

COMHAIRLE CONTAE ÁTHA CLIATH THEAS
SOUTH DUBLIN COUNTY COUNCIL



MEETING OF SOUTH DUBLIN COUNTY COUNCIL

Monday, 11 May 2026

HEADED ITEM NO.10

Lock Road, Traveller Accommodation Part 8- For Approval

Chief Executive's report on public consultation for proposed Traveller Accommodation development comprising 1 residential home, 3 halting bays and all associated works on undeveloped lands located in Grange Castle West, Lucan Co. Dublin.



1.0 Introduction

In accordance with the requirements of Part XI Planning and Development Act, 2000 (as amended) (the Act) and Part 8 of the Planning and Development Regulations, 2001 (as amended) (the Regulations), SDCC is seeking planning consent to demolish the existing temporary Traveller Accommodation site known as Rock Road Mansions and develop a proposed Traveller Accommodation group housing scheme comprising of 1 residential home, 3 halting bays and all associated works on undeveloped lands located in Grange Castle West, Lucan Co. Dublin.

The purpose of this Chief Executive's Report is to present the outcome of the consultation, to respond to submissions made during the consultation period and to make recommendations in relation to the proposed development where appropriate. This report also:

- Describes the nature and extent of the proposed development and is accompanied by an appropriate plan of the development and appropriate map of the relevant area;
- Evaluates whether or not the proposed development would be consistent with the proper planning and sustainable development of the area to which the development relates, having regard to the provisions of the development plan;
- Is accompanied by the screening determination on why an environmental impact assessment is not required and specifies the features of the proposed development and the measures to avoid or prevent adverse effects on the environment of the development;
- Is accompanied by the County Architects report on the public consultation in relation to the proposed development;
- Lists the persons or bodies who made submissions or observations;
- Summarises the issues, with respect to the proper planning and sustainable development of the area in which the proposed development would be situated, raised in submissions and observations, and gives the responses of the Chief Executive; and
- Recommends whether or not the proposed development should be proceeded with as proposed, or as varied or modified as recommended in this report.

1.1 Site description

The proposed site is located 1.5km northwest of Grange Castle Business Park South, and parallel to R120 Adamstown Road on undeveloped lands in SDCC ownership.

The proposed development comprises two sites, as shown on the location plan, totalling approximately 2.37 hectares (ha). To the south-west is an existing temporary halting site, known as 'Rock Road Mansions' which is proposed for demolition (comprising 0.81 ha). To the north-east are undeveloped lands, to be known as 'Lock Road', with an existing access path and hardstanding (comprising 1.56 ha).

The lands adjoining and adjacent to the site consist of a mix of uses including:

- EdgeConneX Data Centre to the North.
- Grange Castle Business Park to the South & West
- The R120 to the East.
- There are number of detached dwellings of varying ages located further north on the opposite side of the R120 to the proposed development site.

The proposed development can be accessed by the R120 to the east of the proposed development site. The wider road network includes the R134 to the south (c. 260 m). The M50 is located approximately 5.2 km to the east and can be accessed through the N4 to the north of the site. Existing transport services serving the area include Bus Stops 3413 on the 68 route on the R134.

The proposed development site is set back from the R120 to allow for an existing 110kV Circuit and wayleave. There is an existing boundary wall and fences along its roadway frontages to the East. See general views below. Please refer to existing site plan and constraints drawing and further detail on site constraints below.

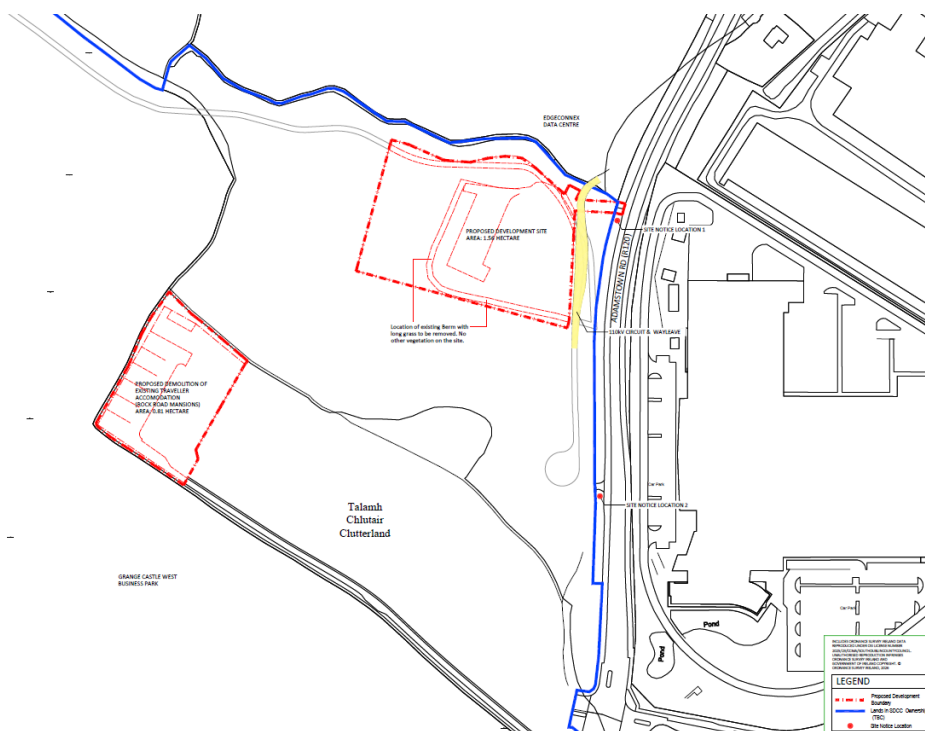


Fig. 1.1 Site Location – not to scale



Fig. 1.2 - Aerial view of area (Google map extract - not to scale)



View 1.1 - View from Adamstown Rd (R120) towards entrance to the site of proposed new Traveller Accommodation group housing scheme. (Google Extract).



[View 1.2 – View from Adamstown Rd \(R120\) towards entrance to existing site for demolition \(Google Extract\).](#)

Detailed plans, drawings, and reports in relation to the proposed development are available at the following links:

[Lock Road Traveller Accommodation Part 8 Information](#)

[Newspaper Notice](#)

[Site Notice](#)

[County Architects Report](#)

[Site Location](#)

[Site Plan](#)

[AA Screening Report](#)

[EIA Screening Report](#)

[Drainage Report](#)

[Flood Risk Assessment](#)

[Proposed Day Unit & Homework Club](#)

[Proposed Bungalow](#)

[Proposed Boundary Treatment](#)

1.2 Traveller Accomodation need in the area

Within South Dublin County, there are currently two emergency/temporary facilities for Traveller households. We are dedicated to relocating these sites in consultation with the residents by providing safe, fully serviced, high quality accommodation during the lifetime of this programme. The sites in question are located at Lock Road, Lucan, Co. Dublin and Whitestown Way, Tallaght, Dublin 24.

1.3 Site constraints

Surveys and site analysis have been carried out on the site. The subject site has several constraints as listed below:

ESB Wayleave: There is a wayleave associated with a 110kV circuit running underground parallel with the R120, as marked on the constraints drawing. During the design development, the proposed boundary for the site moved further west to avoid a clash with this wayleave.

Services: Irish Water drainage records indicate that there is a foul sewer located in the R120. The presence of the 110kV circuit located underground between the site and the R120 prevent connecting a gravity system to the existing foul sewer. Foul drainage within the site will be collected by a gravity system and piped to a new Type 1 Irish Water pumping station within the site boundary.

Topography: the site is relatively flat. From a high point in the southwest corner, the site falls 1 metre to the low point in the northeast. This fall of 1 metre across 169 metres represents a slope gradient of approximately 0.03% metres, which is negligible.

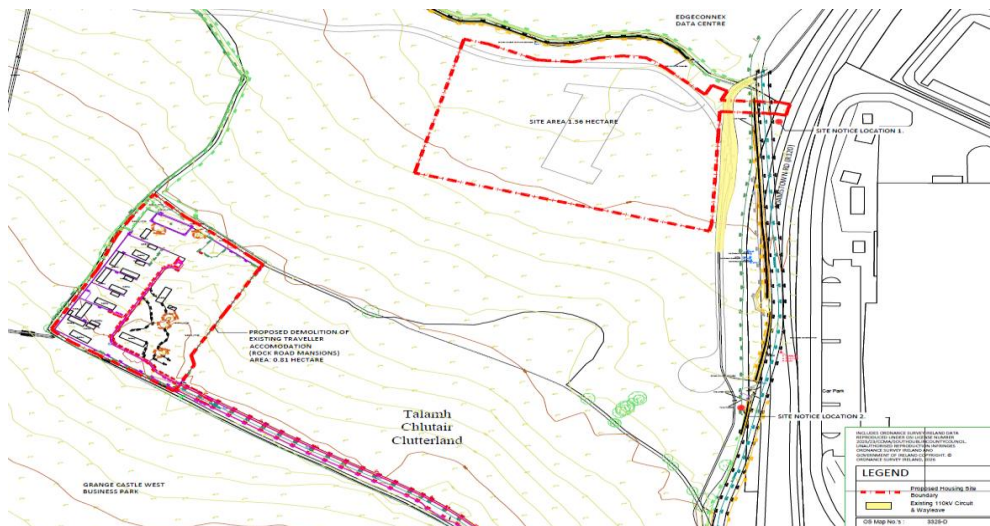


Fig 1.3 – Extract from Site Constraints Drawing, 110kV Wayleave shown in yellow – Not to Scale

2.0 Planning context

2.1 Land use zoning:

Under the “South Dublin County Council Development Plan 2022 – 2028”, the lands are zoned as ‘Objective EE’ with an objective *‘To provide for enterprise and employment related uses’*.

Traveller Accommodation is a permitted in principle use under the EE Zoning. There is an existing halting site located to the south-west of the application site (which is proposed to be demolished), therefore the principle of development has already been established at this location.

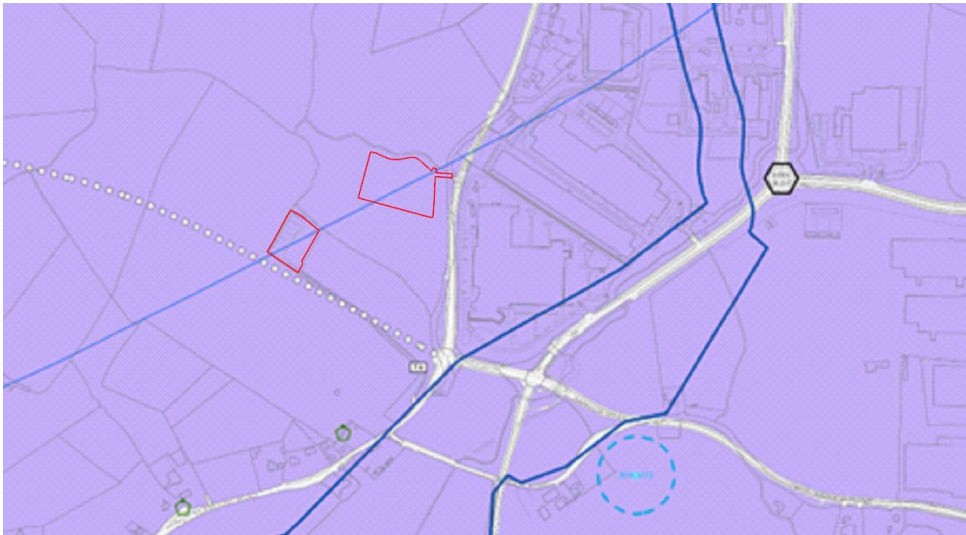


Fig 2.1 - Zoning Map extract from SDCC County Development Plan 2022-2028.

Subject site outlined in red – Not to Scale

2.2 National and local policy context

The proposed design has been developed with regard to a comprehensive range of local and national planning policy and guidance and presents a balanced response to its specific site context.

National: Delivering Homes, Building Communities Plan

The new national housing plan ‘Delivering Homes, Building Communities Plan, under its Pillar 2 Support People, Priority 5; Focusing on Ending Homelessness, Delivering Homes for Older People, Support Social inclusion, specifically aims to increase and improve accommodation for the Traveller community through local authorities and approved housing bodies.

Local: South Dublin County Development Plan 2022 - 2028 (SDCDP)

The proposed development is consistent with Housing Pillar 2 for Traveller Accommodation as set out in the objectives within the County Development Plan which support the continued development of Traveller Accommodation across the County. These include:

- *Policy H4: Traveller Accommodation: Implement the South Dublin County Council Traveller Accommodation Programme 2019-2024 (and any superseding programmes agreed by the Council) in accordance with the principles of proper planning and sustainable development.*
- *H4 Objective 1: To implement the South Dublin County Council Traveller Accommodation Programme*

- *H4 Objective 2: To ensure that Traveller Accommodation is located in proximity to services, including public transport, schools, GPs, shops, playgrounds and sports clubs.*
- *H4 Objective 3: To provide long term sustainable Traveller Accommodation developments, while ensuring proper provision of infrastructure.*
- *H4 Objective 4: To ensure that all Traveller Accommodation is provided to the highest standard following detailed consultation with local communities and Traveller advocacy groups.*
- *H4 Objective 5: To ensure that every halting site has basic amenities such as water, ESB, refuse collection and sanitation and are situated to enable as much integration with local communities as possible, that is, access to schools, GPs, shops, playgrounds and sports clubs.*

Traveller Accommodation Programme 2025 – 2029 (TAP)

The TAP sets out council policy regarding the provision of Traveller Accommodation including delivering the programme in accordance with the principles of proper planning and sustainable development. The proposed development at Lock Road is signalled in the current TAP.

2.3 Seveso site

A Seveso site was established at Microsoft Grange Castle, as per planning ref. SD23A/0039. As the proposed development is located in excess of 300m from the Seveso Site, the HSA has confirmed that SDCC are not required to consult with them for technical advice. It is considered that the proposed development is consistent with the planning policies and objectives pertaining to the site and is in line with the zoning provisions, policies and objectives of the South Dublin County Development Plan 2022-2028.

3.0 Project description and assessment

3.1 Proposed design

The proposed works to comprise of:

- Demolition of the existing Traveller Accommodation Site (Area 0.81 hectares) known as ‘Rock Road Mansions’.
- Development of a new Traveller Accommodation group housing scheme (Area 1.56 hectares) to be known as ‘Lock Road’. The proposed development will include;
 - New single story detached house with 2 No. car parking spaces.
 - No. new halting site bays, each with a single-story day unit, an adjacent mobile unit and 2 No. car parking spaces.
 - New single story homework club.
 - New play area and hard standing.

- New enterprise area.
- Storage sheds.
- New external bin store.
- New Irish Water pumping station.
- Installation of new external site lighting.
- Reconfiguring of the existing entrance to the site to provide pedestrian and vehicle access.
- All associated roadways, paths and boundary fencing.
- All hard and soft landscaping to include a berm to the west and south of the proposed development.
- All associated ancillary site works as may be required in adjacent lands but not limited to foul and surface water drainage and utility supplies.

3.2 Proposed development - masterplanning and site layout

The proposed development comprises two areas totalling approximately 2.37 hectares (ha). The south-western part of the proposed development 'Rock Road Mansions' (comprising 0.81 ha) is an existing halting site proposed for demolition. The north-east part of the proposed development, Lock Road, comprises a 1.56 ha greenfield site in SDCC's ownership, with an existing access path and hardstanding. The site boundary is set back from the R120 to allow for the existing 110kV circuit and associated wayleave.

The overall approach is to create a series of single storey buildings which are set back from but aligning with the R120. The bungalow and day units provide an active street frontage overlooking the homework club, play area and open space to the east of the site.

To the rear of these buildings is an open space for equestrian use, accessed from the rear of the halting bays and via the vehicular and pedestrian route established along the north boundary of the site.



Figure 3.1 – Extract from Site Layout – not to scale



Figure 3.2 – CGI of the proposed Development, View from Adamstown Road (R120)

3.3 Proposed development – residential amenity

The retention of the existing berm to the east of the proposed development, along with the addition of the new screening berms to the south and west, will aid with the creation of an attractive and intimate residential area. This is particularly important within the receiving environment which is large-scale industrial warehouse type buildings.

3.3 Proposed development – materials

The proposed design utilises a limited palette of high-quality, low-maintenance materials to include brick to all elevations, composite (aluclad or similar quality) windows to selected neutral colours, slated roof finishes with powder coated metal rainwater goods to neutral colours to match window finish.

3.4 Proposed development – roads and access

Road access and capacity are within acceptable and safe limits. The location of the entrance to the proposed development is an existing entrance to the site from the R120, it is proposed to improve this entrance. Requirements for safe pedestrian and cycle access have been considered; the entrance will be upgraded in line with the NTA's cycle design manual to ensure pedestrian and cyclist priority across the entrance by implementing a continuous footpath and cycle track arrangement. Autotrack calculation have been prepared to show that a fire tender and refuse collection can safely access the development.

Roads will be to SDCC taking in charge standards [TIC] and DMURS criteria. Detailed plans, drawings, and reports in relation to the proposed development are available at [Lock Road Part 8 Information](#)

3.5 Legislative background

Section 179 (3) (b) of the Act, requires that the Chief Executive of a local authority shall, within 8 weeks after the expiration of the period during which submissions or observations with respect to the proposed development may be made, prepare a report in writing in relation to the proposed development and submit the report to the Elected Members of the council.

Section 179 (3) (b) of the Act outlines that a report shall—

1. Describe the nature and extent of the proposed development and the principal features thereof, and shall include an appropriate plan of the development and appropriate map of the relevant area,
2. Evaluate whether or not the proposed development would be consistent with the proper planning and sustainable development of the area to which the development relates, having regard to the provisions of the development plan and giving the reasons and the considerations for the evaluation,
3. Include the screening determination on why an environmental impact assessment is not required and specify the features, if any, of the proposed development and the measures, if any, envisaged to avoid or prevent what might have otherwise been significant adverse effects on the environment of the development,
4. List the persons or bodies who made submissions or observations with respect to the proposed development,
5. Summarise the issues, with respect to the proper planning and sustainable development of the area in which the proposed development would be situated, raised in any such submissions or observations, and give the response of the chief executive thereto, and
6. Recommend whether or not the proposed development should be proceeded with as proposed, or as varied or modified as recommended in the report, or should not be proceeded with, as the case may be.

Under Section 179(4) of the Act, the Elected Members shall, within 6 weeks of the receipt of the report of the Chief Executive, consider the proposed development and the report. Following the consideration of the report of the Chief Executive, the proposed development may be carried out as recommended in the report, unless the local authority, by resolution, decides to vary or modify the development, otherwise as recommended in the Chief Executive's report, or decides not to proceed with the development.

A resolution must be passed not later than six (6) weeks after receipt of the Chief Executive's report.

4.0 Environmental Impact Assessment and Appropriate Assessment

The proposal has undergone Screening for Appropriate Assessment in accordance with Article 6(3) of the Habitats Directive (92/43/EEC) and Screening for Environmental Impact Assessment under the EIA Directive 2011/92/EU, as amended by Directive 2014/52/EU. In accordance with Article 81 of the Planning & Development Regulations 2001, as amended, the Planning Authority has made a determination and concluded that:

(a) The proposed development, either individually or in combination with other plans and projects, is not likely to have a significant effect on any European site(s) and therefore, a Stage 2 Appropriate Assessment is not required.

(b) There is no real likelihood of significant effects on the environment arising from the proposed development and that the proposed development is not of a class set out under Schedule 5 of the Planning and Development Regulations 2001, as amended, and therefore does not require an Environmental Impact Assessment Report (EIAR).

5.0 Public notices and consultation process

On the 29 January 2026, SDCC gave notice that it had prepared a Part 8 for the proposed development for the demolition of the existing Traveller Accommodation site known as 'Rock Road Mansions', Lucan, Co. Dublin and the proposed development of a new Traveller Accommodation group housing scheme on a site to be known as 'Lock Road', Grange Castle West, Lucan, Co. Dublin. The public consultation period took place from the 29 January to 13 March 2026 inclusive (a period of 6 weeks), during which time information on the proposed Part 8 development and environmental reports were made available to the public and submissions were invited.

The public consultation on the proposed development included the following statutory and non-statutory elements:

- Newspaper Notice in The Echo on 29 January 2025.
- Site Notices (2no. erected).
- SDCC Online Consultation Portal <https://consult.sdublincoco.ie>
- Briefing and consultation meetings in December 25 for the elected members at the Clondalkin Area Committee and briefings for the Local Traveller Consultative Committee
- Emails notifying relevant prescribed bodies
- Engagement and consultation with the representatives of the Traveller households before and during the consultation period.

6.0 Outcome of the public consultation programme

The number of submissions and observations that were received during the public consultation period came to 9 in total – eight submissions received through public consultation and one submission on foot of notice issued to prescribed bodies. A list of all the persons /bodies that made submissions within the public consultation period is provided in the table below:

Table 1: List of Persons / Prescribed Bodies that made submissions

Person	Company / Organisation (if Applicable)	Link
1 Dermot Phelan	Connections Developer Services Uisce Éireann (Submission by Prescribed Body)	Link
2 Paul Gogarty	TD	Link
3 Maria & Hugh Rooney	Local Resident	Link
4 Cllr Francis Timmons	SDCC	Link
5 Cllr Shirley O'Hara	SDCC	Link
6 Declan Rooney	Local Resident (Submitted Twice)	Link
7 Shane Moynihan	TD	Link
8 Karen McCarthy	Local Resident (Submitted Twice)	Link
9 Cllr Linda de Courcy	SDCC	

All 9 of the submissions received by the council during the public consultation period were read, summarised and analysed. The submission received from Uisce Éireann was technical in nature and indicated no objections to the proposals. A summary of the issues raised are provided in the table 2 below.

Observation / Submission Topic		Number of Times Raised
1	Objection to the proposed location of the entrance to the new group housing scheme.	8

7.0 Summary of issues raised and Chief Executive's response and recommendations

This section presents an analysis of the submissions and includes a summary of each of the concerns raised in relation to entrance to the proposed Development and the responses and recommendations of the Chief Executive. The responses and recommendations of the Chief Executive have been framed in a manner that

takes account of proper planning and sustainable development of the area to which the development relates while having regard to the provisions of the County Development Plan, and the relevant guidelines.

Table 2:

<p>7.1 Location of the entrance close to a bend on a heavily trafficked road</p>
<p>Chief Executive’s Response: The proposed entrance to the development site is an existing entrance from the Adamstown Road (R120) and it is located on a long radius curve with a radius of approximately 400m. This entrance was constructed as part of the Adamstown Road Improvement Scheme. This scheme improved the characteristics that limited forward visibility on the existing road. These works substantially improved safety for pedestrians and cyclists and provided proper public lighting along this stretch of the R120.</p>
<p>Chief Executive’s Recommendation: It is recommended that no variation or modification be made to the proposed development.</p>
<p>7.2 Sightline and visibility concerns, to include a comment that the gradient reduces visibility even further.</p>
<p>Chief Executive’s Response: We note that a sight lines drawings demonstrating adequate visibility, prepared by McCrae Engineers, was included in the Part 8 information. The assessment of the sight lines confirms that the minimum visibility distance of 90m has been achieved. We would further add that this is the minimum required, the photos (below) taken from a car sitting at the approximate stop line location confirm that there is good visibility for a considerable distance in both directions beyond the minimum required.</p>
<p>Photo (i) Indicates the visibility to the left when exiting the site. Photo (ii) Indicates the visibility to the right when exiting the site (note the traffic lights are clearly visible)</p>



Photo (i)



Photo (ii)

There is no significant change in gradient of the road and visibility is not reduced. The level at the site entrance is approximately 65.9m. The road levels 150m from the entrance in both directions are 65m and 67.25m. This represents a very gentle gradient.

Chief Executive's Recommendation: It is recommended that no variation or modification be made to the proposed development.

7.3 Right-turn movements creating additional traffic hazards.

Chief Executive's Response: There are currently other right turn locations on the road. The bend on which the entrance is located is a long radius curve and the available forward looking sight lines are significant thus avoiding any conflict of movement. Photo (iii) Indicates the forward visibility when turning right into the site, the right hand lane is visible all the way to the lights.



Photo (iii)

<p>Chief Executive’s Recommendation: It is recommended that no variation or modification be made to the proposed development.</p>
<p>7.4 Safety concerns for pedestrians and cyclists</p>
<p>Chief Executive’s Response: Our Roads Department were consulted prior to the Part 8 lodgement. The upgrade of the entrance has been designed and laid out in accordance with the TII Cycle Design Manual (2023) detail TL403 which provides priority use to pedestrian and cyclist by implementing a continuous footpath and cycle track arrangement. We would also note that the existing cycle track currently has no markings.</p>
<p>Chief Executive’s Recommendation: It is recommended that no variation or modification be made to the proposed development.</p>
<p>7.5 The existing entrance is located close to traffic lights and is significantly safer.</p>
<p>Chief Executive’s Response: A review of both entrance locations has concluded that there is no significant difference in the safety of either entrance location. We note that the closer the entrance is to the traffic lights, the greater the potential for conflicts of movement for people exiting the site and turning right as they may have to wait for backed up traffic at the lights to provide a space for them.</p>
<p>Chief Executive’s Recommendation: It is recommended that no variation or modification be made to the proposed development.</p>
<p>7.6 It is a location for speeding when it is not congested.</p>
<p>Chief Executive’s Response: All roads have a potential for speeding when not congested, It is noted that this stretch of the R120 is limited to speed of 60km/hr. Traffic calming could be considered if this is a significant issue, but this is outside the scope of this project.</p>
<p>Chief Executive’s Recommendation: It is recommended that no variation or modification be made to the proposed development.</p>
<p>7.7 It makes more sense and is in line with best practice for urban roads and streets for the entrance to the new housing to be adjacent to the existing traffic lights to facilitate exiting especially, with better sightlines and as far away from the bend as possible.</p>
<p>Chief Executive’s Response: This is generally not the case, if the entrance is too close to the signalised junction, exiting the site to turn right is a significant issue as traffic backs up at the junction which ultimately leads to conflict and bad driving behaviour.</p>
<p>Chief Executive’s Recommendation: It is recommended that no variation or modification be made to the proposed development.</p>
<p>7.8 Progressive movement of entrances closer to residential properties.</p>
<p>Chief Executive’s Response: The proposed development utilises an existing entrance from the Adamstown Road (R120) to the site which was designed</p>

into the original road scheme.
Chief Executive’s Recommendation: It is recommended that no variation or modification be made to the proposed development.
7.9 Relocating the entrance closer to existing homes would also bring additional activity and associated disturbance nearer to residential.
Chief Executive’s Response: The proposed development will accommodate less families than the existing temporary Traveller Accommodation and therefore is not considered to be likely to generate any change in volumes of vehicular usage or activity at this location. We note that we have no records of any complaints being made to SDCC in relation to noise disturbances from the site.
Chief Executive’s Recommendation: It is recommended that no variation or modification be made to the proposed development.

8.0 Chief Executive’s Recommendation

Following detailed consideration of the issues highlighted and noting the view that the issues raised in submissions have been satisfactorily addressed as outlined in the foregoing report.

It is considered that the proposed development, on appropriately zoned lands, is consistent with the provisions of the South Dublin County Development Plan 2022-2028 and Traveller Accommodation Plan 2025-2029 and is in accordance with the proper planning and sustainable development of the area.

Accordingly, it is recommended that the development proceeds as proposed in the scheme documentation, except as may otherwise be necessary in order to comply at detailed design stage with the requirements of SDCC Road Standards.

It is therefore recommended that the council adopt the following Motion:

“That this council approves of the proposed Traveller Accommodation development comprising of 1 residential home, 3 halting bays and all associated works on undeveloped lands located in Grange Castle West, Lucan Co. Dublin it being in accordance with the proper planning and sustainable development of the area.”

Colm Ward

Chief Executive

11 May 2026