the Planning and Development Act 2000 (as amended) prescribes the mechanism for delivery of social and affordable housing including the percentage of lands that must be provided for such housing.

In the context that the Affordable Housing Schemes have been stood down under Government Housing Policy (Housing Policy, June 2011 and DECLG Circular 11/2012) the South Dublin County Council Interim Housing Strategy 2016 sets out a prescribed requirement for social housing only. Any subsequent change to Housing Policy in relation to Affordable Housing will, however, be applied to the Interim Housing Strategy and the SDZ Planning Scheme.

Section 168(4) of the Planning and Development Act 2000 (as amended) states that a draft planning scheme for residential development shall be consistent with the relevant Housing Strategy for the County. Until such time as there is a change in Government Policy on Affordable Housing, the insertion of an objective that promotes Affordable Housing into the SDZ Planning Scheme would be inconsistent with the Interim Housing Strategy and Planning and Development Legislation.

Furthermore, the Draft Update Guidelines and Circular PL 11/2016 (Section 28) also include policy that promotes Build to Rent and Shared Accommodation apartment typologies and it is a requirement under the Planning and Development Act 2000 (as amended) for South Dublin County Council to promote Build to Rent accommodation.

The intent of the aspect of the proposed motion that seeks the promotion of social housing has been fulfilled by the Draft Planning Scheme and no amendment to the Planning Scheme is required.

**Recommendation**

It is recommended that this motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

The Motion **FELL**  (Councillor M. Murphy was not at meeting)

### **M25/0118 Item ID:56778**

Proposed by Councillor E. O'Brien

Section 2.1.6 to be amended at heading *“Social Housing”* by addition of the following line at bullet-point 3 *“and no individual area of development or estate within the development shall have a concentration of social housing greater than the statutory requirement pursuant to Part V of The Planning & Development Act 2000 as amended”*

**REPORT:**

**Response**

South Dublin County Council as the planning and housing authority for the area is both obligated and mandated to achieve the best possible outcomes in terms of planned, socially integrated housing provision for all of its citizens within the planning scheme. As a major landowner in control of approx. 22% of the land bank within the plan area it is committed to fully utilising this asset together with the statutory obligations imposed by Part V of the Planning and Development Act 2000 (as amended) to maximise the distributed provision of social and affordable housing throughout the SDZ area. The distribution will be subject to appropriate master planning, will involve the integrated development off all lands collectively and where it necessitates commensurate land transfers will be subject to council approval. This integrated approach is aligned to the County Development Plan, the council Housing Strategy, national housing and planning policy and sufficiently agile to allow for the incorporation of any new or additional national strategies supportive of affordability.

**The wording of Section 2.1.6 of the Draft Planning Scheme allows for flexibility in relation to where social housing is delivered, while avoiding an over concentration in general.**

In the context of the nature and prescription of Development Areas as planning units under the Draft Planning Scheme, it is accepted that Section 2.1.6 could be amended to avoid excessive concentration of social housing units in Development Areas.

Estates are not defined under the Draft Planning scheme. The wording of this aspect of the proposed motion could therefore unnecessarily prejudice the delivery of social housing and add to uncertainty in relation to its delivery.

**Recommendation**

It is recommended that this motion is adopted with amendment.

Include the following additional text under Section 2.1.6 (Social Housing):

To ensure an appropriate distribution of new social housing, and to avoid an excessive concentration of social housing **in Development Areas**.

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

No interaction with Strategic Environmental Objectives.

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

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

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

### **M26/0118 Item ID:56675**

Proposed by Councillor E. Higgins

That the third bullet point on social houses on Page 21 be amended to add the text highlighted in bold*:“To ensure an appropriate distribution of new social housing,* ***developed either under Part V or directly by the housing authority or an Approved Housing Body;*** *and to avoid an excessive concentration of social housing* ***in any one neighbourhood or block.”***

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

**REPORT:**

**Response**

South Dublin County Council as the planning and housing authority for the area is both obligated and mandated to achieve the best possible outcomes in terms of planned, socially integrated housing provision for all of its citizens within the planning scheme. As a major landowner in control of approx. 22% of the land bank within the plan area it is committed to fully utilising this asset together with the statutory obligations imposed by Part V of the Planning and Development Act 2000 (as amended) to maximise the distributed provision of social and affordable housing throughout the SDZ area. The distribution will be subject to appropriate master planning, will involve the integrated development off all lands collectively and where it necessitates commensurate land transfers will be subject to council approval. This integrated approach is aligned to the County Development Plan, the council Housing Strategy, national housing and planning policy and sufficiently agile to allow for the incorporation of any new or additional national strategies supportive of affordability.

T**he wording of Section 2.1.6 allows for flexibility in relation to how and where social housing is delivered, while avoiding an over concentration in general, and it is not considered necessary to identify social housing providers.** This aspect of the proposed could prejudice against other future mechanisms for the provision and distribution of social housing.

Further to the proposed restriction on the concentration of social housing in any one neighbourhood or block, it is advised that Section 2.8 of the Draft Planning Scheme sets out maximums for block sizes with no minimums in accordance with urban design guidance and DMURS. **In some cases a block could take the form of one building. Furthermore, neighbourhoods are not defined as a planning unit under the Draft Planning scheme.** The wording of this aspect of the proposed motion could therefore unnecessarily prejudice the delivery of social housing and add to uncertainty in relation to its delivery.

In the context of the nature and prescription of Development Areas as planning units under the Draft Planning Scheme, it is accepted that Section 2.1.6 could be amended to avoid excessive concentration of social housing units in Development Areas.

**Recommendation**

It is recommended that this motion is adopted with amendment.

Include the following additional text under Section 2.1.6 (Social Housing):

To ensure an appropriate distribution of new social housing, and to avoid an excessive concentration of social housing **in Development Areas**.

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

No interaction with Strategic Environmental Objectives.

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

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

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

### **M27/0118 Item ID:56726**

Proposed by Councillor W. Lavelle

That the third bullet point on social houses on Page 21 be amended to add the text highlighted in bold*:“To ensure an appropriate distribution of new social housing,* ***developed either under Part V or directly by the housing authority or an Approved Housing Body;*** *and to avoid an excessive concentration of social housing* ***in any one neighbourhood or block.”***

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

**REPORT:**

**Response**

South Dublin County Council as the planning and housing authority for the area is both obligated and mandated to achieve the best possible outcomes in terms of planned, socially integrated housing provision for all of its citizens within the planning scheme. As a major landowner in control of approx. 22% of the land bank within the plan area it is committed to fully utilising this asset together with the statutory obligations imposed by Part V of the Planning and Development Act 2000 (as amended) to maximise the distributed provision of social and affordable housing throughout the SDZ area. The distribution will be subject to appropriate master planning, will involve the integrated development off all lands collectively and where it necessitates commensurate land transfers will be subject to council approval. This integrated approach is aligned to the County Development Plan, the council Housing Strategy, national housing and planning policy and sufficiently agile to allow for the incorporation of any new or additional national strategies supportive of affordability.

Further to the response to Item 56675, the wording of the proposed motion could prejudice against other future mechanisms for the provision and distribution of social housing and unnecessarily prejudice the delivery of social housing while adding to uncertainty in relation to its delivery**.**

**In the context of the nature and prescription of Development Areas as planning units under the Draft Planning Scheme, it is accepted that Section 2.1.6 could be amended to avoid excessive concentration of social housing units in Development Areas.**

**Recommendation**

It is recommended that this motion is adopted with amendment.

Include the following additional text under Section 2.1.6 (Social Housing):

To ensure an appropriate distribution of new social housing, and to avoid an excessive concentration of social housing **in Development Areas**.

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

No interaction with Strategic Environmental Objectives.

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

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

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

### **M28/0118 Item ID:56641**

Proposed by Councillor E. Higgins

That social housing be appropriately pepper-potted throughout the SDZ and that social housing plans are cognoscenti of the social mix of adjacent established estates to ensure that the desired mix is achieved throughout the SDZ.

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

**REPORT:**

**Response**

South Dublin County Council as the planning and housing authority for the area is both obligated and mandated to achieve the best possible outcomes in terms of planned, socially integrated housing provision for all of its citizens within the planning scheme. As a major landowner in control of approx. 22% of the land bank within the plan area it is committed to fully utilising this asset together with the statutory obligations imposed by Part V of the Planning and Development Act 2000 (as amended) to maximise the distributed provision of social and affordable housing throughout the SDZ area. The distribution will be subject to appropriate master planning, will involve the integrated development off all lands collectively and where it necessitates commensurate land transfers will be subject to council approval. This integrated approach is aligned to the County Development Plan, the council Housing Strategy, national housing and planning policy and sufficiently agile to allow for the incorporation of any new or additional national strategies supportive of affordability.

**The Draft Planning Scheme already accords with the principle of the subject motion. Section 2.1.6 allows for flexibility in relation to how and where social housing is delivered, while promoting a diverse range of tenures within housing developments and avoiding an over concentration of social housing**

Further to the intention of the motion, it is accepted that Section 2.1.6 could be amended to avoid excessive concentration of social housing units in Development Areas. This should help ensure for the dispersal of social housing units in a manner that addresses tenure mix in surrounding areas.

**Recommendation**

It is recommended that this motion is adopted with amendment.

Include the following additional text under Section 2.1.6 (Social Housing):

To ensure an appropriate distribution of new social housing, and to avoid an excessive concentration of social housing **in Development Areas**.

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

No interaction with Strategic Environmental Objectives.

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

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

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

### **M29/0118 Item ID:56647**

Proposed by Councillor G. O'Connell

**Section 2.1.**6 In reference to Social Housing distribution within the proposed Clonburris SDZ, Social Housing shall be evenly distributed throughout the proposed SDZ and shall avoid any Clusters that would potentially lead to ghettoization of any section within the SDZ.

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

**REPORT:**

**Response**

South Dublin County Council as the planning and housing authority for the area is both obligated and mandated to achieve the best possible outcomes in terms of planned, socially integrated housing provision for all of its citizens within the planning scheme. As a major landowner in control of approx. 22% of the land bank within the plan area it is committed to fully utilising this asset together with the statutory obligations imposed by Part V of the Planning and Development Act 2000 (as amended) to maximise the distributed provision of social and affordable housing throughout the SDZ area. The distribution will be subject to appropriate master planning, will involve the integrated development off all lands collectively and where it necessitates commensurate land transfers will be subject to council approval. This integrated approach is aligned to the County Development Plan, the council Housing Strategy, national housing and planning policy and sufficiently agile to allow for the incorporation of any new or additional national strategies supportive of affordability.

**The Draft Planning Scheme already accords with the principle of the subject motion. Section 2.1.6 allows for flexibility in relation to how and where social housing is delivered, while promoting a diverse range of tenures within housing developments and avoiding an over concentration of social housing**

Further to the intention of the motion, it is accepted that Section 2.1.6 could be amended to avoid excessive concentration of social housing units in Development Areas.

**Recommendation**

It is recommended that this motion is adopted with amendment.

Include the following additional text under Section 2.1.6 (Social Housing):

To ensure an appropriate distribution of new social housing, and to avoid an excessive concentration of social housing **in Development Areas**.

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

No interaction with Strategic Environmental Objectives.

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

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

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

###  **M30/0118 Item ID:56617**

Proposed by Councillor P. Gogarty

In Section 2.1.6 amend section reading

"Social Housing"All development shall comply with the requirements of Part V of the
Planning and Development Act, 2000 - 2016 (as amended) and with
the South Dublin County Council Housing Strategy with regard to the
provision of Social and Affordable Housing (if further amended).
In accordance with Section 168 (4) of the Planning and Development Act
2000 - 2016(as amended), the following are the stated objectives for
the Planning Scheme:
"To apply a 10% social housing requirement, pursuant to Part V of
the Planning and Development Act 2000 - 2016
(as amended) to all sites in the Planning Scheme that are solely for residential use, or for a mixture of residential and other uses (save where the development
qualifies for a modified or amended obligation or is otherwise
exempted);
"To promote social integration and facilitate a diverse range of
dwelling tenures within housing developments, including social
housing; and
"To ensure an appropriate distribution of new social housing, and to
avoid an excessive concentration of social housing" AS FOLLOWS:

Social **and Affordable** Housing

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

In accordance with Section 168 (4) of the Planning and Development Act
2000 - 2016 (as amended), the following are the stated objectives for
the Planning Scheme:

- To apply a 10% social housing requirement, pursuant to Part V of
the Planning and Development Act 2000 - 2016
(as amended) to all sites in the Planning Scheme that are solely for residential use, or for a mixture of residential and other uses (save where the development
qualifies for a modified or amended obligation or is otherwise
exempted);

**- To ensure a 25% affordable housing and/or shared ownership requirement on the entire development should this be legally possible under national legislation through any amended planning acts;**

**- To apply, where the development qualifies for a modified or amended obligation or is otherwise exempted and this is within the remit of South Dublin County Council, and subject to Council Housing Strategy:**

 **A 10% social, 40% affordable/shared ownership and 50% full market rate housing on Council-owned land, subject to such affordable/shared ownership schemes being part of national legislation and any amended planning acts, with funding for same provided for through such schemes;  or**

**In the absence of any permitted affordable housing schemes, to permit a maximum of 30% social housing on Council owned lands at the time of each application.**

- "To promote social integration and facilitate a diverse range of dwelling tenures within housing developments, including social **and affordable** housing; and

**- "To ensure an appropriate distribution of new social housing, and to**

**avoid an excessive concentration of social housing by ensuring that:**

**- no one street or apartment block can consist of more than 30% social housing**

**- no more than two social housing units can be placed side by side**

Cllr G. O'Connell

**REPORT:**

**Response**

South Dublin County Council as the planning and housing authority for the area is both obligated and mandated to achieve the best possible outcomes in terms of planned, socially integrated housing provision for all of its citizens within the planning scheme. As a major landowner in control of approx. 22% of the land bank within the plan area it is committed to fully utilising this asset together with the statutory obligations imposed by Part V of the Planning and Development Act 2000 (as amended) to maximise the distributed provision of social and affordable housing throughout the SDZ area. The distribution will be subject to appropriate master planning, will involve the integrated development off all lands collectively and where it necessitates commensurate land transfers will be subject to council approval. This integrated approach is aligned to the County Development Plan, the council Housing Strategy, national housing and planning policy and sufficiently agile to allow for the incorporation of any new or additional national strategies supportive of affordability.

Further to the response to Item 56498 and, **until such time as Government Policy on Affordable Housing changes, the promotion of Affordable Housing would be inconsistent with Housing Strategy for the County and the Planning and Development Act 2000 (as mended). An increase in the provision for social housing would also be inconsistent with Housing Strategy for the County and the Planning and Development Act 2000 (as mended).**

**Further to the aspect of the motion that seeks to limit social housing within a block, side by side or within a street, it is advised that the wording of Section 2.1.6 allows for flexibility in relation to how and where social housing is delivered, while avoiding an over concentration in general. The wording of the proposed motion is overly restrictive and would significantly diminish the ability to deliver social housing particularly within an apartment block or row of housing. The extent of a street is also not precisely defined and, within this context, the motion would add uncertainty to the delivery of social housing. In the absence of official research/guidance on such it is considered that the proposed maximums are not appropriate.**

In the context of the nature and prescription of Development Areas as precise planning units under the Draft Planning Scheme, it is accepted that Section 2.1.6 could be amended to avoid excessive concentration of social housing units in Development Areas.

**Recommendation**

It is recommended that this motion is adopted with amendment.

Include the following additional text under Section 2.1.6 (Social Housing):

To ensure an appropriate distribution of new social housing, and to avoid an excessive concentration of social housing **in Development Areas**.

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

No interaction with Strategic Environmental Objectives.

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

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

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

### **M31/0118 Item ID:56646**

Proposed by Councillor G. O'Connell

**Section 2.1.6**. South Dublin County Council shall negotiate and have in place before any residential development takes place signed and legally binding protocols that makes it obligatory for all residential development that there be total integration of private, social and affordable housing throughout and specifically that social and affordable housing units be dispersed throughout the development and that there be no more than two social units in any group of 10 homes. **Councillors Guss O’Connell, Liona O’Toole, Paul Gogarty and Francis Timmons**

**REPORT:**

**Response**

South Dublin County Council as the planning and housing authority for the area is both obligated and mandated to achieve the best possible outcomes in terms of planned, socially integrated housing provision for all of its citizens within the planning scheme. As a major landowner in control of approx. 22% of the land bank within the plan area it is committed to fully utilising this asset together with the statutory obligations imposed by Part V of the Planning and Development Act 2000 (as amended) to maximise the distributed provision of social and affordable housing throughout the SDZ area. The distribution will be subject to appropriate master planning, will involve the integrated development off all lands collectively and where it necessitates commensurate land transfers will be subject to council approval. This integrated approach is aligned to the County Development Plan, the council Housing Strategy, national housing and planning policy and sufficiently agile to allow for the incorporation of any new or additional national strategies supportive of affordability.

**Requirements for legally binding agreements are outside the scope of the SDZ Planning Scheme.**

Further to the aspect of the motion that seeks to limit social housing within a group of homes, it is advised that the wording of Section 2.1.6 allows for flexibility in relation to how and where social housing is delivered, while avoiding an over concentration in general. The wording of the proposed motion is overly restrictive and would significantly diminish the ability to deliver social housing particularly within a building or block. The methodology for identifying groups of homes 10 homes (within a block or building) for the purpose of assessment is also not precisely defined and, within this context, the motion would add uncertainty to the delivery of social housing. In the absence of official research/guidance on such it is considered that the proposed maximum is not appropriate.

In the context of the nature and prescription of Development Areas as precise planning units under the Draft Planning Scheme, it is accepted that Section 2.1.6 could be amended to avoid excessive concentration of social housing units in Development Areas.

**Recommendation**

It is recommended that this motion is adopted with amendment.

Include the following additional text under Section 2.1.6 (Social Housing):

To ensure an appropriate distribution of new social housing, and to avoid an excessive concentration of social housing **in Development Areas**.

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

### **M32/0118 Item ID:56830**

Proposed by Councillor L. O'Toole

**Land Use and Density 2.1**

Dwelling Mix Paragraph 1 Line 2 add in as follows:

In order to facilitate market flexibility over the lifetime of the Planning Scheme, a detailed breakdown of the unit types is not specify ***and in order to ensure sustainable communities (Sustainable communities are places where people want to live and work, now and in the future. They meet the diverse needs of existing and future residents, are sensitive to their environment, and contribute to a high quality of life. They are safe and inclusive, well-planned, built and run, offer equality of opportunity and good services for all), resisting scattered settlements over the lifetime of the Planning Scheme the dwelling mix will consist of social housing within and between owner-occupied and market-rental***

**Land Use and Density 2.1**

Social Housing Paragraph 1 Line 4 remove following:

“***and Affordable Housing***”

Social Housing Bullet point 1 Line 1 amend as follows:

“***To apply a maximum 10% social housing requirement***”

**Land Use and Density 2.1**

Affordable Housing\*

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

In accordance with the Section 168 (4) of the Planning and Development Act 2000-2016 (as amended), the following are the stated objectives for the Planning Scheme:

To apply a maximum of 25% affordable housing requirement, pursuant to Part V of the Planning and Development Act 2000-2016 (as amended) to all sites in the planning Scheme that are solely for residential use.

To promote social integration and facilitate a diverse range of dwellings tenures within housing developments, including affordable housing: and

To ensure an appropriate distribution of the new affordable housing, and to avoid an excessive concentration of affordable housing

\*Affordable housing design to have similar exterior design to other dwellings located within the adjacent area with any reducing of spec to be contained internally

**REPORT:**

**Response**

South Dublin County Council as the planning and housing authority for the area is both obligated and mandated to achieve the best possible outcomes in terms of planned, socially integrated housing provision for all of its citizens within the planning scheme. As a major landowner in control of approx. 22% of the land bank within the plan area it is committed to fully utilising this asset together with the statutory obligations imposed by Part V of the Planning and Development Act 2000 (as amended) to maximise the distributed provision of social and affordable housing throughout the SDZ area. The distribution will be subject to appropriate master planning, will involve the integrated development off all lands collectively and where it necessitates commensurate land transfers will be subject to council approval. This integrated approach is aligned to the County Development Plan, the council Housing Strategy, national housing and planning policy and sufficiently agile to allow for the incorporation of any new or additional national strategies supportive of affordability.

Further to the response to Item 56498 and, **until such time as Government Policy on Affordable Housing changes, the promotion of Affordable Housing would be inconsistent with Housing Strategy for the County and the Planning and Development Act 2000 (as mended).**

Further to the aspect of the motion on dwelling mix, it is considered that the wording of the motion is complex and the inclusion of narrative would unnecessarily add to the text in the Draft Planning Scheme. Further to the intention of this aspect of the motion, it is accepted that Section 2.1.6 could be amended to avoid excessive concentration of social housing units in Development Areas. This should help ensure for the dispersal of social housing units amongst private housing.

**Recommendation**

It is recommended that this motion is adopted with amendment.

Include the following additional text under Section 2.1.6 (Social Housing):

To ensure an appropriate distribution of new social housing, and to avoid an excessive concentration of social housing **in Development Areas**.

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

No interaction with Strategic Environmental Objectives.

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

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

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

### **M33/0118 Item ID:56834**

Proposed by Councillor L. O'Toole

**Land Use and Density 2.1**

Dwelling Mix Paragraph 1 Line 2 add in as follows:

In order to facilitate market flexibility over the lifetime of the Planning Scheme, a detailed breakdown of the unit types is not specify ***and in order to ensure sustainable communities (Sustainable communities are places where people want to live and work, now and in the future. They meet the diverse needs of existing and future residents, are sensitive to their environment, and contribute to a high quality of life. They are safe and inclusive, well-planned, built and run, offer equality of opportunity and good services for all), resisting scattered settlements over the lifetime of the Planning Scheme the dwelling mix will consist of social housing within and between owner-occupied and market-rental***

**REPORT:**

**Response**

It is considered that the wording of the motion is complex and the inclusion of narrative would unnecessarily add to the text in the Draft Planning Scheme. Further to the intention of this aspect of the motion, it is accepted that Section 2.1.6 could be amended to avoid excessive concentration of social housing units in Development Areas. This should help ensure for the dispersal of social housing units amongst private housing.

**Recommendation**

It is recommended that this motion is adopted with amendment.

Include the following additional text under Section 2.1.6 (Social Housing):

To ensure an appropriate distribution of new social housing, and to avoid an excessive concentration of social housing **in Development Areas**.

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

No interaction with Strategic Environmental Objectives.

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

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

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

### **M40/0118 Item ID:56271**

Proposed by Councillor F. Timmons

That 30% of the Council owned land within the Clonburris SDZ is used for Council housing as to increase the amount of Social Housing that is needed to deal with our housing crisis.

Cllrs G. O'Connell and P. Gogarty

**REPORT:**

South Dublin County Council as the planning and housing authority for the area is both obligated and mandated to achieve the best possible outcomes in terms of planned, socially integrated housing provision for all of its citizens within the planning scheme. As a major landowner in control of approx. 22% of the land bank within the plan area it is committed to fully utilising this asset together with the statutory obligations imposed by Part V of the Planning and Development Act 2000 (as amended) to maximise the distributed provision of social and affordable housing throughout the SDZ area. The distribution will be subject to appropriate master planning, will involve the integrated development off all lands collectively and where it necessitates commensurate land transfers will be subject to council approval. This integrated approach is aligned to the County Development Plan, the council Housing Strategy, national housing and planning policy and sufficiently agile to allow for the incorporation of any new or additional national strategies supportive of affordability.

**Any decrease or increase in the social housing requirement would render the Draft Planning Scheme inconsistent with Housing Strategy for the County and the Planning and Development Act 2000 (as amended).**

Part V of the Planning and Development Act 2000 (as amended) prescribes the mechanism for delivery of social and affordable housing including the percentage of lands that must be provided for such housing. Section 94(4) of the aforementioned legislation states that a housing strategy prepared as part of a County Development Plan shall provide a specified percentage, not being more than 10 per cent, of the land zoned for residential use, or for a mixture of residential and other uses, shall be reserved for social housing and/or affordable housing. Within this context and in the context that the Affordable Housing Schemes have been stood down under Government Housing Policy, the South Dublin County Council Interim Housing Strategy 2016 sets out a requirement to reserve 10% of lands for social housing.

Section 168(4) of the Planning and Development Act 2000 (as amended) states that a draft planning scheme for residential development shall be consistent with the relevant Housing Strategy for the County.

The requirements of the Draft Planning Scheme with regard to its social housing requirement are therefore consistent with the South Dublin County Council Interim Housing Strategy 2016 and in turn Section 168(4) of the Planning and Development Act 2000 (as amended).

Any decrease or increase in the social housing requirement would render the Draft Planning Scheme inconsistent with Housing Strategy for the County and Section 168(4) of the Planning and Development Act 2000 (as amended). It is therefore not possible to increase the Draft Planning Scheme’s social housing requirement to 30%.

**Recommendation**

It is recommended that this motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

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

### **M41/0118 Item ID:56819**

Proposed by Councillor R. Nolan

That the CEO confirms the 26% of lands in Clonburris owned by the council will be developed solely for public housing and at no time in the future will, under any circumstance fall into the hands of private developers for development and profit by them.

**REPORT:**

**Response**

South Dublin County Council as the planning and housing authority for the area is both obligated and mandated to achieve the best possible outcomes in terms of planned, socially integrated housing provision for all of its citizens within the planning scheme. As a major landowner in control of approx. 22% of the land bank within the plan area it is committed to fully utilising this asset together with the statutory obligations imposed by Part V of the Planning and Development Act 2000 (as amended) to maximise the distributed provision of social and affordable housing throughout the SDZ area. The distribution will be subject to appropriate master planning, will involve the integrated development off all lands collectively and where it necessitates commensurate land transfers will be subject to council approval. This integrated approach is aligned to the County Development Plan, the council Housing Strategy, national housing and planning policy and sufficiently agile to allow for the incorporation of any new or additional national strategies supportive of affordability.

Further to the response to Item 56271, **any decrease or increase in the social housing requirement would render the Draft Planning Scheme inconsistent with Housing Strategy for the County and the Planning and Development Act 2000 (as amended).**

The control and ownership of lands is outside the scope of the SDZ Planning Scheme.

**Recommendation**

It is recommended that this motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

**Strategic Environmental Assessment of Proposed Motion**

The motion is not consistent with statutory provisions and could give rise to adverse effects on population and human health SEOS; it is not recommended that this motion be adopted.

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

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

Councillor R. Nolan **AGREED** to **WITHDRAW** the Motion

### **M43/0118 Item ID:56555**

Proposed by Councillor M. Ward

Page 21, under Social Housing, insert a paragraph before paragraph one: “This would provide for a target of 2109 social houses and 2109 affordable homes.”

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

**REPORT:**

**Response**

South Dublin County Council as the planning and housing authority for the area is both obligated and mandated to achieve the best possible outcomes in terms of planned, socially integrated housing provision for all of its citizens within the planning scheme. As a major landowner in control of approx. 22% of the land bank within the plan area it is committed to fully utilising this asset together with the statutory obligations imposed by Part V of the Planning and Development Act 2000 (as amended) to maximise the distributed provision of social and affordable housing throughout the SDZ area. The distribution will be subject to appropriate master planning, will involve the integrated development off all lands collectively and where it necessitates commensurate land transfers will be subject to council approval. This integrated approach is aligned to the County Development Plan, the council Housing Strategy, national housing and planning policy and sufficiently agile to allow for the incorporation of any new or additional national strategies supportive of affordability.

Further to the response to Item 56554, **any decrease or increase in the social housing requirement or (until such time as Government Policy on Affordable Housing changes) requirement in relation to Affordable Housing would render the Draft Planning Scheme inconsistent with Housing Strategy for the County** **and the Planning and Development Act 2000 (as amended).**

**Recommendation**

It is recommended that this motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

Councillor M. Ward **AGREED** to **WITHDRAW** the Motion

### **M44/0118 Item ID:56820**

Proposed by Councillor R. Nolan

That this council purchase back 40% of housing in the Clonburris instead of the 10% that is proposed, to be funded directly by central Government. These houses to be used for both public and affordable homes.

**REPORT:**

**Response**

South Dublin County Council as the planning and housing authority for the area is both obligated and mandated to achieve the best possible outcomes in terms of planned, socially integrated housing provision for all of its citizens within the planning scheme. As a major landowner in control of approx. 22% of the land bank within the plan area it is committed to fully utilising this asset together with the statutory obligations imposed by Part V of the Planning and Development Act 2000 (as amended) to maximise the distributed provision of social and affordable housing throughout the SDZ area. The distribution will be subject to appropriate master planning, will involve the integrated development off all lands collectively and where it necessitates commensurate land transfers will be subject to council approval. This integrated approach is aligned to the County Development Plan, the council Housing Strategy, national housing and planning policy and sufficiently agile to allow for the incorporation of any new or additional national strategies supportive of affordability.

Further to the response to Item 56554, **any decrease or increase in the social housing requirement or (until such time as Government Policy on Affordable Housing changes) requirement in relation to Affordable Housing would render the Draft Planning Scheme inconsistent with Housing Strategy for the County** **and the Planning and Development Act 2000 (as amended).**

The purchase of housing and investment of government funding is outside the scope of the Draft SDZ Planning Scheme.

R**ecommendation**

It is recommended that this motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

Councillor R. Nolan **AGREED** to **WITHDRAW** the Motion

### **M45/0118 Item ID:56686**

Proposed by Councillor M. Johansson

That, considering the high percentage of land owned by SDCC within the SDZ lands and the current housing crisis, this SDZ provides an opportunity to provide high quality social housing on a large scale. In addition, the significant investment by the state for infrastructure should ensure the provision of affordable housing for sale. Therefor the following sentence should be inserted into Section 1.3 Overarching Principles of the Planning Scheme:

“The SDZ should make provisions for a substantial number of social housing units. The minimum total units provided for social housing should amount to 40% of the total units. At minimum, another 30% should be guaranteed affordable.”

**REPORT:**

**Response**

South Dublin County Council as the planning and housing authority for the area is both obligated and mandated to achieve the best possible outcomes in terms of planned, socially integrated housing provision for all of its citizens within the planning scheme. As a major landowner in control of approx. 22% of the land bank within the plan area it is committed to fully utilising this asset together with the statutory obligations imposed by Part V of the Planning and Development Act 2000 (as amended) to maximise the distributed provision of social and affordable housing throughout the SDZ area. The distribution will be subject to appropriate master planning, will involve the integrated development off all lands collectively and where it necessitates commensurate land transfers will be subject to council approval. This integrated approach is aligned to the County Development Plan, the council Housing Strategy, national housing and planning policy and sufficiently agile to allow for the incorporation of any new or additional national strategies supportive of affordability.

Further to the response to Item 56554, **any decrease or increase in the social housing requirement or (until such time as Government Policy on Affordable Housing changes) requirement in relation to Affordable Housing would render the Draft Planning Scheme inconsistent with Housing Strategy for the County and the Planning and Development Act 2000 (as amended).**

The purchase of housing and investment of government funding is outside the scope of the Draft SDZ Planning Scheme.

**Recommendation**

It is recommended that this motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

**Strategic Environmental Assessment of Proposed Motion**

As this motion would be inconsistent with the statutory framework, it is not recommended for adoption from the SEA perspective.

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

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

Councillor M. Johansson **AGREED** to **WITHDRAW** the Motion

### **M46/0118 Item ID:56498**

Proposed by Councillor F. Timmons

That this SDZ Calls for the re-introduction of the Affordable housing Scheme that would allow young Couples on the Average Industrial wage to buy their own Homes. We ask for an allocation towards affordable housing that’s fairly pitched at low and middle income families to meet the needs of struggling families in Dublin Mid West

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

**REPORT:**

**Response**

South Dublin County Council as the planning and housing authority for the area is both obligated and mandated to achieve the best possible outcomes in terms of planned, socially integrated housing provision for all of its citizens within the planning scheme. As a major landowner in control of approx. 22% of the land bank within the plan area it is committed to fully utilising this asset together with the statutory obligations imposed by Part V of the Planning and Development Act 2000 (as amended) to maximise the distributed provision of social and affordable housing throughout the SDZ area. The distribution will be subject to appropriate master planning, will involve the integrated development off all lands collectively and where it necessitates commensurate land transfers will be subject to council approval. This integrated approach is aligned to the County Development Plan, the council Housing Strategy, national housing and planning policy and sufficiently agile to allow for the incorporation of any new or additional national strategies supportive of affordability.

**Until such time as Government Policy on Affordable Housing changes, the promotion of Affordable Housing would be inconsistent with Housing Strategy for the County and the Planning and Development Act 2000 (as mended).**

Part V of the Planning and Development Act 2000 (as amended) prescribes the mechanism for delivery of social and affordable. Section 94(4) of the aforementioned legislation states that a housing strategy prepared as part of a County Development Plan shall provide for such accommodation.

Section 168(4) of the Planning and Development Act 2000 (as amended) states that a draft planning scheme for residential development shall be consistent with the relevant Housing Strategy for the County.

In the context that the Affordable Housing Schemes have been stood down under Government Housing Policy (Housing Policy, June 2011 and DECLG Circular 11/2012) the South Dublin County Council Interim Housing Strategy 2016 sets out a prescribed requirement for social housing only. This is reflected under the Draft Planning Scheme.

Any subsequent change to Housing Policy in relation to Affordable Housing will be applied to the Interim Housing Strategy and the SDZ Planning Scheme.

**Recommendation**

It is recommended that this motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

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

### **M47/0118 Item ID:56551**

Proposed by Councillor M. Ward

Page 21, under Social Housing, amendment the headline to read ‘Social **and Affordable** Housing’

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

**REPORT:**

**Response**

South Dublin County Council as the planning and housing authority for the area is both obligated and mandated to achieve the best possible outcomes in terms of planned, socially integrated housing provision for all of its citizens within the planning scheme. As a major landowner in control of approx. 22% of the land bank within the plan area it is committed to fully utilising this asset together with the statutory obligations imposed by Part V of the Planning and Development Act 2000 (as amended) to maximise the distributed provision of social and affordable housing throughout the SDZ area. The distribution will be subject to appropriate master planning, will involve the integrated development off all lands collectively and where it necessitates commensurate land transfers will be subject to council approval. This integrated approach is aligned to the County Development Plan, the council Housing Strategy, national housing and planning policy and sufficiently agile to allow for the incorporation of any new or additional national strategies supportive of affordability.

Further to the response to Item 56498 and, **until such time as Government Policy on Affordable Housing changes, the promotion of Affordable Housing would be inconsistent with Housing Strategy for the County and the Planning and Development Act 2000 (as mended).**

**Recommendation**

It is recommended that this motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

Councillor M. Ward **AGREED** to **WITHDRAW** the Motion

### **M48/0118 Item ID:56552**

Proposed by Councillor M. Ward

Page 21, under Social Housing insert a new paragraph before paragraph one: “ The Clonburris SDZ represents a unique opportunity to meet the housing needs of a wide section of existing and future residents. This will be achieved through the provision of an adequate supply of social and affordable housing fully integrated into the overall planning scheme.”

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

**REPORT:**

**Response**

South Dublin County Council as the planning and housing authority for the area is both obligated and mandated to achieve the best possible outcomes in terms of planned, socially integrated housing provision for all of its citizens within the planning scheme. As a major landowner in control of approx. 22% of the land bank within the plan area it is committed to fully utilising this asset together with the statutory obligations imposed by Part V of the Planning and Development Act 2000 (as amended) to maximise the distributed provision of social and affordable housing throughout the SDZ area. The distribution will be subject to appropriate master planning, will involve the integrated development off all lands collectively and where it necessitates commensurate land transfers will be subject to council approval. This integrated approach is aligned to the County Development Plan, the council Housing Strategy, national housing and planning policy and sufficiently agile to allow for the incorporation of any new or additional national strategies supportive of affordability.

Further to the response to Item 56498 and, **until such time as Government Policy on Affordable Housing changes, the promotion of Affordable Housing would be inconsistent with Housing Strategy for the County and the Planning and Development Act 2000 (as mended).**

**Recommendation**

It is recommended that this motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

Councillor M. Ward **AGREED** to **WITHDRAW** the Motion

### **M49/0118 Item ID:56553**

Proposed by Councillor M. Ward

Page 21, under Social Housing insert a new paragraph before paragraphs one : “The combination of the Council’s own land zoned for residential development combined with the Part V requirements on the private land provides a unique opportunity to ensure that social and affordable housing will constitute a significant portion of the overall planning scheme.”

**REPORT:**

**Response**

South Dublin County Council as the planning and housing authority for the area is both obligated and mandated to achieve the best possible outcomes in terms of planned, socially integrated housing provision for all of its citizens within the planning scheme. As a major landowner in control of approx. 22% of the land bank within the plan area it is committed to fully utilising this asset together with the statutory obligations imposed by Part V of the Planning and Development Act 2000 (as amended) to maximise the distributed provision of social and affordable housing throughout the SDZ area. The distribution will be subject to appropriate master planning, will involve the integrated development off all lands collectively and where it necessitates commensurate land transfers will be subject to council approval. This integrated approach is aligned to the County Development Plan, the council Housing Strategy, national housing and planning policy and sufficiently agile to allow for the incorporation of any new or additional national strategies supportive of affordability.

Further to the response to Item 56498 and, **until such time as Government Policy on Affordable Housing changes, the promotion of Affordable Housing would be inconsistent with Housing Strategy for the County and the Planning and Development Act 2000 (as mended).**

**Recommendation**

It is recommended that this motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

Councillor M. Ward **AGREED** to **WITHDRAW** the Motion

### **M50/0118 Item ID:56836**

Proposed by Councillor L. O'Toole

**Land Use and Density 2.1**

Affordable Housing\*

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

In accordance with the Section 168 (4) of the Planning and Development Act 2000-2016 (as amended), the following are the stated objectives for the Planning Scheme:

To apply a maximum of 25% affordable housing requirement, pursuant to Part V of the Planning and Development Act 2000-2016 (as amended) to all sites in the planning Scheme that are solely for residential use.

To promote social integration and facilitate a diverse range of dwellings tenures within housing developments, including affordable housing: and

To ensure an appropriate distribution of the new affordable housing, and to avoid an excessive concentration of affordable housing

\*Affordable housing design to have similar exterior design to other dwellings located within the adjacent area with any reducing of spec to be contained internally

**REPORT:**

**Response**

South Dublin County Council as the planning and housing authority for the area is both obligated and mandated to achieve the best possible outcomes in terms of planned, socially integrated housing provision for all of its citizens within the planning scheme. As a major landowner in control of approx. 22% of the land bank within the plan area it is committed to fully utilising this asset together with the statutory obligations imposed by Part V of the Planning and Development Act 2000 (as amended) to maximise the distributed provision of social and affordable housing throughout the SDZ area. The distribution will be subject to appropriate master planning, will involve the integrated development off all lands collectively and where it necessitates commensurate land transfers will be subject to council approval. This integrated approach is aligned to the County Development Plan, the council Housing Strategy, national housing and planning policy and sufficiently agile to allow for the incorporation of any new or additional national strategies supportive of affordability.

Further to the response to Item 56498 and, **until such time as Government Policy on Affordable Housing changes, the promotion of Affordable Housing would be inconsistent with Housing Strategy for the County and the Planning and Development Act 2000 (as mended).**

**Recommendation**

It is recommended that this motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

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

### **M51/0118 Item ID:56740**

Proposed by Councillor E. Higgins

That Section 1 be amended to provide for 15% of units to be ‘affordable to rent’ or ‘affordable to buy’ homes

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

**REPORT:**

**Response**

South Dublin County Council as the planning and housing authority for the area is both obligated and mandated to achieve the best possible outcomes in terms of planned, socially integrated housing provision for all of its citizens within the planning scheme. As a major landowner in control of approx. 22% of the land bank within the plan area it is committed to fully utilising this asset together with the statutory obligations imposed by Part V of the Planning and Development Act 2000 (as amended) to maximise the distributed provision of social and affordable housing throughout the SDZ area. The distribution will be subject to appropriate master planning, will involve the integrated development off all lands collectively and where it necessitates commensurate land transfers will be subject to council approval. This integrated approach is aligned to the County Development Plan, the council Housing Strategy, national housing and planning policy and sufficiently agile to allow for the incorporation of any new or additional national strategies supportive of affordability.

Further to the response to Item 56498 and, **until such time as Government Policy on Affordable Housing changes, the promotion of Affordable Housing would be inconsistent with Housing Strategy for the County and the Planning and Development Act 2000 (as mended).**

**Recommendation**

It is recommended that this motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

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

### **M52/0118 Item ID:56642**

Proposed by Councillor E. Higgins

That Section 1 be amended to provide for 15% of units to be ‘affordable to rent’ or ‘affordable to buy’ homes

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

**REPORT:**

**Response**

South Dublin County Council as the planning and housing authority for the area is both obligated and mandated to achieve the best possible outcomes in terms of planned, socially integrated housing provision for all of its citizens within the planning scheme. As a major landowner in control of approx. 22% of the land bank within the plan area it is committed to fully utilising this asset together with the statutory obligations imposed by Part V of the Planning and Development Act 2000 (as amended) to maximise the distributed provision of social and affordable housing throughout the SDZ area. The distribution will be subject to appropriate master planning, will involve the integrated development off all lands collectively and where it necessitates commensurate land transfers will be subject to council approval. This integrated approach is aligned to the County Development Plan, the council Housing Strategy, national housing and planning policy and sufficiently agile to allow for the incorporation of any new or additional national strategies supportive of affordability.

Further to the response to Item 56498 and, **until such time as Government Policy on Affordable Housing changes, the promotion of Affordable Housing would be inconsistent with Housing Strategy for the County and the Planning and Development Act 2000 (as mended).**

**Recommendation**

It is recommended that this motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

**Strategic Environmental Assessment of Proposed Motion**

As this motion would be inconsistent with the statutory framework, it is not recommended for adoption from the SEA perspective.

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

### **M53/0118 Item ID:56681**

Proposed by Councillor E. Higgins

That Section 1 be amended to provide for 15% of units to be ‘affordable to rent’ or ‘affordable to buy’ homes

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

**REPORT:**

**Response**

South Dublin County Council as the planning and housing authority for the area is both obligated and mandated to achieve the best possible outcomes in terms of planned, socially integrated housing provision for all of its citizens within the planning scheme. As a major landowner in control of approx. 22% of the land bank within the plan area it is committed to fully utilising this asset together with the statutory obligations imposed by Part V of the Planning and Development Act 2000 (as amended) to maximise the distributed provision of social and affordable housing throughout the SDZ area. The distribution will be subject to appropriate master planning, will involve the integrated development off all lands collectively and where it necessitates commensurate land transfers will be subject to council approval. This integrated approach is aligned to the County Development Plan, the council Housing Strategy, national housing and planning policy and sufficiently agile to allow for the incorporation of any new or additional national strategies supportive of affordability.

Further to the response to Item 56498 and, **until such time as Government Policy on Affordable Housing changes, the promotion of Affordable Housing would be inconsistent with Housing Strategy for the County and the Planning and Development Act 2000 (as mended).**

**Recommendation**

It is recommended that this motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

**Strategic Environmental Assessment of Proposed Motion**

As this motion would be inconsistent with the statutory framework, it is not recommended for adoption from the SEA perspective.

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

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

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

### **M54/0118 Item ID:56773**

Proposed by Councillor E. O'Brien

That the draft plan be amended at Section 2.1.6 to include that South Dublin County Council will ensure an affordable housing scheme will be commenced at the commencement of Phase 1A of the development and that the said scheme will ensure that at least 20% of the residential units completed in the development will made available to first time purchasers under the scheme.

**REPORT:**

**Response**

Further to the response to Item 56498 and, until such time as Government Policy on Affordable Housing changes, the promotion of Affordable Housing would be inconsistent with Housing Strategy for the County and the Planning and Development Act 2000 (as mended).

Regulation of the purchase of residential dwellings is beyond the scope of an SDZ Planning Scheme and would be prejudicial.

**Recommendation**

It is recommended that this motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

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

### **M55/0118 Item ID:56833**

Proposed by Councillor L. O'Toole

**Land Use and Density 2.1**

Social Housing Paragraph 1 Line 4 remove following:

“***and Affordable Housing***”

Social Housing Bullet point 1 Line 1 amend as follows:

“***To apply a maximum 10% social housing requirement***”

**Land Use and Density 2.1**

Affordable Housing\*

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

In accordance with the Section 168 (4) of the Planning and Development Act 2000-2016 (as amended), the following are the stated objectives for the Planning Scheme:

To apply a maximum of 25% affordable housing requirement, pursuant to Part V of the Planning and Development Act 2000-2016 (as amended) to all sites in the planning Scheme that are solely for residential use.

To promote social integration and facilitate a diverse range of dwellings tenures within housing developments, including affordable housing: and

To ensure an appropriate distribution of the new affordable housing, and to avoid an excessive concentration of affordable housing

\*Affordable housing design to have similar exterior design to other dwellings located within the adjacent area with any reducing of spec to be contained internally

**REPORT:**

**Response**

South Dublin County Council as the planning and housing authority for the area is both obligated and mandated to achieve the best possible outcomes in terms of planned, socially integrated housing provision for all of its citizens within the planning scheme. As a major landowner in control of approx. 22% of the land bank within the plan area it is committed to fully utilising this asset together with the statutory obligations imposed by Part V of the Planning and Development Act 2000 (as amended) to maximise the distributed provision of social and affordable housing throughout the SDZ area. The distribution will be subject to appropriate master planning, will involve the integrated development off all lands collectively and where it necessitates commensurate land transfers will be subject to council approval. This integrated approach is aligned to the County Development Plan, the council Housing Strategy, national housing and planning policy and sufficiently agile to allow for the incorporation of any new or additional national strategies supportive of affordability.

Further to the response to Item 56498 and, **until such time as Government Policy on Affordable Housing changes, the promotion of Affordable Housing would be inconsistent with Housing Strategy for the County and the Planning and Development Act 2000 (as mended).**

**Recommendation**

It is recommended that this motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

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

### **M56/0118 Item ID:56644**

Proposed by Councillor G. O'Connell

**Section 2.1.6** Given the current housing crises, the current and projected housing market in relation to buy-to-live and the history of response to date, and in line with South Dublin County Councils responsibility in complying with section 168 (4) of the Planning and Development Act 2000 – 2016 (as amended), responding to Part V of the Planning and Development Act 2000 – 2016 (as amended) and seeking to deliver on the Housing Strategy of the County, provision shall be made in the SDZ that, in addition to the 10% mandatory social housing, a further minimum of 40% of affordable housing shall be provided for and South Dublin County Council shall be responsible for its delivery linked to the various SDZ scheme phases, in collaboration with Approved Housing Agencies, NAMA and current and emerging Government Housing Policy and Funding.

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

**REPORT:**

**Response**

South Dublin County Council as the planning and housing authority for the area is both obligated and mandated to achieve the best possible outcomes in terms of planned, socially integrated housing provision for all of its citizens within the planning scheme. As a major landowner in control of approx. 22% of the land bank within the plan area it is committed to fully utilising this asset together with the statutory obligations imposed by Part V of the Planning and Development Act 2000 (as amended) to maximise the distributed provision of social and affordable housing throughout the SDZ area. The distribution will be subject to appropriate master planning, will involve the integrated development off all lands collectively and where it necessitates commensurate land transfers will be subject to council approval. This integrated approach is aligned to the County Development Plan, the council Housing Strategy, national housing and planning policy and sufficiently agile to allow for the incorporation of any new or additional national strategies supportive of affordability.

Further to the response to Item 56498 and, **until such time as Government Policy on Affordable Housing changes, the promotion of Affordable Housing would be inconsistent with Housing Strategy for the County and the Planning and Development Act 2000 (as mended).**

Mechanisms for the delivery of affordable housing are beyond the scope of an SDZ Planning Scheme and would be prejudicial.

**Recommendation**

It is recommended that this motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

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

### **M57/0118 Item ID:56558**

Proposed by Councillor M. Ward

Page 21, under Social Housing in paragraph 1 insert “private” between “All” and ‘”development” so the opening sentence should read “All **private** development shall comply…”

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

**REPORT:**

**Response**

South Dublin County Council as the planning and housing authority for the area is both obligated and mandated to achieve the best possible outcomes in terms of planned, socially integrated housing provision for all of its citizens within the planning scheme. As a major landowner in control of approx. 22% of the land bank within the plan area it is committed to fully utilising this asset together with the statutory obligations imposed by Part V of the Planning and Development Act 2000 (as amended) to maximise the distributed provision of social and affordable housing throughout the SDZ area. The distribution will be subject to appropriate master planning, will involve the integrated development off all lands collectively and where it necessitates commensurate land transfers will be subject to council approval. This integrated approach is aligned to the County Development Plan, the council Housing Strategy, national housing and planning policy and sufficiently agile to allow for the incorporation of any new or additional national strategies supportive of affordability.

The restriction of the requirements of Section 2.1.6 with regards to social housing would be inconsistent with Housing Strategy for the County and the Planning and Development Act 2000 (as amended).

Part V of the Planning and Development Act 2000 (as amended) prescribes the mechanism for delivery of social and affordable. Section 94(4) of the aforementioned legislation states that a housing strategy prepared as part of a County Development Plan shall provide for such accommodation.

Section 168(4) of the Planning and Development Act 2000 (as amended) states that a draft planning scheme for residential development shall be consistent with the relevant Housing Strategy for the County.

**Section 96(1) under Part V of the Planning and Development Act 2000 (as amended) states that the provisions in relation to social and affordable housing relates to “any land zoned solely for residential use, or for a mixture of residential and other uses”.**

Accordingly, Section 8.5 of the South Dublin County Council Interim Housing Strategy 2016, which states that its “social housing requirement will be applied in relation to all sites that are zoned residential or to the residential portion in a mixed-use development”.

This is reflected under Section 2.1.6 of the Draft Planning Scheme. The restriction of the Draft Planning Scheme’s social housing requirement to private development would render it inconsistent with Housing Strategy for the County and this would not be consistent with the Planning and Development Act 2000 (as amended).

**Recommendation**

It is recommended that this motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

Councillor M. Ward **AGREED** to **WITHDRAW** the Motion

### **M284/0118 Item ID:56536**

Proposed by Councillor D. O'Brien

Page 128, in Table 3.3.12 replace “medium” with “low” in “Area character type box”; replace “To be negotiated in accordance with relevant legislation and SDCC Housing Policy” with “provide a mixed tenure mixed income public housing estate comprising half social and half affordable units.” In “Affordable/social dwellings” box; replace “3-4 storey” with “1-2 storey” in “Building height”box

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

**REPORT:**

South Dublin County Council as the planning and housing authority for the area is both obligated and mandated to achieve the best possible outcomes in terms of planned, socially integrated housing provision for all of its citizens within the planning scheme. As a major landowner in control of approx. 22% of the land bank within the plan area it is committed to fully utilising this asset together with the statutory obligations imposed by Part V of the Planning and Development Act 2000 (as amended) to maximise the distributed provision of social and affordable housing throughout the SDZ area. The distribution will be subject to appropriate master planning, will involve the integrated development off all lands collectively and where it necessitates commensurate land transfers will be subject to council approval. This integrated approach is aligned to the County Development Plan, the council Housing Strategy, national housing and planning policy and sufficiently agile to allow for the incorporation of any new or additional national strategies supportive of affordability.

**Any decrease or increase in the social housing requirement would render the Draft Planning Scheme inconsistent with Housing Strategy for the County and the Planning and Development Act 2000 (as amended).**

Part V of the Planning and Development Act 2000 (as amended) prescribes the mechanism for delivery of social and affordable housing including the percentage of lands that must be provided for such housing. Section 94(4) of the aforementioned legislation states that a housing strategy prepared as part of a County Development Plan shall provide a specified percentage, not being more than 10 per cent, of the land zoned for residential use, or for a mixture of residential and other uses, shall be reserved for social housing and/or affordable housing. Within this context and in the context that the Affordable Housing Schemes have been stood down under Government Housing Policy, the South Dublin County Council Interim Housing Strategy 2016 sets out a requirement to reserve 10% of lands for social housing.

Section 168(4) of the Planning and Development Act 2000 (as amended) states that a draft planning scheme for residential development shall be consistent with the relevant Housing Strategy for the County.

The requirements of the Draft Planning Scheme with regard to its social housing requirement are therefore consistent with the South Dublin County Council Interim Housing Strategy 2016 and in turn Section 168(4) of the Planning and Development Act 2000 (as amended).

Any decrease or increase in the social housing requirement would render the Draft Planning Scheme inconsistent with Housing Strategy for the County and Section 168(4) of the Planning and Development Act 2000 (as amended). As such, it is considered that the proposed text in relation to half social and half affordable units is not appropriate.

In relation to Building heights in the area, it is accepted that the Planning Scheme could be amended to clarify that new residential development that adjoins (**backs or sides onto**) existing one or two storey housing shall be between 2 and 3 storeys in height.

**Recommendation**

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

Include the following text under Section 2.8.6 (general):

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

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

No interaction with Strategic Environmental Objectives.

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

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

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

## 2.4 Urban Centres

### **M139/0118 Item ID:56582**

Proposed by Councillor P. Gogarty and Seconded by Councillor D. O’Donovan

In section 2.4 Urban Centres under Key Principles amend to read (changes in bold)

To develop the Planning Scheme based on the following urban centres hierarchy:

"–Clonburris as a vibrant and sustainable centre to serve a district catchment;

"–Kishoge as a vibrant and sustainable **centre to serve a district catchment**; and

"–A network of four Local Nodes to serve a local catchment.

"To promote Clonburris Urban Centre as the primary urban centre in the Planning Scheme by directing higher order retail, retail services, residential, cultural, leisure, financial, public administration, restaurants/bars, entertainment and civic uses into and adjoining the Core Retail Area of this centre;

To promote Kishoge Urban Centre as a primary urban centre in the Planning Scheme by directing higher order retail, retail services, residential, cultural, leisure, financial, public administration, restaurants/bars, entertainment and civic
uses within and adjoining the Core Retail Area of this centre;

To direct retail, commercial, leisure, entertainment, civic, community and cultural uses into Clonburris and Kishoge Urban Centres and to achieve a critical mass of development and a mix of uses that is appropriate to each level in the
urban hierarchy;

To promote a high standard of urban design in urban centres that contributes to the creation of safe and attractive streets and spaces and creates desirable places to work, live and visit;

To achieve an efficient use of land in centres, and to achieve **high** development densities that can support vibrant, compact,walkable places that prioritise pedestrian movement; and

To protect the quality, ambiance, vibrancy and vitality of urban centres by promoting an appropriate mix of day and night-time uses, including commercial, recreational, civic,cultural, leisure and residential uses and to limit or control
uses that might have a detrimental impact on the amenities of centres

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

**REPORT:**

The subject motion relates to Section 2.4 Urban Centres and will increase the scale and function of Kishoge Urban Centre to a district level. The Draft Planning Scheme outlines that the Kishoge centre will be a vibrant and sustainable secondary urban centre to serve a large local catchment. Clonburris Urban Centre is the primary centre in the Draft Planning Scheme.

The Chief Executive recommends that this motion and the associated motions in the Retail Section that increase the function of Kishoge to a district scale are not adopted as the Draft Planning Scheme has been carefully prepared with Clonburris Urban Centre as the District Centre.

Clonburris SDZ is in close proximity to Clondalkin Town Centre and it is the policy of the Council, as stated in Section 5.1.0 of the County Development Plan to develop the County’s based on the Urban Centre Hierarchy. Clondalkin Town Centre is a Town Centre and is at the top of the hierarchy in the County with Tallaght. Clonburris, as a District Centre, is a third tier centre. **In this context**, **it is considered that the provision of two urban centres at District scale at Clonburris is contrary to the stated policy of the County Development Plan and may have a detrimental impact on the development and improvement of Clondalkin Town Centre for urban uses such as higher order retail, public administration, employment, financial civic, entertainment and cultural uses.**

It is advised that a robust and co-ordinated approach has been applied to the hierarchy of urban centres designated within the SDZ Planning Scheme and the principles of integrating land use and transport planning. The designation of a higher order district centre at Clonburris has been informed by the existing public transport interchange (Clondalkin-Fonthill Railway Station) constructed at the Clonburris Urban Centre, which will be served by a Core Orbital Bus Route planned under the NTA Transport Strategy for the Greater Dublin Area (2016 – 2035). The location of two urban centres with similar retail levels and retail offer within close proximity of each other would also be at variance with the Guidelines for Planning Authorities on Retail Planning (2012) in terms of competition, vitality and viability. Furthermore, it is advised that the SDZ lands have been designated for only one District Centre under the Retail Strategy for the Greater Dublin Area 2008 – 2016 and the South Dublin County Council Development Plan 2016 – 2022. The distribution of employment floorspace is more evenly balanced between the Kishoge and Clonburris urban centres in the context of (inter alia) the potential benefits from the proximity of Kishoge to Grange Castle Business Park.

**Recommendation**

It is recommended that the motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

**Strategic Environmental Assessment of Proposed Motion**

The motion is not consistent with provisions relating to retail in terms of the Retail Study prepared for the planning scheme or the South Dublin CDP 2016-2022. Altering this scheme to support this motion could give rise to effects in terms of existing viability of settlements such as Clondalkin and may negatively affect other retail elements included in the scheme. This could give rise to in combination and negative effects in terms of population and human health and material assets, particularly transport. It is not recommended that this motion is adopted.

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

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

[SDCC Development Plan Urban Hierarchy 56582](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58424)

A show of hands vote on the Motion **AS PUT** was called for, the result of which was as follows:

**FOR 9 (NINE)**

**AGAINST 14 (FOURTEEN)**

**ABSTAIN 8 (EIGHT)**

The Motion **FELL**

### **M150/0118 Item ID:56823**

Proposed by Councillor L. O'Toole

 **Economic Development 2.6**

Overall the size allocated to E&E has been reduced in the proposed Clonburris SDZ plan and this does not allow for increase in local employment and doesn’t allow for a broader mix of enterprise for future residents within the Cloburris SDZ and existing residents in surrounding areas. Introducing local employment with greater opportunities for local employment within the Clonburris SDZ plan would result in alleviating traffic congestion which residents in surrounding areas are currently experiencing.

Census figures from 2016 states the following:

*“In 2016 there were* ***11034*** *commuters who lived in the Electoral Division of LUCAN – ESKER but worked elsewhere. There were 2482 commuters who travelled into this electoral division to work. This resulted in a net flow of -****8552.”***

This tells us the vast majority of people in the Lucan are travelling one way to go to work outside the Lucan area resulting in the traffic gridlock. If more residents can get work locally it will reduce traffic journeys.

Local employment is vital to allow the possibility of part time work for those with young families (particularly women) who need to stay in close proximity to their children’s school and who are only available to work part time. It is not always viable for part time workers to commute outside the area.

The 442 units located in Adamstown Extension (see Table 2.1.5) to be relocated within the SDZ plan Kishoge Urban Centre (KUC) 734 + 442 = 1176, bringing it in line with the proposed number in Clonburris Urban Centre (CUC) (1265.).

Allowing the proposed 442 units on the Adamstown Extension would only lead to the following outcomes:

Increase car usage as the proposed 442 units are disconnected from the wider Clonburris Plan. Placing new and ADDITIONAL exits/entrances on the Newcastle Road R120 would result increasing the gridlock that is currently present on this road. The lack of schools, shops etc within close proximity to the proposed 442 units will lead to additional cars accessing the Newcastle Road R136 adding further to the traffic congestion which is currently being experienced.

**Cllr Liona O Toole Cllr Guss O Connell Cllr Paul Gogarty**

**Section 2.6 Economic Development**

Pg 47 2.6.2 Location of the Employment Floorspace within the Scheme

Paragraph 3 to add in the following:

“***The Adamstown Extension to be zoned for Enterprise & Employment which would result in future residents of Clonburris SDZ having mixed employment opportunities locally and also local employment for the surrounding areas which would lead to increase in local public transport and reducing the number of cars on the existing gridlocked roads.***”

Pg 126 Table 3.3.11 Adamstown Extension

Amend the table as follows:

|  |  |  |
| --- | --- | --- |
| Area Character Type |   | Small to Medium Enterprise |
| Net Development area |   | 919ha |
| No of units (Target) |   | Remove |
| Average Net Density (Target) |   | Remove |
| Affordable/Social dwelings |   | Remove |
| Building height |   | Remove |
| Public open space |   | Adjacent to the Griffeen Park Extension |

Pg 126 Amend Figure 3.3.23 to reflect above change

Pg 14 Amend Figure 2.1.1 to reflect above changes

Pg 15 Amend Figure 2.1.2 to reflect above changes

Pg 16 Amend Figure 2.1.3 to reflect above changes

Pg 20 Amend Table 2.1.8 to reflect above changes

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

[Fig 2.1.1 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58537)
[Fig 2.1.2 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58538)
[Fig 2.1.3 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58539)

**REPORT:**

The content of the motion is noted and if adopted, would remove the residential units in the Adamstown Extension Development Area and replace with an Enterprise and Employment land use with other complimenting changes to the DPS.

The motion proposes to insert the following into Section 2.6.2 Location of the Employment Floorspace within the Scheme of the DPS:

 “The Adamstown Extension to be zoned for Enterprise & Employment which would result in future residents of Clonburris SDZ having mixed employment opportunities locally and also local employment for the surrounding areas which would lead to increase in local public transport and reducing the number of cars on the existing gridlocked roads.”

For employment, the Draft Planning Scheme (DPS) targets sectors of the economy with a high job density such as offices and small to medium enterprises that can integrate into a mixed use urban environment in the Urban Centres. The Employment Floor Space Demand Study (2017) outlines the rationale for the target sectors. The **DPS requires a substantial minimum employment floorspace be provided in the Urban Centres to ensure employment opportunities. The employment floorspace will be provided, predominantly to facilitate the development of a vibrant and mixed use centre at the new Clonburris Urban Centre.** The distribution of the employment floorspace in the Scheme is related to the accessibility offered by public transport across the lands. The main commercial areas are focused primarily around Fonthill Train Station and Kishoge Train Station.

As such, it is considered that a dedicated area for Enterprise and Employment land use at Adamstown Extension conflicts with the overall aim of the DPS to create an urban district with vibrant mixed use urban centres. The Adamstown Extension area would not be proximate to and integrated with other land uses in so far as to promote compact urban development and sustainable transport options for employees.

**Furthermore, there are Enterprise and Employment zoned lands available in the wider employment catchment to accommodate light industry and manufacturing uses, including at Citywest, Greenogue and Grange Castle**.

**Recommendation**

It is recommended that the motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

**Strategic Environmental Assessment of Proposed Motion**

The motion is not consistent with the objectives to provide mixed use urban centre aligned with sustainable transport options. It may also give rise to indirect negative effects in terms of material assets (transport) and population and human health SEOS in terms of overall sustainable communities.

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

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

[Master Plan Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58536)

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

### **M151/0118 Item ID:56703**

Proposed by Councillor L. O'Toole

**Economic Development 2.6**

Overall the size allocated to E&E has been reduced in the proposed Clonburris SDZ plan and this does not allow for increase in local employment for future residents within the Cloburris SDZ and existing residents in surrounding areas. Introducing local employment within the Clonburris SDZ plan would result in alleviating traffic congestion which residents in surrounding areas are currently experiencing.

Census figures from 2016 states the following:

*“In 2016 there were* ***11034*** *commuters who lived in the Electoral Division of LUCAN – ESKER but worked elsewhere. There were 2482 commuters who travelled into this electoral division to work. This resulted in a net flow of -****8552.”***

This tells us the vast majority of people in the Lucan are travelling one way to go to work outside the Lucan area resulting in the traffic gridlock. If more residents can get work locally it will reduce traffic journeys.

Local employment is vital to allow the possibility of part time work for those with young families (particularly women) who need to stay in close proximity to their children’s school and who are only available to work part time. It is not always viable for part time workers to commute outside the area.

The 442 units located in Adamstown Extension (see Table 2.1.5) to be relocated within the SDZ plan Kishoge Urban Centre (KUC) 734 + 442 = 1176, bringing it in line with the proposed number in Clonburris Urban Centre (CUC) (1265.).

Allowing the proposed 442 units on the Adamstown Extension would only lead to the following outcomes:

Increase car usage as the proposed 442 units are disconnected from the wider Clonburris Plan. Placing new and **ADDITIONAL** exits/entrances on the Newcastle Road R120 would result increasing the gridlock that is currently present on this road. The lack of schools, shops etc within close proximity to the proposed 442 units will lead to additional cars accessing the Newcastle Road R136 adding further to the traffic congestion which is currently being experienced.

The Adamstown Extension to be zoned for Mixed Use which would result in future residents of Clonburris SDZ having mixed employment opportunities locally and also local employment for the surrounding areas which would lead to increase in local public transport and reducing the number of cars on the existing gridlocked roads.

Pg. 126 Table 3.3.11 Adamstown Extension

Amend the table as follows:

|  |  |  |
| --- | --- | --- |
| Area Character Type |   | Light Industry and Open Space /Amenity |
| Net Development area |   |   |
| No of units (Target) |   | Remove |
| Average Net Density (Target) |   | Remove |
| Affordable/Social dwelings |   | Remove |
| Building height |   | Remove |
| Public open space |   | Adjacent to the Griffeen Park Extension |

Pg. 126 Amend Figure 3.3.23 to reflect above change

Pg. 14 Amend Figure 2.1.1 to reflect above changes

Pg. 15 Amend Figure 2.1.2 to reflect above changes

Pg. 16 Amend Figure 2.1.3 to reflect above changes

Pg. 20 Amend Table 2.1.8 to reflect above changes

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

[Clonburris SDZ Adamstown Extension 1](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58409)
[Clonburris SDZ Adamstown Extension 2](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58410)
[Fig 2.1.1 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58541)
[Fig 2.1.2 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58542)
[Fig 2.1.3 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58543)

**REPORT:**

The content of the motion is noted and if adopted, would remove the residential units in the Adamstown Extension Development Area and replace with a Mixed Use land use with other complimenting changes to tables in the DPS.

The motion provides for the Adamstown Extension to be zoned for Mixed Use which would result in future residents of Clonburris SDZ having mixed employment opportunities locally and also local employment for the surrounding areas which would lead to increase in local public transport and reducing the number of cars on the existing gridlocked roads.

For employment, the Draft Planning Scheme (DPS) targets sectors of the economy with a high job density such as offices and small to medium enterprises that can integrate into a mixed use urban environment in the Urban Centres. The Employment Floor Space Demand Study (2017) outlines the rationale for the target sectors. The DPS requires a substantial minimum employment floorspace be provided in the Urban Centres to ensure employment opportunities. The employment floorspace will be provided, predominantly to facilitate the development of a vibrant and mixed use centre at the new Clonburris Urban Centre. The distribution of the employment floorspace in the Scheme is related to the accessibility offered by public transport across the lands. The main commercial areas are focused primarily around Fonthill Train Station and Kishoge Train Station.

As such, it is considered that a further substantial area of Mixed Use at Adamstown Extension will compete with the proposed Urban Centres and conflict with the overall aim of the DPS to create a sustainable urban district with vibrant mixed use urban centres. The Adamstown Extension area would not be proximate to and integrated with other land uses in so far as to promote compact urban development and sustainable transport options for employees.

Furthermore, there are Enterprise and Employment zoned lands available in the wider employment catchment to accommodate light industry and manufacturing uses, including at Citywest, Greenogue and Grange Castle.

**Recommendation**

It is recommended that the motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

**Strategic Environmental Assessment of Proposed Motion**

The motion is not consistent with the objectives to provide mixed use urban centre aligned with sustainable transport options. The scheme is designed to align employment with public transport as stated above. It may also give rise to indirect negative effects in terms of material assets (transport) and population and human health SEOS in terms of overall sustainable communities. . It is not recommended this motion be adopted.

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

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

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

### **M152/0118 Item ID:56789**

Proposed by Councillor L. O'Toole

**Section 2.1.6 Introduction**

Pg 47 2.6.2 Location of the Employment Floorspace within the scheme

Paragraph 1 First sentence and in “***and Adamstown Extension***” at the end.

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

**REPORT:**

The Chief Executive recommends Item 56823, 56703, 56788 and 56790 be considered together as the underlining principle is the provision of employment at Adamstown Extension and the placing of that area as a key employment location, on the same level as the Urban Centres.

The content of the motion is noted and relates to Page 47, Paragraph 1 of 2.6.2 ‘Location of the Employment Floorspace within the Scheme’ of the Draft Planning Scheme which states

‘Predominantly, the employment floorspace will be provided to facilitate the development of a vibrant and mixed use centre at the new Clonburris Urban Centre’

The subject motion requests the addition of ‘and Adamstown Extension’ to this sentence.

As outlined in response to Item 56823 and Item 56703, the Draft Planning Scheme (DPS) targets sectors of the economy with a high job density such as offices and small to medium enterprises that can integrate into a mixed use urban environment in the Urban Centres. The distribution of the employment floorspace in the Scheme is related to the accessibility offered by public transport across the lands. The main commercial areas are focused primarily around Fonthill Train Station and Kishoge Train Station.

As such, it is considered that a dedicated area for Enterprise and Employment land use at Adamstown Extension conflicts with the overall aim of the DPS to create an urban district with vibrant mixed use urban centres. The Adamstown Extension area would not be proximate to and integrated with other land uses in so far as to promote compact urban development and sustainable transport options for employees.

**Recommendation**

It is recommended that the motion is not adopted

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

No interaction with Strategic Environmental Objectives.

**Strategic Environmental Assessment of Proposed Motion**

The motion is not consistent with the objectives to provide mixed use urban centre aligned with sustainable transport options. It may also give rise to indirect negative effects in terms of material assets (transport) and population and human health SEOS in terms of overall sustainable communities.

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

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

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

### **M153/0118 Item ID:56788**

Proposed by Councillor L. O'Toole

**Section 2.1.6 Introduction**

Key Principles

Amend bullet point one to the following:

To support the local economy and promote Clonburris and Kishoge ***and Adamstown Extension*** as a location for employment and enterprise floorspace:

Pg 47 Table 2.6.1 Allocation to Development Areas

Amend table to reflect above changes

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

**REPORT:**

The Chief Executive recommends Item 56823, 56703, 56788 and 56790 be considered together as the underlining principle is the provision of employment at Adamstown Extension and the placing of that area as a key employment location, on the same level as the Urban Centres.

The content of the motion is noted and relates to Page 47, Paragraph 1 of 2.6.2 ‘Location of the Employment Floorspace within the Scheme’ of the Draft Planning Scheme which states

‘Predominantly, the employment floorspace will be provided to facilitate the development of a vibrant and mixed use centre at the new Clonburris Urban Centre’

The subject motion requests the addition of ‘and Adamstown Extension’ to this sentence.

As outlined in response to Item 56823 and Item 56703, the Draft Planning Scheme (DPS) targets sectors of the economy with a high job density such as offices and small to medium enterprises that can integrate into a mixed use urban environment in the Urban Centres. The distribution of the employment floorspace in the Scheme is related to the accessibility offered by public transport across the lands. The main commercial areas are focused primarily around Fonthill Train Station and Kishoge Train Station.

 As such, it is considered that a dedicated area for Enterprise and Employment land use at Adamstown Extension conflicts with the overall aim of the DPS to create an urban district with vibrant mixed use urban centres. The Adamstown Extension area would not be proximate to and integrated with other land uses in so far as to promote compact urban development and sustainable transport options for employees.

**Recommendation**

It is recommended that the motion is not adopted

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

No interaction with Strategic Environmental Objectives.

**Strategic Environmental Assessment of Proposed Motion**

The motion is not consistent with the objectives to provide mixed use urban centre aligned with sustainable transport options. It may also give rise to indirect negative effects in terms of material assets (transport) and population and human health SEOS in terms of overall sustainable communities.

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

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

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

### **M154/0118 Item ID:56790**

Proposed by Councillor L. O'Toole

**Section 2.1.6 Introduction**

Pg 47 Paragraph 3 Sentence 3 Line 7 add in and “***Adamstown Extension***”

Pg 47 Table 2.6.1 Allocation to Development Areas

Amend table to reflect above changes

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

**REPORT:**

The Chief Executive recommends Item 56823, 56703, 56788 and 56790 be considered together as the underlining principle is the provision of employment at Adamstown Extension and the placing of that area as a key employment location, on the same level as the Urban Centres.

The content of the motion is noted and relates to Page 47, Paragraph 1 of 2.6.2 ‘Location of the Employment Floorspace within the Scheme’ of the Draft Planning Scheme which states

‘Predominantly, the employment floorspace will be provided to facilitate the development of a vibrant and mixed use centre at the new Clonburris Urban Centre’

The subject motion requests the addition of ‘and Adamstown Extension’ to this sentence.

As outlined in response to Item 56823 and Item 56703, the Draft Planning Scheme (DPS) targets sectors of the economy with a high job density such as offices and small to medium enterprises that can integrate into a mixed use urban environment in the Urban Centres. The distribution of the employment floorspace in the Scheme is related to the accessibility offered by public transport across the lands. The main commercial areas are focused primarily around Fonthill Train Station and Kishoge Train Station.

As such, it is considered that a dedicated area for Enterprise and Employment land use at Adamstown Extension conflicts with the overall aim of the DPS to create an urban district with vibrant mixed use urban centres. The Adamstown Extension area would not be proximate to and integrated with other land uses in so far as to promote compact urban development and sustainable transport options for employees.

**Recommendation**

It is recommended that the motion is not adopted

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

No interaction with Strategic Environmental Objectives.

**Strategic Environmental Assessment of Proposed Motion**

The motion is not consistent with the objectives to provide mixed use urban centre aligned with sustainable transport options. It may also give rise to indirect negative effects in terms of material assets (transport) and population and human health SEOS in terms of overall sustainable communities.

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

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

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

### **M155/0118 Item ID:56602**

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

In section 2.6.2 Location of the Employment Floorspace within the Scheme, amend to read as follows:

Predominantly, the employment floorspace will be provided to facilitate
the development of vibrant and mixed use **centres at the new Clonburris**
**and Kishoge Urban Centres.** The distribution of the employment floorspace in the Scheme shall be related to the accessibility offered by public transport
across the lands. The main commercial areas are focused primarily
around Fonthill **and Kishoge Train Stations.**

The total employment floorspace provision for the Planning Scheme is
informed by a Clonburris SDZ Employment Floor Area Demand Study
(February 2017) **and also takes into account the expansion of the Kishoge Urban area and increased densities in the vicinity of the train stations.**
The Planning Scheme shall accommodate a range of **45,000 sqm –**
**60,000 sqm** of non-retail commercial floorspace. Table 2.6.1

*[NB as amended by motions]*

provides a minimum allocation of the floorspace for each Development Area to
provide for the low end of the range. Additional floorspace exceeding
the minimum allocation to achieve a maximum of **60,000** sqm in the
Planning Scheme can be developed in the Clonburris Urban Centre or
Kishoge Urban Centre. Provision of additional small scale employment
floorspace in the Local Nodes will also be considered.

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

**REPORT:**

The Chief Executive recommends that the motion is not adopted by reason of the motion conflicting with the recommendations of the Employment Floor Area Demand Study (2017).

**The subject motion amends text in Section 2.6.2 Location of the Employment Floorspace. The subject amendments provides for an increased in the minimum required employment floorspace in the DPS from 31,115 sqm to 45,015 sqm.**

Please note amended Table 2.13.1 attached to Item 56601. It is recommended that this motion is considered in tandem with Item 55604 which inserts the employment floorspace from this motion into Section 2.6.5 Home Working of the DPS.

In preparation of the Draft Planning Scheme, the Planning Authority prepared an Employment Floor Area Demand Study (2017) to inform the quantum and type of commercial floorspace. The Study accompanies the Draft Planning Scheme and recommends that the Draft Planning Scheme should accommodate 30,000 sqm – 40,000 of commercial floorspace. The policy context, economic growth, public transport accessibility, road infrastructure, supply, vacancies and sector demands were considered to inform this recommendation.

The Draft Planning Scheme provides for a minimum of 31,115 sqm employment floorspace. Predominantly, the employment floorspace will be provided to facilitate the development of vibrant and mixed use centres at the new Clonburris Urban Centre.

It is considered that the requirement to provide a minimum of 45,000 sqm is not supported by an evidence base. Furthermore, it is considered that the role of Clonburris within the wider County does not warrant the provision of a minimum of 45,000 sqm of employment. It is the stated policy of the Council to reinforce the role of Tallaght as the County Town and Clondalkin as a major Town Centre at the top of the County’s urban hierarchy. Additionally, the Urban Hierarchy of the County outlines that the traditional village centres are above District centres and it is the policy of the Council to develop the villages, such as Lucan, as vibrant and sustainable centres. In this context, the proposed quantum is carefully considered to provide an appropriate quantum to match the district centre role of Clonburris.

Additionally, it is considered that increases in the minimum commercial floorspace requirements will adversely impact on the economic viability of the Draft Planning Scheme.

**Recommendation**

It is recommended that the motion is not adopted.

**Recommendation**

It is recommended that the motion is not adopted

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

No interaction with Strategic Environmental Objectives.

**Strategic Environmental Assessment of Proposed Motion**

The motion is not consistent with the objectives to provide mixed use urban centre aligned with sustainable transport options. It may also give rise to indirect negative effects in terms of material assets (transport) and population and human health SEOS in terms of overall sustainable communities. As stated above, the role of Tallaght and Clondalkin’s function of County Town and major Town Centre in the South Dublin CDP should be supported through the planning scheme. It is not recommended this motion be adopted.

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

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

Following a contribution from Councillor P. Gogarty who called for a show of hands vote on the Motion AS PUT, the result of which was as follows:

**FOR 9 (NINE)**

**AGAINST 17 (SEVENTEEN)**

**ABSTAIN 6 (SIX)**

The Motion **FELL**

### **M157/0118 Item ID:56601**

Proposed by Councillor P. Gogarty

Clonburris SDZ

That all employment floorspace provision for amended zones and core retail areas be based on the attached amended Table 2.13.1 (linked to several motions) and that all other graphs, figures, tables and text be amended to reflect same.

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

**REPORT:**

This motion amends Table 2.13.1 Summary of Planning Scheme Tables of the DPS to demonstrate cumulative employment impact of Motion 155. The amended table is attached to the motion.

The cumulative adoption of the motions increases the minimum employment floorspace from 31,115 sqm in the DPS to 45,015 sqm. The breakdown of the 31,115sqm would provide for a minimum of 17,600 sqm at Kishoge and a minimum of 27, 415 sqm at Clonburris.

It is considered that this motion implements the content of Motion 155 and it recommended that they be considered in tandem:

**Item 56602 (Motion 155 - Cllr Gogarty)** – Text changes to Section 2.6.2 including increasing minimum employment floorspace quantum in the SDZ.

Please refer to the responses to Item 56602 (Motion 155). The Chief Executive recommends that the proposed changes to the employment floorspace elements of the DPS, including Tables not be adopted.

**Recommendation**

It is recommended that the motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

**Strategic Environmental Assessment of Proposed Motion**

The motion is not consistent with the objectives to provide mixed use urban centre aligned with sustainable transport options. The scheme is designed to align employment with public transport as stated above. It may also give rise to indirect negative effects in terms of material assets (transport) and population and human health SEOS in terms of overall sustainable communities. . It is not recommended this motion be adopted.

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

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

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

### **M158/0118 Item ID:56604**

Proposed by Councillor P. Gogarty

Amend section 2.65 Home Working to read:

2.6.5 Home Working
Small scale home based economic activity offers flexibility to self
employed persons and employees. This can contribute to a decrease
in the demand for travel and reduce the costs associated with starting
a business. The Planning Scheme supports and encourages the
provision of ground floor purpose built live-work units as part of mixed
use and residential developments in appropriate locations, as a means
of enlivening streets and to provide flexible accommodation for small
businesses. Any additional floorspace associated with home working
shall be additional to the employment floorspace range of 45,000 sqm –
60,000 sqm total for the Planning Scheme.

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

**REPORT:**

The subject motion amends the text in 2.6.5 Home Working to implement the proposed increase in the employment floorspace range in Motion 155 - Item 56602. As such, it is recommended that this motion be taken with Motion 155 - Item 56602 as the text changes are only required if that motion is adopted.

The Chief Executive recommends that the increase in the minimum amount of employment floorspace in the Draft Planning Scheme is not adopted.

**Recommendation**

It is recommended that the motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

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

### **M168/0118 Item ID:56794**

Proposed by Councillor L. O'Toole

**School Building**

**Section 2.7**

To add in an additional section for school buildings 2.7.6

Under heading SCHOOLS pg 51 paragraph 2, line 3

Amend as follows:

The existing school Griffeen Community College building will be located within the land as marked out in Figure 2.5.1

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

**REPORT:**

It is noted that Griffeen Community College is setup and is operating on a temporary basis in the existing Kishogue Community College building.

The Chief Executive acknowledges the intention of the motion to ensure that this newly setup school is provided for on one of the six new school sites identified on Figure 2.5.1 of the Draft Planning Scheme. It is highly likely that this school will be the patron of one of the proposed sites, however, the Draft Planning Scheme is not the appropriate process to achieve this and patronage of the schools to be constructed by the Department of Education and Skills within the SDZ is an issue for the Department of Education and Skills to assess at detailed planning and management stage.

**Recommendation**

It is recommended the motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

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

### **M171/0118 Item ID:56607**

Proposed by Councillor P. Gogarty

Amend Table 2.7.1 as attached

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

[Clonburris SDZ amended 2 7 1 table for motion](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58066)

**REPORT:**

The content of the motion is contained in an attached table and proposes three Sports Hub at Adamstown Extension, Canal Extension and Kishoge North West/East Development Areas. The sports hubs will replace the planned residential units at the locations.

A carefully co-ordinated and considered landscape and open space provision has been devised for the SDZ Lands through the masterplanning process and the Draft Planning Scheme provides for 90 hectares of Parks and Open Spaces (over 30%). These lands will provide for strategic amenity needs of the emerging population and provides for smaller designated local squares and parks. The subject motion would increase the quantum of strategic parklands to approximately 100 hectares of the Gross Developable Area of the SDZ Lands.

**The Guidelines on Sustainable Residential Development in Urban Areas (2009) advise that public open space should be provided at a rate of 2-2.5 hectares per 1,000 population or a minimum of 15% of the total site area for greenfield sites. The subject motion would result in the provision of approximately 12 hectares of open space per 1,000 population or 40% of the gross development area. This is considered to be far in excess of the open space amenity needs of the SDZ Lands and tips the balance of land uses away from residential development as the primary land use in a manner that is at variance with the SDZ Order for the subject lands.**

The Draft Planning Scheme for the Clonburris SDZ has been prepared as a direct result of Government legislation (S.I. No. 604 of 2015). The SDZ Order identifies the lands at Clonburris, consisting of 280 hectares, as a site for the establishment of an SDZ and deems the lands to be of economic and social importance to the State. The lands that make up the Adamstown Extension are included in this Government designation and therefore must comprise part of the Planning Scheme. The Government’s position on the Clonburris SDZ is reinforced by the classification of the SDZ lands as a Major Urban Housing Development Site (MUHDS), and also the allocation of funding in 2017, to the SDZ lands under the Local Infrastructure Housing Activation Fund (LIHAF).

The Adamstown Extension, Canal Extension and Kishoge Development Areas are been designated for residential development under the Draft SDZ Planning Scheme in accordance with:

* the requirements of the SDZ Order (S.I. No. 604 of 2015) for the subject lands to prioritise residential development within the ‘designated area’ of the SDZ Lands;
* the designation of the SDZ lands under SDZ Order (S.I. No. 604 of 2015) on the basis of the potential to provide a comprehensive planning and development framework, the phased delivery of housing to meet the deficiency in housing supply and the potential to make efficient use of public investment including in roads such as the R120 and its upgrade;
* the Interim Housing Strategy for South Dublin County (2016) in terms of meeting the housing needs for the County (32,650 dwellings between 2016 and 2022);

Removal of reference to residential development at these Development Areas would be at variance with the SDZ Order and the Housing Strategy for the County.

**The Character and Development Areas concept has been carefully considered as part of the urban design approach including the green infrastructure and land use strategies of the Draft Planning Scheme reflects the requirements of the SDZ Order to prioritise residential development.**

As such, the Chief Executive does not support the overall intent of this motion or other motions relating to this issue.

**Recommendation**

It is recommended that the motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

**Strategic Environmental Assessment of Motion**

The parks and landscape strategy works with the surface water strategy and ecological considerations and altering significantly elements of this could give rise to conflict with a number of SEOS, namely Water, Biodiversity, Green Infrastructure and Landscape. Therefore it is not recommended for adoption.

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

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

[Table 2.7.1 proposed amendment](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58579)

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

### **M172/0118 Item ID:56606**

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

That, for the purposes of defining land areas, the areas zoned from residential to amenity/open space be referred to (subject to future permanent naming) as:

Formerly "Adamstown Extension" - Griffeen Extension Sports Zone

Formerly "KNW-S1" and "KNE-S1" - Clonburris Sports Campus

Formerly "Canal Extension" (if deleted instead of reorientated) - Canal Sports Campus

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

[Green urban network indicative to show new sports areas other maps show exact areas](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58077)

**REPORT:**

The Draft Planning Scheme fully supports the provision of open space and active recreation on the SDZ lands. In relation to amendments to the Character and Development Areas and  however, the Chief Executive does not agree with the rezoning of land from residential to amenity/open space in Adamstown Extension, Kishoge North West, Kishoge North East and the Canal Extension.

The proposed motion does not reflect the carefully considered and co-ordinated approach of the Draft Planning Scheme and the SDZ Order for the subject lands.

The Character and Development Areas concept has been carefully considered as part of the urban design approach including the green infrastructure and land use strategies of the Draft Planning Scheme reflects the requirements of the SDZ Order to prioritise residential development.

 As such, the Chief Executive does not support the overall intent of this motion or the preceding motions relating to this issue.

**Recommendation**

It is recommended that the motion is not adopted

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

No interaction with Strategic Environmental Objectives.

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

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

Following a contribution from Councillor P. Gogarty who called for a show of hands vote on the Motion AS PUT, the result of which was as follows:

**FOR 13 (THIRTEEN)**

**AGAINST 15 (FIFTEEN)**

**ABSTAIN 2 (TWO)**

The Motion **FELL**

### **M173/0118 Item ID:56605**

Proposed by Councillor P. Gogarty

That all Community Facility provision for the SDZ be based on the attached amended Table 2.13.1 (linked to several motions) and that all other graphs, figures, tables and text be amended to reflect same.

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

**REPORT:**

This motion amends Table 2.13.1 Summary of Planning Scheme Tables of the DPS to demonstrate cumulative community impact of Motion 171. The amended table is attached to the motion.

It is considered that this motion implements the content of Motion 171 and it recommended that they be considered in tandem:

**Item 56605 (Motion 171 - Cllr Gogarty)** – Text changes to Section 2.7.1 including increasing community floorspace quantum and add Sports Hubs into the SDZ.

Please refer to the responses to Item 56607 (Motion 171). The Chief Executive recommends that the proposed changes to the community floorspace elements of the DPS, including Tables not be adopted.

**Recommendation**

It is recommended that the motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

[Motion - Section-2-13-Summary of Planning Scheme Tables](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58086)
[Section 2-13 Summary of Planning Scheme tables](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58578)

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

### **M256/0118 Item ID:56736**

Proposed by Councillor P. Gogarty and Seconded by Councillor D. O’ Donovan

Amend Section 2.10. 1 Introduction to read as follows:

Open space and recreational facilities will be central to the delivery of
Clonburris as a sustainable community. Open spaces will accommodate
active and passive recreational activities and will be a key element in the
green infrastructure network.

Outdoor community facilities including **a mix of multi-use full-size** playing pitches and children’s play facilities provide opportunities for outdoor activity and recreation.

The SDZ lands are served by the existing Griffeen Valley Park, a strategic
open space to the west including the informal extension, Griffeen Extension Sports Zone, Clonburris Sports Campus, Canal Sports Campus

*[NB only if Canal Extension deleted rather than reorientated]*

and also the **other** large area of public open space to the south of the Canal, known as the Grand Canal Park which is a well-used and maintained open space of a significant scale predominantly serving Ashwood and Lindsfarne
residential areas to the south.

Proposed public open space on the lands will be provided in the form
of strategic open spaces, local parks and squares and urban spaces,
strategic routes, local links and urban squares.

Over **140** hectares of open space will be provided on the lands,
supplemented by other green spaces and all residents will be within
400m of natural and semi natural open space. The Griffeen Valley
extension, Griffeen Extension Sports Zone, Clonburris Sports Campus, Barony Park, the Grand Canal Park, Canal Sports Campus.

[if Canal Extension deleted]

and local neighbourhood parks will provide the main green public open spaces for active and passive recreation within the lands. In addition, public squares in theurban form will also provide access and linkages to the main hubs and
local centres. The parks and open spaces will be provided in a range of
sizes and delivered in phases.

[*NB* Figure 2.10.1 to include reference but Fig to be *amended by related motions increasing the amount of open space and amenity land]*

*Cllrs G. O'Connell, L. O'Toole and F. Timmons*
[Green urban network indicative to show new sports areas other maps show exact areas](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58076)

**REPORT:**

The Draft Planning Scheme fully supports the provision of open space and active recreation on the SDZ lands. The motion relates to the insertion of additional text supporting multi use, full size playing pitches. The motion also recommends additional text which would be as a consequence of amendments to Development Areas and is accompanied by a map.

In relation to amendments to the Character and Development Areas however, the Chief Executive does not agree with the removal of Adamstown Extension, Kishoge North West and Kishoge North East as referred to in items 56476, 56503, 56505 and 56506.

The proposed motion(s) does not reflect the carefully considered and co-ordinated approach of the Draft Planning Scheme and the SDZ Order for the subject lands.

The Character and Development Areas concept has been carefully considered as part of the urban design approach including the green infrastructure and land use strategies of the Draft Planning Scheme reflects the requirements of the SDZ Order to prioritise residential development.

Section 2.10 the Draft Planning Scheme requires a Parks and Landscape Strategy (PLS) for the entire lands to be submitted prior to the commencement of development on the lands.

The PLS will be a comprehensive framework setting out the overarching design details for the the strategic open spaces, local parks and squares, urban spaces and squares, strategic routes and local links.

One of the key elements to be included in the PLS will be details of active (which includes playing pitches) and passive recreation provision on the lands.

Table 2.10.1 Design Criteria for Open Spaces sets out the key components required for Griffeen Valley Park Extension, Barony Park north and south and the Grand Canal Park including larger scale active recreation (sports fields), amenity routes and SUDS features. Importantly, each of the levels of open spaces will provide active recreation relative to their size and scale.

As such, the PLS is considered to be the primary mechanism by which playing pitches, outdoor activities and facilities for teenagers and other active recreation uses will be identified and proposed for the lands. In terms of the number, dimensions and type of playing pitches, these will be designated in the most suitable locations, having regard to environmental sensitivity issues and SUDs measures.

It is considered that additional text to this specific paragraph is unnecessary and the intent of the motion in relation to playing pitches is already covered in Draft Planning Scheme. Overall, however the Chief Executive does not support the intent of this motion or the preceding motions relating to the removal of Development Areas. As such, the motion should not be adopted.

**Recommendation**

It is recommended that the motion is not adopted

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

No interaction with Strategic Environmental Objectives.

**Strategic Environmental Assessment of Proposed Motion**

The parks and landscape strategy works with the surface water strategy and ecological considerations and altering significantly elements of this could give rise to conflict with a number of SEOS, namely Water, Biodiversity, Green Infrastructure and Landscape. Potential in-combination and cumulative effects could arise in association with this motion; therefore it is not recommended for adoption.

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

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

The Motion **FELL**

### **M257/0118 Item ID:56734**

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

In Section 2.10 after section headed Griffeen Valley Park Extension, insert the following headings and text:

**Giffeen Extension Sports Zone**

This section adjoining the Griffeen Valley Park Extension shall be purely for active sports recreation on playing pitches, suitable for use by local GAA, soccer, cricket and hockey clubs, as well as by local schools. The largest pitches, eg suitable for GAA shall be marked and posted, with smaller pitches fitting across the main pitches. There will also be open space suitable for the erection of child-friendly goalposts, a cricket pitch, rounders etc. Dressing rooms with toilets shall be provided at this location as well as secure storage space for sports equipment.

**Clonburris Sports Campus**

This section being located between Lucan East Educate Together, the post-primary school currently earmarked for Griffeen Community College and the existing Kishoge Community College shall serve as a community facility as well as to serve the needs of local schools in terms of active recreation. The lands shall include walkways but shall generally be purely for active outdoor sports recreation on playing pitches, suitable for use as GAA, soccer, hockey etc, as well as potentially for an all weather pitch. The largest pitches, eg suitable for GAA shall be marked and posted, with smaller pitches fitting across the main pitches. There will also be open space suitable for the erection of child-friendly goalposts. Dressing rooms with toilets shall be provided at this location as well as secure storage space for sports equipment.

[If Canal Extension housing is deleted rather than reorientated please also add the following]

**Canal Sports Campus**

This section shall be exclusively for playing pitches for sports clubs and local schools.

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

**REPORT:**

The Draft Planning Scheme fully supports the provision of open space on the SDZ lands. In relation to amendments to the Character and Development Areas however, the Chief Executive does not agree with the removal of Adamstown Extension, Kishoge North West and Kishoge North East as referred to in items 56476, 56503, 56505 and 56506.

The proposed motion does not reflect the carefully considered and co-ordinated approach of the Draft Planning Scheme and the SDZ Order for the subject lands.

The Character and Development Areas concept has been carefully considered as part of the urban design approach including the green infrastructure and land use strategies of the Draft Planning Scheme reflects the requirements of the SDZ Order to prioritise residential development.

As such, the overall intent of this motion or the preceding motions relating to this issue.

**Recommendation**

It is recommended that this motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

**Strategic Environmental Assessment of Proposed Motion**

The parks and landscape strategy works with the surface water strategy and ecological considerations and altering significantly elements of this could give rise to conflict with a number of SEOS, namely Water, Biodiversity, Green Infrastructure and Landscape. Potential in-combination and cumulative effects could arise in association with this motion; therefore it is not recommended for adoption.

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

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

[Master Plan 56734 Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58423)

Following contributions from Councillors P. Gogarty, R. McMahon, Mr B. Keaney, Senior Planner responded to queries raised. Mr R. McMahon proposed to include “Rugby” in the Motion wording, a show of hands vote on the proposed amended wording followed the result of which was as follows:

**FOR 13 (THIRTEEN)**

**AGAINST 17 (SEVENTEEN)**

**ABSTAIN 2 (TWO)**

The Motion **FELL**

## 2.5 Retail

### **M141/0118 Item ID:56792**

Proposed by Councillor P. Gogarty and Seconded by Councillor D. O’Donovan

Delete existing text in Section 2.5.4 Kishoge Urban Centre - Core Retail Area and replace with the following::

Section 2.5.4 Kishoge Urban Centre - Core Retail Area

**The Scheme provides one major retail District Centre at Kishoge Urban**
**Centre, focused on the transport interchange at Kishoge Train Station. For**
**the purpose of retail policy, a Core Retail Area for the Clonburris Urban**
**Centre and Kishoge Urban centres are defined in the Function Map for**
**the Planning Scheme (see Figure 2.5.1 [NB as amended by any motions]).**
**Gross floor area up to a maximum of 14,000 sqm shall be provided**
**within Kishoge Core Retail Area. It should accommodate a minimum**
**of one large supermarket, with supporting comparison goods floor area.**
**Retail services, community, leisure, employment, civic and cultural**
**uses should be provided in addition to retail. As a minimum, a District**
**Centre must include one large supermarket and units suitable for use**
**as individual shops and retail service outlets, such as newsagent,**
**pharmacy, doctor’s/dentist’s surgery, bank and/or estate agency uses.**
**The retail units should be provided principally at ground level in the**
**centre.**
**A cap of 4,000 sqm net convenience sales area applies to any store in**
**the Planning Scheme. Larger comparison and convenience shopping**
**will be limited to 3 or 4 units, with the remaining allocated floorspace**
**allocated to small and medium sized units. The provision of stand alone**
**retail stores and shops which are not integrated into the urban design**
**framework for the designated centres shall be avoided.**
**Retail provision should generally be provided in tandem with the**
**provision and occupation of residential units (see the Place Making**
**Requirements section of the Phasing Strategy). As outlined in the**
**Clonburris SDZ Retail Study and in taking into account of the expansion in density of Kishoge and the increase in size of the Kishoge Urban Centre and Retail Core, the development of the retail provision in**
**the District Centre requires build out of the residential units to provide**
**available expenditure in the catchment to ensure viability. This is**
**reflected in the phasing schedule.**

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

**REPORT:**

The subject of this motion is the increased function and scale of retail at Kishoge Core Retail Centre, including the increase in the maximum retail floorspace from 2,600 sqm to a maximum of 14,000 sqm.

It is considered that the following motions are interlinked and it recommended that they be considered in tandem:

**Motion 141 - Item 56792 (Cllr Gogarty)** – Text changes to Section 2.5.4 including increasing quantum and type of retail at Kishoge and increasing area of Kishoge Core Retail Area. Motion provides for two District Centres.

**Motion 142 - Item 56565 (Cllr Gogarty)** – Mapping Change to Function Concept Map (Figure 2.1.3) for Kishoge Core Retail Area.

**Motion 143 - Item 56596 (Cllr Gogarty)** – Text change to Section 2.5.1

**Motion 144 - Item 56597 (Cllr Gogarty)** – Text changes to the Key Principles in Section 2.5 Retail to reflect the increased status to District of Kishoge and mention both centres equally.

The Chief Executive recommends that this motion and the listed associated motions above are not adopted as the Draft Planning Scheme has been carefully prepared to comply with the designation of Clonburris as a District Centre. Exceeding the prescribed maximum quantum of retail in the DPS will adversely impact on the viability and vitality of existing centres, in particular Clondalkin Town Centre.

A Retail Study (2017) was prepared to inform the retail provision and accompanies the DPS. The Retail Study:

* Reviewed relevant retail policy
* Assessed the vitality and viability of existing centres in the retail catchment, including centres at Lucan, Liffey Valley, Clondalkin and other local centres.
* Assessed and projected the retail need, taking account of planned population growth, projected expenditure, turnover and existing floorspace.
* The Report recommends a maximum of 21,455 Gross Sqm of Retail in the Planning Scheme.

The Chief Executive advises that in retail terms, Clonburris is designated as a District Centre under the South Dublin County Council Development Plan 2016 – 2022, the Retail Strategy for the Greater Dublin Area 2008 –2016 and the Regional Planning Guidelines for the Greater Dublin Area 2010 – 2022.

The Retail Strategy for the GDA and the South Dublin County Council Development Plan 2016 – 2022 outlines that a District centre can vary both in the scale of provision and size of catchment depending on proximity to a major town centre but a good range of comparison shopping would be expected (though no large department store), some leisure activities and a range of cafés and restaurants and other mixed uses. They should contain at least one supermarket and ancillary foodstores alongside financial and other retail services. A District Centre should generally cater for a population of 10,000-40,000 people.

**The Chief Executive considers that there is no evidence or policy basis for the provision of two District centres within the Planning Scheme**.

The Chief Executive advises that the maximum quantum of retail floorspace within the Clonburris Retail Core accords with a District Centre status and the Kishoge Retail Core is a lower level Local Centre. This accords with the principles of retail planning policies and guidelines, including the protection of existing adjacent retail locations such as Lucan Village and Clondalkin Town Centre.

**Clonburris SDZ is within the retail catchment of Clondalkin Town Centre and it is the policy of the Council, as stated in Section 5.6.3 of the County Development Plan to support the vitality and viability of retailing in the Town and Village Centre of Clondalkin and encourage the expansion and intensification of the Core Retail Area to serve the established and growing catchment population.** The provision of significant additional retail to that prescribed in the Retail Study and the DPS for Clonburris would be contrary to established County Development Plan policies.

**Recommendation**

It is recommended that the motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

**Strategic Environmental Assessment of Proposed Motion**

The motion is not consistent with provisions relating to retail in terms of the Retail Study prepared for the planning scheme or the South Dublin CDP 2016-2022. Altering this scheme to support this motion could give rise to effects in terms of existing viability of settlements such as Clondalkin and may negatively affect other retail elements included in the scheme. This could give rise to in combination and negative effects in terms of population and human health and material assets, particularly transport. It is not recommended that this motion is adopted.

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

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

[SDCC Development Plan Retail Hierarchy 56792](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58425)

Following a contribution from Councillor P. Gogarty who called for a show of hands vote on the Motion AS PUT, the result of which was as follows:

**FOR 11 (ELEVEN)**

**AGAINST 21 (TWENTY ONE)**

**ABSTAIN 1 (ONE)**

The Motion **FELL**

### **M142/0118 Item ID:56565**

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

That the Kishoge Retail Core area be designated Mixed Use - Retail and Residential similar to the Clonburris Retail Core

Rationale: This area is centred around a major link road and a train station similar to Clonburris. Should it be extended and/or densities increased, as its location would warrant, then it should have a similar retail core area as Clonburris to facilitate the thousands of people who will live in close promixity. They should not have to travel distances for similar facilties but should be able to enjoy them within walking distance.

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

[Fig 2.1.3 Function Map - Draft Planning Scheme](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58302)
[Fig 251 - Motion](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58059)

**REPORT:**

The subject of this motion is a mapping change to Figure 2.5.1 Function Map for the function of the Kishoge Retail Core. The proposal is to change the function to match Clonburris Retail Core and increase the area.

It is considered that the following motions are interlinked and it recommended that they be considered in tandem:

**M141 - Item 56792 (Cllr Gogarty)** – Text changes to Section 2.5.4 including increasing quantum and type of retail at Kishoge and increasing area of Kishoge Core Retail Area. Motion provides for two District Centres.

**M142 - Item 56565 (Cllr Gogarty)** – Mapping Change to Function Concept Map (Figure 2.1.3) for Kishoge Core Retail Area.

**M143 - Item 56596 (Cllr Gogarty)** – Text change to Section 2.5.1

**M144 - Item 56597 (Cllr Gogarty)** – Text changes to the Key Principles in Section 2.5 Retail to reflect the increased status to District of Kishoge and mention both centres equally.

The Chief Executive recommends that this motion and the listed associated motions above are not adopted as the Draft Planning Scheme has been carefully prepared to comply with the designation of Clonburris as a District Centre. Exceeding the prescribed maximum quantum of retail in the DPS will adversely impact on the viability and vitality of existing centres, in particular Clondalkin Town Centre.

A Retail Study (2017) was prepared to inform the retail provision and accompanies the DPS. The Retail Study:

* Reviewed relevant retail policy
* Assessed the vitality and viability of existing centres in the retail catchment, including centres at Lucan, Liffey Valley, Clondalkin and other local centres.
* Assessed and projected the retail need, taking account of planned population growth, projected expenditure and turnover and existing floorspace.
* The Report recommends a maximum of 21,455 Gross Sqm of Retail in the Planning Scheme.

The Chief Executive advises that in retail terms, Clonburris is designated with a District Centre under the South Dublin County Council Development Plan 2016 – 2022, the Retail Strategy for the Greater Dublin Area 2008 –2016 and the Regional Planning Guidelines for the Greater Dublin Area 2010 – 2022.

The Retail Strategy for the GDA and the South Dublin County Council Development Plan 2016 – 2022 outlines that a District centre can vary both in the scale of provision and size of catchment depending on proximity to a major town centre but a good range of comparison shopping would be expected (though no large department store), some leisure activities and a range of cafés and restaurants and other mixed uses. They should contain at least one supermarket and ancillary foodstores alongside financial and other retail services. A District Centre should generally cater for a population of 10,000-40,000 people.

The Chief Executive considers that there is no evidence or policy basis for the provision of two District centres within the Planning Scheme.

The Chief Executive advises that the maximum quantum of retail floorspace within the Clonburris Retail Core accords with a District Centre status and the Kishoge Retail Core is a lower level Local Centre. This accords with the principles of retail planning policies and guidelines, including the protection of existing adjacent retail locations such as Lucan Village and Clondalkin Town Centre.

**Clonburris SDZ is within the retail catchment of Clondalkin Town Centre and it is the policy of the Council, as stated in Section 5.6.3 of the County Development Plan to support the vitality and viability of retailing in the Town and Village Centre of Clondalkin and encourage the expansion and intensification of the Core Retail Area to serve the established and growing catchment population**. The provision of significant additional retail to that prescribed in the Retail Study and the DPS for Clonburris would be contrary to established County Development Plan policies.

**In relation to increasing the area of Kishoge Retail Core, the preparation of the DPS included a detailed masterplanning process. The Retail Core is carefully considered to account for building heights, density, quantum of employment, community and retail. It is considered that an increase in area is not required**.

**Recommendation**

It is recommended that the motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

**Strategic Environmental Assessment of Proposed Motion**

The motion is not consistent with provisions relating to retail in terms of the Retail Study prepared for the planning scheme or the South Dublin CDP 2016-2022. Altering this scheme to support this motion could give rise to effects in terms of existing viability of settlements such as Clondalkin and may negatively affect other retail elements included in the scheme. This could give rise to in combination and negative effects in terms of population and human health and material assets, particularly transport. It is not recommended that this motion is adopted.

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

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

Following contributions from Councillors B. Ferron, P. Kearns, C. King, V. Casserly, P. Gogarty, W. Lavelle, Mr B. Keaney, Senior Planner responded to queries raised. A show of hands vote on the Motion AS PUT followed, the result of which was as follows:

**FOR 6 (SIX)**

**AGAINST 23 (TWENTY THREE)**

**ABSTAIN 0 (ZERO)**

The Motion **FELL**

### **M143/0118 Item ID:56596**

Proposed by Councillor P. Gogarty

Amend Section 2.5.1 Introduction to read:

The distribution of retail and other commercial floorspace in the
Planning Scheme is related to the accessibility offered by public
transport across the site. The main retail areas are focused
primarily around Clondalkin- Fonthill Railway Station **and Kishoge Railway Station**. A small amount of retail and other
commercial floorspace is allocated to facilitate the development
of local nodes to serve local catchments. The retail provision for
the Planning Scheme was initially informed by a Clonburris SDZ Retail
Study (2016) **and was later increased to reflect the increase in density at Kishoge Urban Centre.**

Cllrs G. O'Connell, L. O'Toole and F. Timmons
[Fig 2.5.1 Function Map for Draft Planning Scheme with Legend](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58461)

**REPORT:**

The subject of this motion is a text change to Section 2.5.1 Introduction.

It is considered that the following motions are interlinked and it recommended that they be considered in tandem:

**M 141 - Item 56792 (Cllr Gogarty)** – Text changes to Section 2.5.4 including increasing quantum and type of retail at Kishoge and increasing area of Kishoge Core Retail Area. Motion provides for two District Centres.

**M 142 - Item 56565 (Cllr Gogarty)** – Mapping Change to Function Concept Map (Figure 2.1.3) for Kishoge Core Retail Area.

**M 143 - Item 56596 (Cllr Gogarty)** – Text change to Section 2.5.1

**M 144 - Item 56597 (Cllr Gogarty)** – Text changes to the Key Principles in Section 2.5 Retail to reflect the increased status to District of Kishoge and mention both centres equally.

Please see response to M 141 and Item M 142

**Recommendation**

It is recommended that the motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

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

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

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

### **M144/0118 Item ID:56597**

Proposed by Councillor P. Gogarty

Amend Section 2.5.1 Key Principles to read as follows:

To support new retail provision to meet the needs of
the population and to direct significant new retail floor
space into the designated **Retail Cores of Clonburris Urban**
**Centre and Kishoge Urban Centre**

To promote the provision of an appropriate mix, range
and type of uses in the **Retail Cores of Clonburris and Kishoge Urban**
**Centres,** including retail, community, recreational, medical
and childcare uses, at a scale that caters predominantly
for the population of the lands;

To support and facilitate the development of **Clonburris**
**Urban Centre and Kishoge Urban Centre** and of an appropriate urban scale, providing a sustainable retail mix, that facilitates walking, cycling and
use of public transport; and

In the Clonburris and Kishoge centres, the provision of uses that would preclude the provision of a more appropriate range of retail or services may be restricted
at ground floor level within the shopping streets, in addition to any uses that would seriously affect the amenities of the area and impinge on achieving the Planning Scheme.

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

**REPORT:**

The subject of this motion is a text change to the Key Principles in Section 2.5 Retail to reflect the increased status to District of Kishoge and mention both centres equally to reflect the proposal under item 56792 to provide for two District Centres in the DPS.

It is considered that the following motions are interlinked and it recommended that they be considered in tandem:

**M141 - Item 56792 (Cllr Gogarty)** – Text changes to Section 2.5.4 including increasing quantum and type of retail at Kishoge and increasing area of Kishoge Core Retail Area. Motion provides for two District Centres.

**M142 - Item 56565 (Cllr Gogarty)** – Mapping Change to Function Concept Map (Figure 2.1.3) for Kishoge Core Retail Area.

**M143 - Item 56596 (Cllr Gogarty)** – Text change to Section 2.5.1

**M144 - Item 56597 (Cllr Gogarty)** – Text changes to the Key Principles in Section 2.5 Retail to reflect the increased status to District of Kishoge and mention both centres equally.

Please see response to M 141 and M142. **The Chief Executive does not recommend an increase in the retail permissible in the DPS and the provision of two District Centres**. As such, the proposed text changes in this motion is not required.

**Recommendation**

It is recommended that the motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

**Strategic Environmental Assessment of Proposed Motion**

The motion is not consistent with provisions relating to retail in terms of the Retail Study prepared for the planning scheme or the South Dublin CDP 2016-2022. Altering this scheme to support this motion could give rise to effects in terms of existing viability of settlements such as Clondalkin and may negatively affect other retail elements included in the scheme. This could give rise to in combination and negative effects in terms of population and human health and material assets, particularly transport. It is not recommended that this motion is adopted.

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

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

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

### **M145/0118 Item ID:56599**

Proposed by Councillor P. Gogarty

Amend section 2.5.3 Clonburris Urban Centre – Core Retail Area to read:

The Scheme provides one major retail District Centre at Clonburris Urban
Centre, focused on the transport interchange at Fonthill Train Station. For
the purpose of retail policy, a Core Retail Area for the Clonburris Urban
Centre and Kishoge Urban centres are defined in the Function Map for
the Planning Scheme (see Figure 2.5.1).

Gross floor area up to a maximum of **19,500** sqm shall be provided
within Clonburris Core Retail Area. It should accommodate a minimum
of one large supermarket, with supporting comparison goods floor area.
Retail services, community, leisure, employment, civic and cultural
uses should be provided in addition to retail. As a minimum, a District
Centre must include one large supermarket and units suitable for use
as individual shops and retail service outlets, such as newsagent,
pharmacy, doctor’s/dentist’s surgery, bank and/or estate agency uses.
The retail units should be provided principally at ground level in the
centre.
A cap of **4,500**sqm net convenience sales area applies to any store in
the Planning Scheme. Larger comparison and convenience shopping
will be limited to **4 or 5** units, with the remaining allocated floorspace
allocated to small and medium sized units. The provision of stand alone
retail stores and shops which are not integrated into the urban design
framework for the designated centres shall be avoided.
Retail provision should generally be provided in tandem with the
provision and occupation of residential units (see the Place Making
Requirements section of the Phasing Strategy). As outlined in the
Clonburris SDZ Retail Study, the development of the retail provision in
the District Centre requires build out of the residential units to provide
available expenditure in the catchment to ensure viability. This is
reflected in the phasing schedule.

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

**REPORT:**

The primary subject of this motion is the increased quantum of retail at Clonburris Core Retail Centre from a maximum of 12,920 sqm to a maximum of 19,500 sqm.

**The Chief Executive recommends that this motion is not adopted as the Draft Planning Scheme has been carefully prepared to comply with the designation of Clonburris as a District Centre. Exceeding the prescribed maximum quantum of retail in the DPS will adversely impact on the viability and vitality of existing centres, in particular Clondalkin Town Centre**.

A Retail Study (2017) was prepared to inform the retail provision and accompanies the DPS. The Retail Study:

* Reviewed relevant retail policy;
* Assessed the vitality and viability of existing centres in the retail catchment, including centres at Lucan, Liffey Valley, Clondalkin and other local centres;
* Assessed and projected the retail need, taken account of planned population growth, projected expenditure and turnover and existing floorspace; and
* The Report recommends a maximum of 21,455 Gross Sqm of Retail in the Planning Scheme.

The Chief Executive advises that in retail terms, Clonburris is designated with a District Centre under the South Dublin County Council Development Plan 2016 – 2022, the Retail Strategy for the Greater Dublin Area 2008 –2016 and the Regional Planning Guidelines for the Greater Dublin Area 2010 – 2022.

The Chief Executive advises that the maximum quantum of retail floorspace within the Clonburris Retail Core accords with a District Centre status and the Kishoge Retail Core is a lower level Local Centre. This accords with the principles of retail planning policies and guidelines, including the protection of existing adjacent retail locations such as Lucan Village and Clondalkin Town Centre.

**Clonburris SDZ is within the retail catchment of Clondalkin Town Centre and it is the policy of the Council, as stated in Section 5.6.3 of the County Development Plan to support the vitality and viability of retailing in the Town and Village Centre of Clondalkin and encourage the expansion and intensification of the Core Retail Area to serve the established and growing catchment population.** The provision of significant additional retail to that prescribed in the Retail Study and the DPS for Clonburris would be contrary to established County Development Plan policies. As a guide on the scale, the Retail Study (2017) estimated that Clondalkin Town Centre has a retail provision of c12,500 sqm.

It is national policy, by way of the Retail Planning Guidelines for Planning Authorities (2012), that a convenience cap of 4,000 sqm apply to new retail stores or extensions to existing stores. As such, the provision of 4,500 sqm is contrary to these Guidelines.

**Recommendation**

It is recommended that the motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

**Strategic Environmental Assessment of Proposed Motion**

The motion is not consistent with provisions relating to retail in terms of the Retail Study prepared for the planning scheme, the South Dublin CDP 2016-2022 and the Retail Planning Guidelines. Altering this scheme to support this motion could give rise to effects in terms of existing viability of settlements such as Clondalkin and may negatively affect other retail elements included in the scheme. This could give rise to in combination and negative effects in terms of population and human health and material assets, particularly transport. It is not recommended that this motion is adopted.

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

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

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

### **M146/0118 Item ID:56598**

Proposed by Councillor P. Gogarty

Clonburris SDZ

That all retail provision for amended zones and core retail areas be based on the attached amended Table 2.13.1 (linked to several motions) and that all other graphs, figures, tables and text be amended to reflect same.

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

**REPORT:**

This motion amends Table 2.13.1 Summary of Planning Scheme Tables of the DPS to demonstrate cumulative retail impact of the motions listed below. The amended table is attached to the motion.

**The cumulative adoption of the motions increases the maximum retail from 21,520 sqm in the DPS to 36,300 sqm. The breakdown of the 36,300sqm would provide for a centre of 14,000 sqm at Kishoge and a centre of 19,000 sqm at Clonburris. As a guide on the scale, the Retail Study (2017) estimated that Clondalkin Town Centre has an existing retail provision of c13,500 sqm**.

It is considered that this motion implements the content of the following motions and it recommended that they be considered in tandem:

**M141 - Item 56792 (Cllr Gogarty)** – Text changes to Section 2.5.4 including increasing quantum and type of retail at Kishoge and increasing area of Kishoge Core Retail Area. Motion provides for two District Centres.

**M142 - Item 56565 (Cllr Gogarty)** – Mapping Change to Function Concept Map (Figure 2.1.3) for Kishoge Core Retail Area.

**M143 - Item 56596 (Cllr Gogarty)** – Text change to Section 2.5.1

**M144 - Item 56597 (Cllr Gogarty)** – Text changes to the Key Principles in Section 2.5 Retail to reflect the increased status to District of Kishoge and mention both centres equally.

**M145 - Item 56599 (Cllr Gogarty**) – text changes to Section 2.5.3, including increase in retail floorspace at Clonburris Retail Core

Please refer to the responses to the items above. The Chief Executive recommends that the proposed changes to the retail elements of the DPS, including Tables not be adopted.

**Recommendation**

It is recommended that the motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

**Strategic Environmental Assessment of Proposed Motion**

The motion is not consistent with provisions relating to retail in terms of the Retail Study prepared for the planning scheme, the South Dublin CDP 2016-2022 and the Retail Planning Guidelines. Altering this scheme to support this motion could give rise to effects in terms of existing viability of settlements such as Clondalkin and may negatively affect other retail elements included in the scheme. This could give rise to in combination and negative effects in terms of population and human health and material assets, particularly transport. It is not recommended that this motion is adopted

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

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

[Motion - Section-2-13-Summary of Planning Scheme Tables](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58085)

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

### **M353/0118 Item ID:56727**

Proposed by Councillor W. Lavelle and Seconded by Councillor D. O’Brien

That table 4.3 be amended to include the following text under ‘Prior to commencement of development’*: “Provision of increased boundary walls, timber screening on top of existing walls, or full-height timber screening in place of railings (whichever appropriate) to act as noise pollution screening along the boundaries of Foxborough and Moy Glas estates with Grangecastle Road.”*

**REPORT:**

In relation to the Moy Glas and Foxborough residential estates, these are both outside the Strategic Development Zone boundary and are therefore outside the scope of the Planning Scheme.

It is noted however that Policy IE7 SLO 1, of the SDCC County Development Plan 2016-2022, refers to noise barriers and states *To provide noise barriers along the uncovered parts of Moy Glas estate facing the Outer Ring Road and 100m along Griffeen Avenue.*

It is considered that this issue is outside the scope of the Planning Scheme, is also addressed separately under the County Development Plan 2016-2022 and should therefore not be adopted.

**Recommendation**

It is recommended that this motion is not adopted.

It was **AGREED** to take Motion 354 in conjunction with Motion 353

### **M354/0118 Item ID:56747**

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

Noting that there will be increased vehicular movements along the Outer Ring Road (R136) that during construction of Phase 1A this local authority takes steps to reduce noise pollution along the said Outer Ring Road with particular reference to Moy Glas and Foxborough estates. Plan to be amended at Section 2.2.4 page 27

**REPORT:**

In relation to the Moy Glas and Foxborough residential estates, these are both outside the Strategic Development Zone boundary and are therefore outside the scope of the Planning Scheme.

It is noted however that Policy IE7 SLO 1, of the SDCC County Development Plan 2016-2022, refers to noise barriers and states *To provide noise barriers along the uncovered parts of Moy Glas estate facing the Outer Ring Road and 100m along Griffeen Avenue.*

It is considered that this issue is outside the scope of the Planning Scheme, is also addressed separately under the County Development Plan 2016-2022 and should therefore not be adopted.

**Recommendation**

It is recommended that this motion is not adopted.

Following contributions from Councillors W. Lavelle, E. O’Brien, D. O’Brien, L. Dunne, L. O’Toole, C. King, P. Gogarty, D. Looney, P. Foley, K. Mahon, Mr B. Keaney, Senior Planner responded to queries raised. Councillor M. Duff proposed an amendment to the wording as follows:

That table 4.3 be amended to include the following text under **Phase 1A**: ‘Prior to commencement of development’*: “Provision of increased boundary walls, timber screening on top of existing walls, or full-height timber screening in place of railings (whichever appropriate) to act as noise pollution screening along the boundaries of Foxborough and Moy Glas estates with Grangecastle Road.”*

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

### **M272/0118 Item ID:56710**

Proposed by Councillor W. Lavelle and Seconded by Councillor K. Egan

That figure 3.3.15 be amended to omit the proposed new square (highlighted on attached image) incorporating existing open space between Rossberry/Oldbridge estates and the new northwest corner of Development Area 7 - Kishoge North West; and that the existing southern boundary wall to the existing open space between Rossberry/Oldbridge estates be retained; and that all corresponding tables in the planning scheme be amended accordingly.

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

[Image for amendment KNW boundary](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58073)

**REPORT:**

**Response**

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

The masterplanning of the Draft Planning Scheme was an iterative process involving a multi-disciplinary team of experts using best practice approaches and concepts including urban design and permeability.

A carefully co-ordinated and considered landscape and open space strategy has been devised for the SDZ Lands including an integrated network of strategic and local open spaces including connections to existing open spaces.

The subject area of open space, which is identified on an accompanying map, will connect the existing community and the new community of Clonburris. In addition, this area can provide permeability improvements for existing areas and as such can reduce walking and cycling distances to schools, shops, public transport and other community facilities by delivering new links and opening barriers to movement.

It was recommended in the Chief Executives Report that the following text under Section 2.2.3 (Pedestrian and Cycle Movement) be included in the Draft Planning Scheme:

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

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

**Recommendation**

It is recommended that this motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

**Strategic Environmental Assessment of Motion**

In addition, the location of open spaces has been scrutinised in relation to (inter alia) movement, biodiversity and natural heritage. Amending and reorganising the layout may interact with a number of SEOs cumulatively in particular landscape, biodiversity, material asssets SEOs. Therefore not recommended for adoption.

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

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

Following contributions from Councillors W. Lavelle, D. Looney, M. Johansson, P. Gogarty, S. Holland, P. Foley, B. Ferron, Mr B. Keaney, Senior Planner responded to queries raised. A show of hands vote on the Motion AS PUT followed, the result of which was as follows:

**FOR 12 (TWELVE)**

**AGAINST 14 (FOURTEEN)**

**ABSTAIN 7 (SEVEN)**

The Motion **FELL**

### **M211/0118 Item ID:56733**

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

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

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

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

**REPORT:**

**Response**

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

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

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

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

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

**Recommendation**

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

Include the following text under Section 2.8.6 (general):

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

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

No interaction with Strategic Environmental Objectives.

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

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

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

### **M115/0118 Item ID:56746**

Proposed by Councillor E. O'Brien

That the draft plan be amended to read that no house, apartment, duplex or other residential unit or commercial or other building constructed during Phase 1A of the development shall be occupied without an increase in the number of peak time rail services between Adamstown and Dublin Heuston. Table 4.3 to be amended

**REPORT**

**Response**

Commuter rail services to and from Dublin City Centre along the Kildare/Cork Railway Line includes rail line have been augmented through the upgrading of the Phoenix Park Tunnel.

Further to the response to Item 56697, a submission from the NTA on the Draft Planning Scheme confirms that the NTA is committed to deliver the transport infrastructure and services that will serve Clonburris including the DART Expansion Programme.

Further to additional correspondence (January 2018), the NTA indicates that **additional rail services introduced since the operation of the Phoenix Park tunnel will be augmented by off-peak services to Clonburris and these will be introduced in 2018.** It is envisaged that the Kishoge railway station will open in 2020 once development occurs in its vicinity. The exact timing of the DART Expansion Programme will be influenced by the Government’s 10 year Capital Plan, which is expected to be announced shortly. In advance of this off peak services will be increased in late 2018.

**The development of the SDZ lands and the trips generated is, however, not considered to be reliant on the early delivery of the DART expansion programme or train services at Adamstown. This proposed motion would therefore inappropriately delay the development of the SDZ Lands.**

**Recommendation**

It is recommended that this motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

**Strategic Environmental Assessment of Proposed Motion**

The transport assessment and NTA advice is considered sufficient to facilitate public bus options to serve the planning scheme and achieve consistency with Material Assets SEOs; therefore this motion is not recommended for adoption.

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

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

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

### **M116/0118 Item ID:56661**

Proposed by Councillor E. Higgins

That table 4.3 be amended to include the following additional requirements:

Phase1B: *“Development and opening of a Western Orbital Road linking the N4 & N7; to include a direct road linkage from the Clonburris SDZ lands.”*

Phase 3: *“Extension of the Western Orbital Road linking to the N3.”*

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

**REPORT:**

**Response**

A submission from the NTA on the Draft Planning Scheme confirms that the NTA is committed to deliver the transport infrastructure and services that will serve Clonburris including the DART Expansion Programme and Core Orbital Bus Routes. Within the context that traffic generated by Clonburris will contribute to less than 1% of the overall traffic on the strategic road network in the AM peak period, with a trip distribution primarily to the north, south and east, the development of the SDZ lands is not considered to be reliant on the delivery of the Western Dublin Orbital Route. This proposed motion would therefore inappropriately inhibit and delay the development of the SDZ Lands in the medium to long term.

Further to additional correspondence (January 2018), the NTA advises that it is envisaged that the Kishoge railway station will open in 2020 once development occurs in its vicinity. The NTA also advises that it intended to provide the new orbital service through the SDZ lands linking Blanchardstown to Tallaght in the short term.

The Transport Assessment and Strategy (Chapter 6) models the impact of the Draft Clonburris Planning Scheme combined with existing and planned development on the transport network for 2026 and 2035. While the proposed Western Dublin Orbital Route has been tested as part of the wider strategic analysis under the Transport Assessment and Transport Strategy (2017) that accompanies the Draft Planning Scheme, the Tallaght – Blanchardstown Core Orbital Bus Route (along with additional bus routes), the DART Expansion Programme, the planned internal street network and local junction upgrades have been modelled to service the trip demands generated by Clonburris in line with the Transport Strategy for the GDA. **The development of the SDZ lands is therefore not considered to be reliant on the Western Dublin Orbital Route, which will have a wider strategic role, and the linking of the development of the SDZ lands to this medium to long terms strategic regional road would not be appropriate**.

The 2026 modelling of the Draft Planning Scheme demonstrates that the proposed street network, pedestrian and cycle network together with existing and planned pubic transport (including core orbital bus routes), street upgrades and junction improvements will be sufficient to service the trip demands generated by Clonburris. Within this context, approximately 47% of trips in the AM period will be undertaken by walking, cycling and public transport in 2026.

Further to proposals for a direct link between Clonburris SDZ and the Western Dublin Orbital Route, such an Arterial Road is not considered necessary particularly in relation to the projected easterly, southerly and northerly distribution of trips than will be generated by the SDZ Planning Scheme and the volume of traffic that it will contribute to the strategic road network. Such an Arterial Road would also be at variance with the key objectives of the Draft Planning Scheme to achieve a sustainable modal split and this has not been modelled as part of the Transport Assessment and Strategy.

The linking of the development of the SDZ lands to the Western Dublin Orbital route is therefore unnecessary. This would inappropriately delay the development of the SDZ Lands including other transport proposals that have been modelled to service the Clonburris trip demands in the medium to long terms.

**Recommendation**

It is recommended that this motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

**Strategic Environmental Assessment of Proposed Motion**

The provision of a major link route is in conflict with sustainable transport objectives and would adversely affect material assets SEOS and potentially Air Quality and Climate SEOs. Therefore this motion is not recommended for adoption.

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

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

[Western Orbital Road Proposal](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58702)

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

### **M118/0118 Item ID:56751**

Proposed by Councillor E. O'Brien

Prior to the completion of Phase 1B that work will commence on the said major regional link road running between the N7 and N4 and the provision of a link road from Clonburris SDZ directly on to this link road. Table 4.3 to be amended

**REPORT:**

**Response**

Further to the response to Item 56661 and, within the context that traffic generated by Clonburris will contribute to less than 1% of the overall traffic on the strategic road network in the AM peak period with a trip distribution primarily to the north, south and east, the development of the SDZ lands is not considered to be reliant on the delivery of the Western Dublin Orbital Route, which will have a wider strategic role. This proposed motion would therefore inappropriately inhibit and delay the development of the SDZ Lands in the medium to long term.

Further to proposals for a direct link between Clonburris SDZ and the Western Dublin Orbital Route, such an Arterial Road is not considered necessary particularly in relation to the projected easterly, southerly and northerly distribution of trips than will be generated by the SDZ Planning Scheme and the volume of traffic that it will contribute to the strategic road network. Such a link road would also be at variance with the key objectives of the Draft Planning Scheme to achieve a sustainable modal split and this has not been modelled as part of the Transport Assessment and Strategy.

**Recommendation**

It is recommended that this motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

**Strategic Environmental Assessment of Proposed Motion**

The provision of a major link route is in conflict with sustainable transport objectives and would adversely affect material assets SEOS and potentially Air Quality and Climate SEOs. Therefore this motion is not recommended for adoption.

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

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

[Western Orbital Road proposal](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58716)

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

### **M119/0118 Item ID:56750**

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

Consistent with South Dublin Development Plan TMI Objective 4 prior to the commencement of development in the SDZ to commence consultation with Kildare County Council and Fingal County Council to identify the preferred route of a major regional link road running the N7 and N4

**REPORT:**

**Response**

Further to the response to Item 56661 and, within the context that traffic generated by Clonburris will contribute to less than 1% of the overall traffic on the strategic road network in the AM peak period with a trip distribution primarily to the north, south and east, the development of the SDZ lands is not considered to be reliant on the delivery of the Western Dublin Orbital Route, which will have a wider strategic role. This proposed motion would therefore inappropriately inhibit and delay the development of the SDZ Lands in the medium to long term.

Further to proposals for a direct link between Clonburris SDZ and the Western Dublin Orbital Route, such an Arterial Road is considered necessary particularly in relation to the projected distribution of trips than will be generated by the SDZ Planning Scheme and the volume of traffic that it will contribute to the strategic road network. Such a link road would also be at variance with the key objectives of the Draft Planning Scheme to achieve a sustainable modal split and this has not been modelled as part of the Transport Assessment and Strategy.

**Recommendation**

It is recommended that this motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

S**trategic Environmental Assessment of Proposed Motion**

The provision of a major link route is in conflict with sustainable transport objectives and would adversely affect material assets SEOS and potentially Air Quality and Climate SEOs. Therefore this motion is not recommended for adoption.

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

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

[Western Orbital Road proposal](http://www.sdublincoco.ie/sdcc/departments/corporate/apps/cmas/documentsview.aspx?id=58717)

Following contributions from Councillors E. O’Brien, W. Lavelle, G. O’Connell, B. Bonner, the Motion **AS PUT** was **AGREED**

### **M217/0118 Item ID:56821**

Proposed by Councillor P. Gogarty

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

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

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

**REPORT:**

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

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

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

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

**Recommendation**

It is recommended that this motion is not adopted.

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

No interaction with Strategic Environmental Objectives.

**Strategic Environmental Assessment of Motion**

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

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

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

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

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

### **M208/0118 Item ID:56650**

Proposed by Councillor E. Higgins

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

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

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

**REPORT:**

**Response**

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

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

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

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

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

**Recommendation**

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

Include the following text under Section 2.8.6 (general):

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

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

No interaction with Strategic Environmental Objectives.

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

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

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

### **M209/0118 Item ID:56694**

Proposed by Councillor W. Lavelle

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

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

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

**REPORT:**

**Response**

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

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

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

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

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

**Recommendation**

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

Include the following text under Section 2.8.6 (general):

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

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

No interaction with Strategic Environmental Objectives.

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

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

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

### **H3/0118 Item ID:57113**

Proposed by Landuse Planning Transportation

**Chief Executive’s amendments to the Draft Planning Scheme (corrections, typos etc)**

**REPLY:**

In addition to the amendments recommended in the Chief Executive’s Report and the amendments required to implement the agreed motions, the Chief Executive proposes a general amendment be passed for typographical errors, punctuation, grammatical errors & table/figure/map inconsistencies.

The Item was **NOTED** and **AGREED**

### **H2/0118 Item ID:56884**

Proposed by Landuse Planning Transportation

**Resolution to make, vary/modify or not make the Clonburris Strategic Development Zone Planning Scheme.**

**REPLY:**

1. The Planning Scheme is hereby made under Section 169 of the Planning and Development Act 2000 (as amended) and shall have effect 4 weeks from the day that it is made.
2. The Planning Scheme is hereby made, subject to variations and modifications, under Section 169 of the Planning and Development Act 2000 (as amended) and shall proceed to the next stage.
3. The Planning Scheme is hereby not made under Section 169 of the Planning and Development Act 2000 (as amended).

Following contribution from Councillors F. Timmons, W. Lavelle, L. O’Toole, L. Dunne, B. Leech, E. O’ Brien, P. Gogarty, E. Higgins, Mr. D. McLoughlin, Chief Executive and Mr B. Keaney, Senior Planner responded to queries raised. Councillors C. King, G. O’ Connell, B. Bonner, M. Duff, M. Ward, R. McMahon, L. O’Toole, E. O’Brien, E. Higgins, M. Johansson, P. Kearns, B. Leech, P. Gogarty expressed their thanks to the Management and Planning Staff for their work in connection with the preparation of the Clonburris Draft Planning Scheme process.

Councillor F. Timmons proposed Option 2 and this was seconded by Councillor G. O’Connell, a [Roll Call](http://www.sdublincoco.ie/Home/ViewDocument/c80230b1-6c86-4d78-a6fd-afb600a74fcb) vote followed, the result of which was as follows:

**FOR 22 (TWENTY TWO)**

**AGAINST 1 (ONE)**

**ABSTAIN 10 (TEN)**

The Resolution was **AGREED**.

**The meeting concluded at 2.25am on 02/02/2018**

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

 **Mayor**

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